



The AI Steam Locomotive Trust
New Steam for the Main Line

THE COMMUNICATION CORD

No. 17 December 2009



CONVENTION 2009 "NOTES"

By Stephen Slack

I will find it hard to convey in a short article the eerie sense of satisfaction and anticipation, of pride in what has been achieved so far and expectation of what is to come and of wanting to recall the highs of the past year while looking forward to the possibilities of next year that pervaded this year's convention. A full house at the Ringwood Hall Hotel near Chesterfield meant 'standing room only' at the back for late arrivals as we settled down to hear the views and opinions of the Board.

Mark Allatt kicked things off by showing an evocative video from YouTube – all the more impressive when we were told it was the work of a 15 year old! If you haven't seen *Tornado* from the air you really must buy one of the videos available from the Trust: words like "stunning", "breathtaking" come to mind but simply don't do justice to the sight of

Tornado at full speed from the air. Mark opened his talk by formally welcoming two new Advisors to the Board: Gill Lord (Merchandising) and Richard Peck (Commercial Operations) although both had been getting their hands dirty for some time. He then reeled off the "highlights of the Year" from the unveiling at York, the first 'Peppercorn Pioneer' runs along the ECML firstly York-Newcastle then Doncaster-Durham, 'The Talisman' which was said to have attracted 30,000 sightseers, Valentine's Day specials, The Royal naming, 'Auld Reekie', a visit to Barrow Hill to bring together two 'A4's and an 'A2' as well as our 'A1', the 'Yorkshire Pullman' from King's Cross was followed a week later by the Top Gear 'Great Race to the North'. A visit to the North York Moors Railway brought the site of *Tornado* pulling teak coaches then back to the main line with runs on the

Coronation, Cathedrals Express to York then trips to Gloucester, Wales, Minehead and a stint on the West Somerset Railway. A 'Cathedrals Express' took in Victoria and the Father's Day doubles (with a special word of thanks here for the locomotive support team who have to ready *Tornado* for two trips on these occasions). Then a visit 'home' in some sense of the word to Tysely where the frames were cut. High Summer and the 'Torbay Express' (of course) then Towy and Tamar before some outings for Steam Dreams and a visit to Didcot.

Next up was David Burgess covering Financial highlights. Covenanter income up 14%; total income up 46%; expenditure up reflecting increased operating costs now that *Tornado* is working. Income from bank interest for us like everyone is poor. However, total income for the year is on par with the last. The commercial loan

Editorial by Stephen Slack

This edition of *The Communication Cord* includes a review of the 2009 Convention in addition to many of the regular columns; it was good to meet you at the Convention and my lasting memory is that our own merchandise tables were at least two-deep every time I walked past. Two articles are omitted from this edition: firstly the Financial highlights appear as part of the Convention review and secondly, with the winter maintenance period approaching, you may be pleased to know that Engineering and Maintenance will be given more space in an edition of *Top Link* early in the new year. *Top Link* was a publication that many of you will recall as the quarterly journal for Covenanters



during the period when *Tornado* was being built. This will cover maintenance and engineering in more detail than can be covered in *TCC* on a regular basis and will also feature historical articles on previous 'A1's and other material of a longer shelf life. It is my intention to publish timings in *The Communication Cord* on a regular basis as requested at the Convention: this will start in 2010 and feature a star performance. I hope there will be enough space in *Top Link* to include a numbers of timings as a review of 2009. As I said at the Convention these are publications for you and so your views and feedback are welcome. Although December will hardly have started when this is due to be printed let me wish all readers a Happy Christmas and remind you that there is still time to visit the website or complete order forms for *Tornado* merchandise and get the goods back in time for Christmas if you act fast! **TCC**

Tornado gently simmers at Barrow Hill.



Philip Champion

with Venturesome was cleared during the year well ahead of schedule. We still have to repay the £500,000 Bond with repayment due between 2012–16. On top of this, we now have to start thinking about building up a fund to ensure we have sufficient reserves to conduct the 10 year overhaul when this is due promptly.

Continuing the theme, Gill Lord presented next on the staggering results of her merchandising campaign. From a position where virtually nothing existed, Gill and her team have built up a wide range of merchandise suitable for all tastes and pockets. Very early on a policy decision was made to exclusively use stock sourced from the UK, this statement was met with a spontaneous round of applause from the hall. The main stay of the merchandising exercise is provided by the numerous volunteers who help Gill on days when *Tornado* is operating, be it on the main line or when visiting Heritage Railways. This involves long hours and dealing with the 'Great British Public' and often having to negotiate their way through a moving train with a trolley and stock avoiding and cooperating with the stewards and passengers. The net result of this tremendous activity has been a profit well into five figures. Our thanks and congratulations go to all those involved and if you would like to join them the tales they tell indicate that a good time is always had by all.

David Elliott followed Gill and covered the subject of Engineering and Maintenance. This was mainly a summary of what you have probably read already in previous issues of *TCC*. The year marked the transmission from construction to operation so firstly the number of the outstanding build activities required completion, such as proper attention to labels, the installation of the tender alternator, the commission of the NRM radio and the fitting of the chime whistle. Once in service you will recall the experimentation with the fusible plugs. Minor damage to *Tornado's* front screw coupling during a shunting movement taught the team the lesson that in future anyone moving *Tornado*, using her front coupling, must only do so when their locomotive has a letter box coupling. The tension on the tender draw bar was adjusted as result of operational experiences. Vibration on tight curves due to bogie/frame clearances was traced to the minutiae of metric/imperial measurements and will be addressed over the winter. The sanders too were a source of considerable interest and debate during the year. One of the key lessons was that if we wish *Tornado* to be maintained using the engineering practices we would like,

we need to recruit an apprentice to learn the 'Tornado Way'. Other modifications were made such as a second water filler on each side of the tender which results in much speedier refilling and a change to grease lubrication of the valve gear.

Richard Peck dealt next with Commercial Operations and reiterated the fact that *Tornado* had made 36 days out on the main line and had visited 4 railway centres. Looking forward to 2010, he anticipated 40 days out on the mainline and visits to other heritage centres. Since the Convention plans have developed and is the subject of another article in *TCC*.

"Tornado Needs YOU" accompanied by a picture of Lord Kitchener was Alexa Stott's opening message to the Convention. She made no apologies for the plagiarism highlighting the fact that at one point in the year *Tornado* made three main line runs in seven days as the introduction to the update to volunteers and support staff. These fall into three main areas: Support Crew, Events Team and Merchandising. The volunteer base is expanding outside the heartland of Darlington and the North East with Covenantors from all over the country being involved. The sorts of things that people get involved with are: working on the support crew, cleaning gang, acting as stewards on rail tours, working on the merchandise trolley,



(Left-right) Graham Hubbard (Bachmann Models) presents Mark Allatt with the new 00 gauge model of *Tornado*.
Neil Whitaker

being part of the events team, office administration, database management, website development and maintenance, submission of photos and management of the photo/video archives and involvement in communications and presentations. As *Tornado's* travels take her to all parts of the country, she encouraged Covenantors to get involved. Rob Morland followed Alexa and gave the Convention an insight into the work of the support crew. There are currently twenty nine signed up members and their involvement starts at 10:00 a.m. before the run prepping the locomotive. They all are required to have passed the PTS Track Safety and the FTR Exam. Rob explained the day in the life and the sort

of accommodation in the support coach. It was quite a poignant moment when he reminded the Convention that *Tornado* had been the last steam locomotive at Old Oak Common.

From the hotel we adjourned to Barrow Hill and, following a very well prepared and presented buffet lunch, we were able to keep our private appointment with *Tornado* which you can read more about in Covenantors' Diary. As I have mentioned in the Editorial the merchandising stand was busy all afternoon and there was a particular peak of interest when the latest Bachmann 'OO' gauge model of *Tornado* made an appearance courtesy of Graham Hubbard. **TCC**

FROM THE CHAIR by Mark Allatt

It seems to be a recurring theme for me to write in my column about the hectic pace of life with *Tornado*, but as you will read in this issue of *TCC* things haven't slowed down at all! It's been an amazing few months with 'The Winton Train', the Trust's 'The Waverley' trains over the S&C, our annual convention at Barrow Hill and our visits to Didcot and the Severn Valley Railway – never mind our 'normal' operations for Steam Dreams and Pathfinder! And for the second time this year we've been treated the sight of our apple green locomotive hauling an LNER teak rake, this time on the SVR.

These recent visits and journeys have taken *Tornado* across the length and breadth of England and I'm very pleased to say that the substantial crowds that greeted us in the early part of the year are still to be seen, with our recent visit to Gloucester on 'The Thames Tornado' and our S&C runs with 'The Waverley' particularly standing out. Thank you to our volunteers old and new who are giving huge amounts of their time keeping our locomotive on the main line and bringing so much pleasure to so many people.

As you can read elsewhere we have succeeded in paying back all of the Trust's interest bearing commercial loans several months early thanks to your continued generosity and hard work. However, we still need to service the other loans made to us by supporters and bond issue taken up to ensure the locomotive's long term operations. Then there is the matter of at least £50,000 needed to put our own fully equipped and certified support coach behind the locomotive and the costs of future overhauls.

We are therefore keener than ever to encourage as many supporters as possible to join us by becoming a Covenantor, making a donation and/or taking out a dedicated donation to sponsor a part of the locomotive (there are still many components left to support even though almost all of them are already on the locomotive!). We are still seeing growth in numbers of covenantors coming on board, so if you know anyone who wants to become part of *Tornado* please encourage them to join us. Details on all of these can be found in the 'how you can help' section of our website (**www.a1steam.com**).

With Christmas rapidly approaching there could be no better way to fill your family and friend's Christmas stockings than with one of our *Tornado*-branded gifts. From the new Bachmann 00 gauge model of *Tornado* through to the new DVD of the BBC's 'Absolutely Chuffed: the Men Who Built a Steam Engine' and our *Tornado* baseball caps there is a present for everyone! I know where I'm shopping this Christmas! At **www.a1steam.com**!

Finally, on page 10 you will find *Tornado's* operational schedule, with visits to the Mid-Hants Railway, the Great Central Railway and the Bluebell Railway now booked in addition to our main line tours. Please put these dates in your diary and help us to fill these trains. We will inform you of details of future events and milestones as soon as we can but please keep an eye on the events section of our website for the latest information.

A Happy Christmas and a prosperous New Year to you all. Thank you for all your support in making 2009 such a momentous year and here's to an amazing 2010 with *Tornado*. **TCC**

AWARDS by Mark Allatt

The AI Steam Locomotive Trust was recently awarded the prestigious 'Engineering Heritage Award' by The Institution of Mechanical Engineers. The IMechE was established in 1847 and has some of the world's greatest engineers in its history books. It currently has around 80,000 members in 120 countries representing mechanical engineers involved in a diversity of fields such as the automotive, rail, aerospace, medical, power and construction industries to name a few.

The IMechE first established its Engineering Heritage Scheme in 1984 in recognition of objects/artefacts/locations of significant mechanical engineering importance. To win an award the object must be industrially innovative; be associated with a person or event, which has made a significant contribution to society and/or mechanical engineering, or possess a unique feature, by being a prototype or only surviving example.

The award, whose previous winners include the JCB Dieselmex engine, English Electric Lightning aircraft, Bombe at Bletchley Park, Beyer Peacock Garrett K1 locomotive, Prince Consort Engine at Crossness Pumping engine and Vickers

Wellington Bomber, was presented to Mark Allatt and David Elliott on behalf of The AI Steam Locomotive Trust, by Professor Isobel Pollock BSc(Eng) ACGI CEng Hon DSc FIMechE at the National Railway Museum in York, who said:

"This was not an award for nostalgia but an award for achievement and engineering excellence. *Tornado* was completed using a blend of traditional and modern engineering skills. The new locomotive incorporated many new features such as a fully welded boiler and had all the braking and control equipment to meet current Network Rail standards."

To find out more about The Institution of Mechanical Engineers visit www.imeche.org.

Stop press: as this edition of *TCC* went to press the Trust was delighted to learn that the Heritage Railway Association is to make its prestigious Peter Manisty Award to The AI Steam Locomotive Trust, "in recognition of its unique accomplishment in raising the profile of the British railway heritage movement to the general public and throughout the world with the steam locomotive *Tornado*". The trophy will be presented to the Trust during the evening dinner of the HRA's AGM at the National Railway Museum on Saturday 6th February 2010. **TCC**

MEDIA REPORT by Mark Allatt

Press interest in *Tornado* seems to continue unabated. The highlight since TCCI6 was without doubt *Tornado's* appearance at the head of 'The Winton Train'. This story rightly flew around the world and photographs of *Tornado* appeared in newspapers as far away as India, China, Argentina and New Zealand. Closer to home BBC Breakfast News, fronted by our friend Robert Hall, covered the train's journey from Prague across Europe and was there to greet *Tornado* at Harwich International. The last leg of this epic journey to London's Liverpool Street Station was shadowed by a helicopter sending live footage of *Tornado's* progress back to the BBC's studio. An article in *The Times*, again written by a good friend to the Trust Michael Binyon, made mention of *Tornado's* role in this commemoration of Sir Nicholas Winton's life.

The migration of the last series of 'Top Gear' across the BBC channels to Dave means that you never have to wait long to see the 'Great Race to the North' and that wonderful airborne footage of *Tornado* running along the Northumbrian coast. This programme continues to generate interest in

Tornado whenever it is repeated.

Our main line trains and heritage railway visits are still of great interest to local newspapers, radio and TV with many people saying that they had come along as a result of pieces they had read, heard or seen. On Monday 5th October *The Daily Telegraph* published a wonderful photograph of *Tornado* crossing the Ribbleshead Viaduct on the Settle to Carlisle Line for the first time.

The railway press also continues to show great interest in *Tornado* with several cover stories, editorial mentions and literally dozens of photographs. In a recent edition of *Steam Railway*, Mike Notley, a familiar face in our support coach, started his 'Top Link' column saying that, "it is less than a year since *Tornado* first turned a wheel on the main line, but in that time it has established itself as the face and shape of main line steam in the eyes of the general public. Given the coverage in the press and on TV, it's understandable that just about everyone out there has recently seen it or read about it." Praise indeed from the sage of main line steam.

Many links to this coverage can be found in the 'in the media' pages on www.a1steam.com. **TCC**

MERCHANDISE by Gill Lord



Merchandising Manager Gill Lord and her team of volunteers were kept busy at the Severn Valley Railway.

I am writing this report whilst at the Severn Valley Railway, sitting at a table on Kidderminster station concourse. To my left I can see hoards of happy customers taking photographs of *Tornado*, children laughing, adults standing looking in awe at the wonder that is *Tornado*, yes, the Severn Valley Railway really has been a victim of the "*Tornado Effect*"!

To my right, I see another group of people and behind them is the merchandise stall, apple green cloths, bright price tags showing the items for sale in the best way, the cash box overflowing, the pile of fleeces getting smaller and smaller, the volunteers smiling and helpful, busy selling *Tornado*.

This is now, but over the last few months, the merchandise sales have gone from strength to strength.

Since our visit to Didcot, we have made 6 train trips, we only sell the smaller items on the train due to storage, but again the sale figures have been truly wonderful. The main seller on the two Settle & Carlisle trips were the new woolly hats, a steal at only £6 and available in three colours, black, navy and 'hot pink' which go down extremely well with the younger females!

For the convention at Barrow Hill, larger items were added to the list, fleeces, sweat shirts, a model of *Tornado* made of coal that has travelled on the footplate, and a new 1000 piece *Tornado* montage jigsaw (many thanks to Steve Philpot for the use of his photographs) Also at Barrow Hill, the new Bachmann 00 gauge *Tornado* made its first appearance, and very good it looked too. At the time of writing, *Tornado* has only four more trips before winter maintenance at York, because of this, the

On-line sales, found on www.a1steam.com will be the main point of sale until February. All the larger items will be available as well as some smaller more specialised goods.

Up to the date of the last convention at Barrow Hill, the merchandise sales were in excess of £57,000 with a substantial profit to the Trust. We estimate that by the end of this year this will have grown to £80,000 sales, not bad for 8 months work.

At this point, I want to thank all the sales volunteers who get up very early in the morning to catch trains on which we are selling, get home very late at night or stay in strange hotels without complaint but thoroughly enjoy themselves in the process. If you would like to volunteer, please contact: volunteer@a1steam.com.

What next you may be thinking, next year we have a full programme of tours; static stands on preserved railways etc. Different items will be introduced, and some old favourites retained. We are always looking for suggestions for new items to sell, so if you have any new ideas please let me know on sales@a1steam.com.

My first few months as the Merchandise Manager for the Trust has been hard work, but very enjoyable and I hope to increase revenue even further during the next year. **TCC**

Covenantors' Diary by Alexa Stott

I'd like to hope that the fireworks are over for another year? Can 2010 possibly be any busier than 2009? Somehow I think it might be.

● Those of you who attended the Annual Convention will already know of the Trust's intention to take *Tornado* to several new places next year and also re-visit some old haunts and friends. As always the Trust will endeavour to make sure all Covenantors have the opportunity to see *Tornado* wherever she may be in the country and any special entry discounts that we negotiate with the railway centres will be advised to you as soon as possible. Confirmed visits include: The Bluebell Railway, The Mid Hants Railway and The Great Central Railway.

● So what has happened since my last column? I was delighted to see that quite a few Covenantors took advantage of the ticket discounts to come and see *Tornado*

at Didcot. We were all made most welcome by the Didcot Railway Centre team and the added bonus of having some "down time" to take advantage of the maintenance facilities there should not be underestimated.

● Then at last *Tornado* was able to return to her traditional hunting grounds of the East Coast Main Line. The timings recorded by our resident expert Mike Notley in his usual spot in the support coach were testimony to the reputation that *Tornado* has built up in such an incredibly short time. Again some of you were able to join us on these trips.

● However, the one we were all waiting for was still to come – *Tornado's* first encounter with The Settle & Carlisle Railway – and what a weekend it was! Covenantors young and old, with families and friends, turned out in force, not only on the trains themselves but to cheer us on from the line side too. The weekend is reported in much more detail elsewhere in this edition

of *The Communication Cord* but a sincere thank you goes to all those Covenantors who supported the final two Trust-organised tours of 2009. Watch this space for more in 2010.

● With hardly time to draw breath *Tornado* arrived at Barrow Hill in preparation for the Annual Convention. After four successful driver experience days – where several Covenantors took advantage of a special discount to enjoy a day driving and firing *Tornado*, the volunteer cleaning gang got to work so the locomotive was at her sparkling best for 17th October. Nearly 300 Covenantors and their guests enjoyed a very special day at the Roundhouse. There was the opportunity for the usual catch ups with old friends and tales of the year just gone to be exchanged but the chance to see *Tornado* unencumbered by thousands of members of the public and adoring TV crews was undoubtedly the reason why so

many of you came. The proof of this came the following day when Barrow Hill opened its doors to the public for one of its Open Days. These events usually attract a few hundred people but on this occasion nearly 1,500 turned up and they all wanted to see *Tornado*. ● As always, the Trust greatly appreciates the support our Covenantors continue to give us in many ways, both financial and practical. At the Convention I made another appeal for volunteers to help us in several different areas as we look forward to a very busy 2010 for *Tornado*. We offer a warm welcome to all new volunteers, whether it be in events and merchandising, support crew, locomotive cleaning or administration. Whatever your skills, please do get in touch with me at volunteer@a1steam.com and I promise I will find a job for you. The pay may be zero and the hours uncertain but enjoyment is guaranteed! **TCC**

HERITAGE RAILWAY VISITS

by Alexa Stott

Neil Whitaker



Huge crowds greet Tornado at Kidderminster during her successful visit to the Severn Valley Railway.

As I write this, *Tornado* has just finished her visit to The Severn Valley Railway. It was yet another successful event, not only for the Trust but for our hosts. The visit coincided with the school October half-term holidays and many families took the opportunity to come and see *Tornado* as a result. Once again the footplate rides on offer were very popular and sold out long before *Tornado* actually arrived at The Severn Valley. The Severn Valley management team also took the wise precaution of offering pre-booked seats on *Tornado* trains and all the trains were very busy. The merchandising team, led by Gill Lord, did a fabulous job running a stall at Kidderminster throughout the nine days that *Tornado* was running trains – the wide range of official *Tornado* merchandise is proving to be very popular and a great fund raiser for the Trust.

Re-winding to where I finished this column in the last edition of *The Communication Cord*, *Tornado's* visit to Didcot over the August Bank Holiday weekend proved to be yet another popular event with families and enthusiasts alike. Although there is only a short running line at this venue, footplate rides once again were a big draw and from the Trust's vantage point in the picnic area, the sight of *Tornado* steaming up and down every 15 or 20 minutes was an added bonus to another successful weekend's work for the team. We ran another of our



The Archbishop of Doncaster and the Dean of Darlington spreading the LNER Gospel in savage lands!

Alexa Stott

competitions – this time it was “Guess the weight of steam *Tornado's* injector” – *Tornado* has three with two in use at any one time and the other spare. The engineering team regularly swaps the spare with one of the in-use ones and as this happened at Didcot it seemed an ideal opportunity to show people what an injector looks like and how it works. The answer, for those who might be interested, was 134lbs 2oz or 60.839kg.

Our Chairman and Director of Engineering took the opportunity whilst in the foreign lands of the Great Western Railway to attempt to convert some of the heathen inhabitants to our London & North Eastern ways. Only time will tell if this will have had any impact but in the mean time our thanks go not only to

Didcot but to the Severn Valley Railway for their wonderful welcome and the help they have given the Trust.

Not exactly a Heritage Railway visit but many of you will be aware that *Tornado's* first appointment after her stay at Didcot, on 4th September, was to have the honour of hauling the final leg of the Winton Train, commemorating the Kindertransports, which saved hundreds of Czech children from certain death in the Nazi concentration camps and honouring Sir Nicholas Winton, the man who organised those life-saving trains. In a post script to this event, the Trust was asked to present the wreath which was carried on *Tornado* that day to the Holocaust Memorial Centre in Laxton near Nottingham. I am pleased to report that the wreath and a photograph of *Tornado* hauling the Winton Train are now on display there and if you happen to be passing please do pay a visit, it is a very moving yet positive place.

So, on to the last visit of the year. *Tornado* will be returning to the National Railway Museum at York over the Christmas and New Year holiday period. The main purpose of the visit is for annual maintenance. However, it is likely that the locomotive will be on display in the Great Hall for at least some of the time so please check the National Railway Museum's website at www.nrm.org.uk for further information. **TCC**

NEXT YEAR – TORNADO 2010 by Richard Peck

Tornado entered public service for the first time in January 2009, and what a very busy first year it turned out to be!

In addition to visits to Preserved Railways and Heritage Railway Centres, there were 36 days out on the main line. The main line mileage run in this first year was around 12,000, so there is still some headroom before reaching the ‘ceiling’ of 15,000 miles per year imposed on “vehicles for heritage or special services only” by Railway Group Standard GM/RT2000 “Engineering Acceptance of Rail Vehicles”.

There were two small lessons we learnt from the very busy 2009.

The first is to ensure better planning of the programme for maintenance and repairs, to make it easier for our very hardworking support team to keep the engine in tip-top condition. The second is to ensure sufficient attention is given at the planning stage to take into account as far as possible the requirement for Light Engine and/or Empty Coaching Stock movements – such moves cost money, bring in no income, and use up some of those precious 15,000 miles!

With these lessons in mind, a joint planning meeting for 2010 was arranged with our major Customers and Suppliers, including Steam Dreams, Pathfinder Tours, Torbay Express Limited, and Riviera Trains to agree an outline programme for the next year aimed at minimising Light Engine moves, minimising Empty Coaching Stock moves, and providing adequate slots for maintenance.

The resulting outline plan for 2010 is still necessarily subject to Rules of the Route – will the lines be available on the dates of our jointly proposed tours, or will Network Rail Engineering Work intervene? It is therefore too early at this stage to provide details here of a complete plan for 2010, and indeed there will be further joint planning meetings from time to time to adjust the programme as necessary to fit in with Engineering Work.

It can be said however, that 2010 could well include more than 40 days out on the main line, as opposed to the 36 during 2009. Such an increase of more than 10% in main line trips should still see the mileage come in comfortably below the ‘heritage’ 15,000 miles per year,

particularly as the joint plan reduces the amount of LE and ECS miles.

The AI Steam Locomotive Trust is planning to organise some further runs in both directions over the Settle & Carlisle line, as well as ‘The Talisman’ for 2010 with *Tornado* running from the North East to King's Cross.

We shall be working again with Torbay Express Limited, including two separate sessions of ‘Torbay Express’ trains from Bristol to Kingswear and return, one early in the season, and another later on. Torbay Express Limited is also exploring the possibility of some additional destinations. Pathfinder Tours will be using *Tornado* again next year, and is looking at trips to Newcastle, Penzance, Minehead and West Wales.

Steam Dreams start the programme in 2010 with a pair of Valentine's Day trips on Sunday 14th February – a morning Hampshire circular and an evening Kent circular tour. This is to be followed by a St David's Day special on Monday 1st March from London Paddington – Swansea and return.

Steam Dreams are also planning trips to East Anglia and Scotland, as well as monthly Kings Cross to York return trips starting on Saturday 8th May with *Tornado* featuring heavily.

Check the Trust's website at www.aisteam.com for up to date details.

Despite the hectic main line schedule, there will still be some time for *Tornado* to visit a small number of Preserved Lines. The first of these will be a visit to the Mid Hants Railway for their Spring Gala to be held 5 – 7 March 2010.

This is likely to be followed by a visit to the Great Central Railway at Easter. Finally *Tornado* will be visiting the Bluebell Railway for its 50th Anniversary celebrations in August 2010. **TCC**



Ken Richardson

SUPPORT COACH by Mark Allatt

As many of you are aware, the support coach currently used by the Trust is normally seen with Thompson BI 61264. As this historic locomotive is due to return to traffic after overhaul next year, the Trust has to have a replacement in place.

Last year MK 1 Brake Corridor Composite (BCK) 21249 was moved to Darlington Locomotive works from Ruddington on the GCR (N). The vehicle is a Swindon 1961 built five compartment composite brake with three second class and two first class compartments, two toilet compartments, a guard's compartment and a caged luggage area.

The coach was part of the SLOA set from 1981, sold to Pullman Rail in 1984 and then to the Lavender Line circa 1989. Frank Nicholas bought it in November 2001 and moved it to the Telford Railway. Subsequently it was moved to the GCR(N)

at Rushcliffe in July 2002 where it was heavily vandalised. It was then moved to Ruddington where Frank rebuilt the vandalised interior using parts from another BCK, from where it was moved upon sale to our works.

The coach was initially purchased by Barry and Linda Wilson who have now, most generously, agreed to donate it to the Trust for use as *Tornado's* support coach. The Trustees would like to register their deep gratitude to Barry and Linda for their kind donation on top of all of Barry's hard work and Linda's support for almost the entire duration of the AI Project.

David Elliott is now leading a team who are stripping the coach prior to it leaving Darlington for a full mechanical overhaul. It will then return to our works for conversion into *Tornado's* new support coach. **TCC**



'A1' 60163 *Tornado* powers through Chelmsford with the Czech Railways sponsored 'Winton

Train,' arguably *Tornado's* most important duty to date. 4 September 2009.

For a
full report
see
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David Hamilton

SAVING GRACE **TORNADO PULLS THE MOST IMPORTANT TRAIN OF ITS CAREER** *by Tony Streater*

Emotional scenes, mass media and big crowds welcomed the arrival of the 'Winton Train' at Liverpool Street on 4th September.

Sir Nicholas Winton himself, now 100, greeted the special charter marking the 70th anniversary of his saving of 669 children from Nazi persecution by bringing them across Europe by rail. Among the invited guests were 22 of the original children rescued in his 'Kindertransport' operation.

BBC and Czech TV accompanied the train for the whole 800-mile four-day journey from Prague; the story has been reported around the globe.

Speaking to the now grown up 'Kinder' at the Great Eastern terminus where he had waited for them in 1939, Winton attracted laughter and applause when he said: "Don't leave it quite so long until we meet here again."

Among other speakers was transport minister Chris Mole, who praised the role Britain's railways had played in the Second World War, including the country's own evacuation of children from cities.

The commemorative run was organised by Czech Railways as part of the country's current presidency of the European Union. A range of steam locomotives hauled mainly pre-war stock across Europe from Prague via Nuremberg and Cologne to

Hook of Holland for the ferry crossing to England.

The relatively short 69-mile British leg featured BR Mk 1s plus Pullman car Pegasus, and was hauled to London from Harwich International (the former Parkeston Quay) by 'A1' No. 60163 *Tornado*.

Winton, who has been compared to Oskar Schindler for his humanitarian efforts, organised the rescue of Czechoslovak children when he was just 30. Then a London stockbroker, most of the work was carried out in his spare time. A series of trains brought children to safety in the UK – another was cancelled on the outbreak of war.

Overall some 10,000 children, mainly Jewish and mainly from Austria and Germany, found refuge in Britain just before the war. Most who stayed behind died in the Holocaust; most of those rescued never saw their families again. Among the 'children' at Liverpool Street was Vera Gissing, whose books including Nicholas Winton and the Rescued Generation have done much to publicise the Winton story.

However, it was his actions in 1939 when he ensured the rescue of 669 children, mainly Jewish, from Czechoslovakia that make him truly remarkable. At that time the 'Kindertransport' from Germany and Austria had already begun, but no-one had



Tony Lord

Sir Nicholas Winton visited *Tornado's* footplate upon the trains arrival at Liverpool St.

started the rescue of Czech children.

The achievements of Nicholas Winton went largely unrecognised until he appeared on TV's *That's Life* in 1988, but he has always been more celebrated in the former Czechoslovakia than here. Not only has he been decorated by the Czech government, but also nominated for the Nobel Peace Prize. Winton was knighted in 2003. **TCC**

● This article first appeared in *Steam Railway* 367 (September – October 2009) and is reproduced by kind permission of the Editor, Danny Hopkins.

TORNADO ON CANVAS

Setting up a new business as a professional railway artist, Steam Train Fine Art, I immediately decided after seeing *Tornado* at close quarters on the NYMR during 2009 where I volunteer in the sheds, that this beautiful locomotive would provide a wonderful subject for a highly detailed oil painting. As I was not involved in the building or financing of the engine, this would provide an excellent opportunity for me to support the engine with funds.

I was fortunate enough to meet David Elliott on *Tornado's* last day on the railway.

After a very long day working in the sheds, I asked David if I could take a couple of photographs for a sketch that I would turn into an oil painting of the loco. After his agreement, I set off to complete a 'working' sketch of her.

Work started on the painting at the beginning of June, and it wasn't completed until 10th October 2009. I had decided at the very start to make this painting as detailed as possible to capture this magnificent locomotive in all her glory. She was a delight to paint.

An invitation to show the painting to Trust members at the Barrow Hill event, gave the go-ahead from the Trust to publish the painting as an endorsed product.

'Morning Glory' is published as a limited edition print of 601 copies, each

personally signed and numbered by myself. To truly appreciate the fine detail of this magnificent locomotive, the image size is a generous 14" x 23" approx. Each of the lithographic prints is laid down by hand by craftsmen printers, in a process taking nine hours to achieve a run of one hundred. These prints are produced to the highest standards, using quality materials. **TCC**

● **A percentage of each print sale is going directly to the trust for the continued upkeep of the locomotive.**

'Morning Glory' Price £79.95 plus £5 p&p (UK) or £7 for overseas orders.

Posted in strong large diameter tubes. Only available via website **www.steamtrainfineart.co.uk** (please use the top browser bar) or the link from **www.a1steam.com** (Endorsed products page) or by post from, T.A. Beattie 5 Bowburn Close, Wardley, Gateshead, Tyne & Wear NE10 8UG England. Cheques payable to T.A. Beattie (allow 14 days for delivery if paying by cheque)



Denise Beattie

Artist Tom Beattie pictured with his oil painting of *Tornado* – 'Morning Glory.'

TORNADO IN O GAUGE

Darstaed is very pleased to have obtained the exclusive right from The A1 Steam Locomotive Trust to produce an O Gauge, 3 rail, model of *Tornado*.



www.darstaed.com

TORNADO – A WORLD LEADER *By David Morgan*

On 17 October, we launched a worldwide organisation for the operators of heritage and tourist trains and trams at the Railway Heritage Conference held at the Queensland Rail Workshops at Ipswich near Brisbane. It was agreed that the base for this would be in the UK. Both my founder colleagues, an Argentine and an Australian were quite adamant that our administrative seat should be in Britain, but why?

The fact is that this country is seen as having the most dynamic heritage railway sector in the world. This is epitomised by The A1 Steam Locomotive Trust and its successful new build locomotive *Tornado*. Prior to the Australian conference, I had spoken to members of railway companies and societies in Latin America, India, South Africa, Japan and, of course, Europe. One of the first questions which invariably greeted me was "Have you seen *Tornado*?" or "Have you travelled behind her?" They were all amazed that we had the capability of building her and even more so that the Trust was able to source the

three million pounds to fund the cost of doing so. Well, almost. I understand that we needed a little help from our German friends in Meinigen to build the boiler and we are not quite there in terms of raising £3,000,000.

Actually, I am quite pleased that we used the German facilities; it means that we no longer suffer from the blinkered vision redolent of the heritage sector of twenty years ago. In those days, few British railway enthusiasts looked at anything beyond the English Channel. I also believe that the Trust still needs to raise some more money to pay off all the bills which is why it is so important that Covenantors and other donors keep on giving. But don't let either of those facts detract from the Trust's great achievement. It is an achievement in which all "Brits" can have tremendous pride, whether or not they are members, railway buffs or just ordinary members of the public; I certainly do.

Somehow the project has caught the public imagination. I remember when we ran an evening train behind *Tornado* on

the West Somerset Railway, families came to the windows and doorways of their cottages along the line to watch us go by, despite the fact that they could see steam trains pass nearly every day of the year.

All this has culminated in the making of the 'Peter Manisty Award' for exceptional merit to The A1 Steam Locomotive Trust in recognition of its unique accomplishment in raising the profile of the British railway heritage movement to the general public and throughout the world with the steam locomotive *Tornado*. Although I was not a member of the Awards Committee, comprising editors of the specialist press and representatives of the National Railway Museum, Transport Trust and Heritage Railway Association (HRA), I was delighted to chair the HRA Board Meeting which unanimously endorsed their decision. Well done – and in the words of our late chairman, Captain Peter Manisty, after whom the award is named, "Full steam ahead". **TCC**
David Morgan, MBE, TD, Chairman
Heritage Railway Association

Calendar of events 2009/2010

2009

- **Monday 21 December** - The Cathedrals Express - Kent Circular - promoted by Steam Dreams

2010

- **Sunday 14 February** - The Cathedrals Express - Hants and Kent circuits - promoted by Steam Dreams

- **Monday 1 March** - The Cathedrals Express – St David's Day special from London Paddington to Swansea and return - promoted by Steam Dreams

- **Friday 5-Sunday 7 March** – Spring Gala at the Mid Hants Railway

- **Wednesday 17 March – Monday 5 April** - Great Central Railway Gala

- **Saturday 8 May** - The Cathedrals Express - London King's Cross to York and return - promoted by Steam Dreams

- **Thursday 29 July – Tuesday 10 August** - Bluebell Railway 50th Anniversary Celebrations

Steam Dreams

(Web: www.steamdreams.com; Tel: 01483 209888)

Email: info@steamdreams.co.uk

Mid Hants Railway

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

Email: info@watercressline.co.uk)

Great Central Railway

(Web: www.gcrailway.co.uk; Tel: 01509 230726)

Bluebell Railway

(Web: www.bluebell-railway.co.uk; Tel: 01825 720800;

Email: info@bluebell-railway.co.uk)

Darlington Works Open Days

Please note that with immediate effect the works open day will be the **Third** Saturday in the month. This change has been brought about to fall in line with NELPG & the Museum's Ken Hoole Study Centre.

TORNADO ON TOUR by Graham Nicholas



Don Brundell

▲ 4 September ▲ Harwich - London L'pool St 'Winton Train' VIP Charter

For a full report see Page 10

▼ 13 September ▼ London Waterloo - Salisbury-Exeter Charter for Steam Dreams Exeter - Clapham Junc (via Weston-SM, Salisbury & Woking)

Following her high profile involvement with the 'Winton Train' (see main article), 'Tornado's next assignment also featured some new territory for her, predominantly on the old LSWR 'route to the west'. This features numerous performance challenges and a total mileage for the day in excess of 400 miles, making for a long and exhausting day. Yet, 60163 acquitted herself admirably on these unfamiliar metals. The highlights were perhaps a rasping climb up Honiton bank (blowing off against the injectors – modesty prevents our illustrious Operations Director saying who was firing at the time!) and a storming run setting out homeward from Exeter, holding virtually a mile-a-minute on the last 2 miles to Whiteball summit, an effort requiring in a sustained 2,000 drawbar horsepower output.



Jon McDonald

▲ 19 September ▲ King's Cross-York Charter for Steam Dreams York-King's Cross, Orpington & reverse)

Back on familiar metals, the first of 2 consecutive weekends running to York saw a return to what an A1 does best – whirring along a 500 ton train at more than a mile-a-minute for mile after mile. 3 separate start-to-stop averages of 65mph or more were noted during the day, representing tremendously sustained high speed running. By way of example, from picking up the Selby diversion outside York to being eased for a signal check on the approach to Grantham, the intervening 70 miles were covered in a little over 57 minutes; the highlight was bearing down 'full bore' on Doncaster, tearing through the centre roads at jaw-dropping 73mph! Arrival at King's Cross was a thoroughly deserved 5 minutes early and how nice to arrive in one of the central platforms for a change, plum square in the middle of that grand old trainshed. Teenage girls pointing their mobile phone cameras at "the Top Gear engine" is a sure sign of the times though!



Tornado passes Tisbury with Steam Dream's 'Cathedrals Express'.

Jon Bowskill

▶▶ 26 September King's Cross-York and return Charter for Steam Dreams

A repeat of the previous weekend, the climb of Stoke bank was covered in unusual detail in Steam Railway magazine. Performance consultant Mike Notley accepted an invitation to see things at 'close quarters' (i.e. the cab!) and provided a fascinating account, contrasting the run with the tests conducted on the class by BR in 1949. Various hindrances precluded a fast approach to the climb proper so Tornado had to build up all her own momentum on adverse grades. Yet, with full regulator, 45% cut-off and boiler pressure holding steady just under blowing off point, speed had risen to 65mph at the point at which the long stretch of 1-in-200 eases past Corby Glen. This temporary respite saw the speedometer surge to 71½mph and then the cut-off was advanced further to provide the additional power necessary to tackle the final 3 miles of 1-in-178. This was sufficient to ensure that Stoke summit was topped at exactly 70mph, this final effort producing a mighty impressive drawbar horsepower figure of 2300. As Mr Notley concludes, we have truly built the 50th A1 ('cos it goes just like the other 49!)



Jon Bowskill

In very windy conditions, *Tornado* crosses the legendary Ribbleshead Viaduct for the very first time.



Ian McDonald

10 October Hellifield-Carlisle

'Cumbrian Mountain Tornado' for Pathfinder **Carlisle-Shap-Preston**

First run over Shap (re-routed)

Tornado's second weekend in Cumbria was given unexpected 'spice' when it was announced – at short notice – that, due to pathing difficulties, the return leg from Carlisle would have to be routed over the West Coast Main Line, instead of the Settle-Carlisle! (how times have changed!). This of course brought into play another famous incline – Shap. Whilst not featuring quite such a spectacular climb as the legendary 4 miles of 1-in-75 from Tebay (in the northbound direction), the southbound run is nevertheless every bit as challenging for the engine and crew, requiring them to lift their train from sea level to a little under 1000ft altitude in the space of 31 miles. Following in the wake of Crewe's finest (the appearance also of 6233 Duchess of Sutherland on the route making this a bumper day for photographers), *Tornado* set out from Carlisle in the gathering gloom of a dull October afternoon – yet so expertly did the crew coax the optimum performance out of her that she was a minute up on the best 13-coach preservation run to within two miles of the summit. There, alas, the conditions and a stretch of indifferent track passing Harrison sidings conspired against 60163 and slipped at this critical moment, the resulting loss of momentum being too much to regain. The 13-coach record (ironically held by Peppercorn cousin 60532 Blue Peter!) is safe – for now; but clearly our loco has unfinished business in the Northern hills!

3 October

York-Leeds-Carlisle

AI SLT tour *First run over Settle & Carlisle*

Carlisle-Leeds-York

AI SLT sponsored tour

4 October

York-Leeds-Carlisle and return

AI SLT sponsored tour

Eagerly awaited as *Tornado's* first clash with the classic Settle to Carlisle route, the legendary Hills of the North offered up a tornado of a rather different kind as the weekend was dominated by high winds which brought down the first fall of the dreaded autumn leaves. In the ensuing chaos, skilful enginemanship and at times sheer gritty determination were the order of the day as *Tornado* battled through with her 13-coach load. Late running was inevitable but, throughout a weekend when other 'mere mortal' trains were at times rendered useless, our loco kept her train on the move (despite some big slips!) and came through battered but unbeaten.

To those of you who travelled on the trains we hope you enjoyed your day out nonetheless(!); to those who managed to secure a half-decent photograph in the conditions – congratulations; and to those in the support team who grafted in the harsh conditions – thanks!



Tornado storms out of Blea Moor tunnel with the northbound 'Waverley.'

Neil Whittaker



60163 hauls the 'Cumbrian Mountain Tornado,' her third journey over the scenic Settle & Carlisle line.

Neil Harvey

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

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

Access to the works is via Head of Steam (the newly refurbished Darlington Railway Museum) where covenantors are entitled to free entry. Charity registration No. 1022834.

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

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