

# THE COMMUNICATION CORD



60163 TORNADO

New Steam for the Main Line

No. 42 Spring 2016

**Tornado on 'The Belmond British Pullman' at Virginia Water.**



David Ireland

## TRUST TOPS FUNDRAISING CENTURY FOR BOTH TORNADO AND PRINCE OF WALES *By Mark Allatt*

The Trust's fundraising for both No. 60163 *Tornado* and No. 2007 *Prince of Wales* has taken a major step forward in recent weeks with membership of both The 163 Pacifics Club and The Boiler Club passing the 100 mark.

The 163 Pacifics Club was formed to raise £200,000 to purchase *Tornado's* tender and has a target of 163 members, each donating £960 (plus GAD) to the Trust by sponsoring an ex-LNER Express

Passenger Pacific. The Boiler Club was formed to raise at least £600,000 to purchase *Prince of Wales's* boiler and has a target of 300 members, each donating £2,000 (plus GAD) to the Trust.

In addition the Trust's newly launched fundraising campaign to get new Gresley class P2 No. 2007 onto its wheels in time for our Annual Convention has also got off to a flying start, with well over £50,000 already pledged from a target of £200,000.

And the number of 'P2 for the price of a pint of beer a week' covenantors has passed 750.

Please do consider participating in one or more of these schemes if you are able, as they are a vital part of our on-going fundraising to keep *Tornado* on the main line and complete *Prince of Wales* by 2021.

Our sincerest thanks go to all of our supporters who have given – and continue to give – so generously. **TCC**



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## EDITORIAL by Graham Langer



2016 is turning into a tumultuous year for main line steam in the UK. The 'highs' such as *Flying Scotsman's* return to traffic and the success of *Tornado* on the 'Belmond British Pullman' and our own tours have been countered by the 'lows' of the closure of the Settle & Carlisle line and the reversals of fortune suffered by West Coast Railways. The landscape of main line steam is changing fast and may look completely different this time next year – even our own operator has altered its name to DB Cargo! We can be sure, however, that

the incredibly professional team responsible for maintaining our locomotive's access to the main line will ensure that we capitalise on any opportunity that comes our way.

It is sometimes hard to believe that the Trust was formed in 1990 and many of its founders are still heavily involved; indeed our Chairman, Mark Allatt, and Director of Engineering, David Elliott, have been part of the organisation for 25 years! The less happy aspect of this lengthening span is that we are starting to see some of our stalwarts fall by the wayside, the latest being the irrepressible Ray Towell who died on the 27<sup>th</sup> March; Graeme Bunker has penned a tribute to a man who helped us in many ways.

Better news concerned the unveiling of the statue of Sir Nigel Gresley at King's Cross, a suitable memorial to a great engineer. Although this recognition is to be applauded, surely the best tribute we can pay the great man will be to complete *Prince of Wales* and have it running on the main line, a living, breathing testimony to the genius behind the design? Progress with the P2 moves ahead on many fronts and the completion of components both large and small is enabling assembly to continue in several different areas. **TCC**

## RAY TOWELL - 1946 – 2016 by Graeme Bunker

It is with great sadness that we have to report the passing of one of the great friends of The AI Steam Locomotive Trust, Ray Towell. He died around midnight on Sunday 27<sup>th</sup> March after suffering from a major stroke.

Ray was a long term supporter of the project to build a new AI. As a young spotter he travelled from his home in Oakham to the ECML at Peterborough where the class could regularly be seen working through. Whilst his fondness for the GWR knew no bounds he was always a passionate supporter of the LNER and in particular the work of Ivatt, Gresley and Peppercorn. At one time he has been responsible for operating A3 No. 4472 *Flying Scotsman*, A4 No. 4468 *Mallard* and his beloved V2 No. 4771 *Green Arrow* and that gave him a great insight to the trials and tribulations of three cylinder LNER machines.

Ray provided advice about the running of *Tornado* and the preparations required for the locomotive to enter traffic. When the locomotive first went to York, still in its works' grey livery, the arrangements were led by Ray, including the access to and movements from the old carriage works across to the National Railway Museum (NRM). The facilities and assistance in preparing the locomotive and making the three main line tests successful was appreciated by all involved, as was



**Ray the footplate of No. 60163 making progress north of York.**

the odd pint of Timothy Taylor's Landlord when the opportunity arose. He arranged the NRM elements of the locomotive's preparation for the royal naming, providing a subtle guiding hand on a very high profile occasion.

Ray's sage advice and adequate guidance will be missed by many, as will the cheery refrain of "Matey" which could be heard up and down the national network and on many preserved lines. It is heartening that at the end of September 2015 he was on *Tornado's* footplate as we headed north out of York for Newcastle, seeing that the AI continues to be a fine ECML thoroughbred as he remembered them from the late 50s and early 60s. **TCC**

## From the chair by Mark Allatt



As I write this column in mid-May, No. 60163 *Tornado* is already well into her 2016 programme with three 'Belmond British Pullmans', two of our own promoted tours and a visit to Didcot Railway Centre already under her belt.

The second train of the year to be promoted by the Trust was 'The Devon Belle' from London Paddington to Exeter on Saturday 2<sup>nd</sup> April. This train was fully booked, selling well from the moment that we announced it – again proving that the right train with the right starting points, route and destination taken to market sufficiently early will generate a sufficient return to be commercially viable and generate sufficient profit to keep *Tornado* operating on the main line on a day-to-day basis (excluding five yearly overhauls).

Our third train of the year is 'The Scarborough Flyer' on Saturday 4<sup>th</sup> June from London King's Cross to York and Scarborough, picking up passengers at Potters Bar and Peterborough. This will be the first time that *Tornado* has hauled a revenue earning train to the famous East Coast resort and the recreation of what was the LNER's fastest pre-Streamliner era express. Although almost completely sold out, a few standard class tickets to York remain – so please help us to completely fill this train.

Our newly launched fourth train on the year is 'The Robin Hood' on Saturday 13<sup>th</sup> August from London King's Cross to Alfreton and Chesterfield. This train features lots of new route miles for *Tornado* and an opportunity to visit the fascinating National Tramway Museum at Crich, the historic town of Chesterfield with its crooked spire and George Stephenson's grave as well as the magnificent Chatsworth House in the 300<sup>th</sup> anniversary year of Capability Brown's birth. This train is already selling

fast so early booking is advisable.

There will be more AISLT promoted trains with *Tornado* in the second half of 2016 but one that is almost finalised as we go to press is the 'The Severn Valley Venturer' on Thursday 8<sup>th</sup> September, from London Victoria to the Severn Valley Railway via Slough and Reading – please look out for details.

*Tornado* is also hauling a limited number of trains for other promoters. Most notable is the 'Belmond British Pullman' from London Victoria, where we expect to be hauling around 15 trains 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' before July 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 at our developing programme to see which trains you are able to support and also encourage friends and family to experience some of *Tornado's* magic.

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

As you know, last year marked the 25<sup>th</sup> anniversary of the launch of the project to build a new Peppercorn class AI. The AI 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. How those 25 years have just flown - or should I say streamed - by! 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 over 100 members of The 163 Pacifics Club - tremendous progress but we still have a long way to go.

Meanwhile in Darlington Locomotive Works the construction of No. 2007 *Prince of Wales* continues to race ahead

with the fitting of more parts of the footplate and the final assembly of the smokebox and cab - which means that it won't be too long before both cab and smokebox are fitted to the frames. With the completion of the FEA of the crank axle it is now full speed ahead to get the engine wheeled in time for our convention in October.

With over £2m now pledged to our P2 project, we need to keep up our fundraising efforts if we are to achieve our 2021 target. Elsewhere in this issue of *TCC* you will read that we have already recruited over 750 covenantors to the P2 Project, that The Boiler Club has topped 100 members and that Dedicated Donations have raised almost £170,000 from the sponsorship of a variety of components (look out for our Father's Day offers!). There is also of course the sponsorship of our locomotive's distinctive front-end by The Gresley Society Trust.

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 big leap forward in 2016 will be to wheel No. 2007 *Prince of Wales* in time for our Annual Convention on Saturday 1<sup>st</sup> October. We launched The Mikado Club a matter of only a few weeks ago to raise £200,000 to make this happen and are delighted that 45 people have already come on-board, pledging over £50,000 which means that we are well on the way to reaching our goal.

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 should be a year of significant progress for the Trust. **TCC**

Elsewhere in *TCC* Graeme Bunker has paid tribute to a great supporter of the Trust Ray "Matey" Towell, who died suddenly on 27<sup>th</sup> March - he will be greatly missed by all of us who had the privilege to call him a friend.



# TORNADO ON TOUR

by Huw Parker



Jack Boskett

Following a successful Easter Event at the Didcot Railway Centre (DRC), *Tornado's* next outing was to be 'The Devon Belle' on Saturday 2<sup>nd</sup> April, a run from London to Exeter and return. As usual, the day prior to the event, the support crew gathered to prepare the locomotive and present it for the fitness to run (FTR) examination. *Tornado* had been in use the previous Tuesday for some driver experience turns on the DRC demonstration line, and so was still very hot on the evening prior to the prep day. The first members of the crew to arrive undertook the wet and filthy job of emptying the ashpan prior to lighting the fire. Once completed, the fire was banked up for the night so that hopefully, in the morning, there would be a healthy warm glow in the firebox and the locomotive simmering nicely in steam – a couple of extra shovelfuls during the night helped too!

On Friday, we set to cleaning the locomotive; after a few days at DRC, the engine was relatively clean and the brasswork definitely benefitted from the enthusiasm of at least one Didcot volunteer! As soon as boiler pressure was up, we completed the functional tests to satisfy the FTR examiner and then moved the engine under the coaling stage and onto the main pit to allow access underneath to complete a full inspection of the locomotive and tender. Once



Jack Boskett

finished and with the FTR passed, we set to on the coaling stage to load nearly 6½ tonnes by hand into the tender. The job was made easier since the Great Western Society volunteers had loaded most of the tubs already, so it was a case of wheeling them into place on the drop and tipping them into the tender. This soft Welsh steam coal was full of dust, and despite careful loading, plenty managed to find its way into the tender to give us trouble the following day; after emptying the Great Western Society



Mandy Grant



Mandy Grant



Mandy Grant



Jack Boskett

A night photographic shoot at Didcot allowed Jack Boskett and Mandy Grant to take these moody images of *Tornado* in a proper shed environment.

stocks, we were still over a tonne under capacity. An urgent call to our supplier, W.G. Hill & Son, resulted in some hurried arrangements to deliver a further tonne of bagged coal which duly arrived just over an hour and a half later. Some of you may realise that there is no road access to Didcot Railway Centre and all their deliveries are shipped across the Great Western Main Line by rail wagon or brought through the passenger subway. Thus it was that support crew members loaded 40 x 25kg bags of coal by hand, sack truck and trolley through the subway and up the ramp onto the coaling stage to be tipped into the tender,

with grateful thanks to Paul Hill and obliging station staff! After a rush for the one shower on site, a tired and aching bunch then made their way back across the road to The Prince of Wales for a meal ahead of an early start the next day.

The stock for the train came up from Eastleigh early the next morning – and I mean 03:00hrs early! *Tornado* and support coach were ready to depart DRC and took their place at the head of the train behind the leading Class 67 to Wembley. The diesel then ran round and hauled the train in reverse into Waterloo after a brief water stop at Kensington Olympia.





David Ireland

**'The Belmond British Pullman' at Shere, Surrey.**



Andrew Shephard

**'The Belmond British Pullman' at Lyne, near Chertsey**

A right time departure from Waterloo saw some good running and driver Wayne Thompson got us to Woking ahead of time, a slightly later than booked departure from the first pickup at Basingstoke, but an early arrival into Salisbury for the first water stop. The morning was bright, sunny and clear and there were plenty of people out and about along the lineside to watch us pass. By the time we reached Salisbury, fireman Tim Steadman was having to deal with significant amounts of dust and slack in the Welsh coal. The pause at Salisbury for water had not helped the fire; the formation of clinker became apparent as we headed into Dorset and by Gillingham, boiler pressure was starting to fall back



Mandy Grant

**Tornado at Didcot.**

considerably. During the brief stop at Gillingham, the support crew managed to clean the back of the fire and break up some of the offending clinker, but some hard work was needed between Gillingham and Chard to ensure the fire and boiler recovered, which enabled a respectable, but not stunning, climb of Honiton Bank, leading to an on time arrival at Exeter Central and then St. Davids.

Servicing was made much easier by not having to turn the engine, but on this occasion most of the fire had to be thrown out to allow the clinker to be broken up and removed from across the grate. A very significant pile of ash and clinker was the outcome of this sterling effort by the support crew and the fire was in good shape by the time the footplate crew took charge of the locomotive for the return leg. Driver Geoff Ward and fireman Steve Rodenhurst (with Sean Levell as TI) took the train back as far as Reading where they handed over to TI Tommy



Andrew Young

**'The Devon Belle' at Farnborough.**

Rees, driver Rob Binstead and fireman Jim Clarke at Reading for the final run through to Victoria. Some sustained running over 70mph saw us make excellent progress back to Theale loop, but then some very generous timings saw a slow run back through London and into Victoria a few minutes late.

Once the passengers had all departed, we climbed back over Grosvenor Bridge to Battersea loop, where the locomotive and her support coach were detached from the train which then headed back to Eastleigh. After turning the engine on the triangle, Tornado was finally back on shed at Stewarts Lane just after midnight. Even then the crew had not finished, the next day saw the cleaning process begin all over again, ahead of the booked 'Belmond British Pullman' on Friday 8<sup>th</sup> April! [TCC](#)



Neil Writcher

**Tornado rests at London Victoria after the long return journey from Exeter.**



'EAST COAST REVIVAL' AT NENE VALLEY RAILWAY

by Graham Langer

The A1 Steam Locomotive Trust and the Nene Valley Railway are pleased to announce a new East Coast Revival' event, which is planned to take place over the August Bank Holiday Weekend of Saturday 27th, Sunday 28th and Monday 29th August 2016!

No other Heritage Railway is as well placed as the Nene Valley Railway, with a direct main line connection to the East Coast Main Line (ECML) south of Peterborough and with a terminus directly within sight of the ECML to stage an 'East Coast Revival' event, with two of the Eastern's giants coming together – new build Peppercorn class A1 Pacific No. 60163 *Tornado* and Deltic No. D9000/55022 *Royal Scots Grey*.

The two locomotives should be arriving from Sunday 14th August to work a combination of dining trains (Friday 19th August 'Tornado Jolly Fisherman'),

driver experience events (Friday 19th and Monday 22nd August) and an intense service together over the August Bank Holiday using the Railways British Mk1 coach rake, which by then will have been increased to seven coaches.

Both locomotives have visited Nene Valley Railway before, *Tornado* having made several recent popular returns, whilst *Royal Scots Grey* returns to the Railway where it made its first home in preservation in 1982 under the ownership of the D9000 Ltd group. Local people have often said that a Deltic "belongs" in Peterborough as the entire class spent their working life passing through on the ECML. Currently No. 55022 is masquerading as long lost sister No. 55007 *Pinza* – one of the Finsbury Park 'racehorses' – when she will regain her true identity is not currently known. **TCC**



Hayden Sheppard

Apple Green machines:  
No. 60163 *Tornado* is piloted by class N2 No. 1744.

DIARY 2016

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. P2 events will also appear in this section with further details on [www.p2steam.com](http://www.p2steam.com). Contact details for tour companies are below.

- **27<sup>th</sup> May** – 'Belmond British Pullman' – The Golden Age of Travel (Surrey Hills) - Belmond
- **4<sup>th</sup> June** – "The Scarborough Flyer" - London King's Cross to York and Scarborough - AISLT tour with bookings through UK Railtours
- **18<sup>th</sup> June** – 'Belmond British Pullman' – The Golden Age of Travel (Surrey Hills) - Belmond
- **1st July** - Kindertransport 77 years commemorative trains - bookings through Papyrus Rail (see note\*)
- **23<sup>rd</sup> July** – 'Belmond British Pullman' – The Golden Age of Travel (Surrey Hills) - Belmond
- **12<sup>th</sup> August** – 'Belmond British Pullman' – The Golden Age of Travel (Surrey Hills) - Belmond
- **13<sup>th</sup> August** - "The Robin Hood" - London King's Cross to Chesterfield and return - AISLT tour with bookings through UK Railtours
- **19<sup>th</sup> to 29<sup>th</sup> August** – 'East Coast Revival' and other events – Nene Valley Railway

- **7<sup>th</sup> September** – 7th September – 'Belmond British Pullman' – London Victoria to Bath & Bristol - Belmond
- **8<sup>th</sup> September** 2016 – The Severn Valley Venturer' – London Victoria to the Severn Valley Railway (Tornado outbound, diesel return) - AISLT tour with bookings through UK Railtours
- **23<sup>rd</sup> to 25th September** – 'Pacific Power' event with No. 60163 *Tornado* and No. 60103 *Flying Scotsman* - Severn Valley Railway
- **30<sup>th</sup> September** – 'Belmond British Pullman' – The Golden Age of Travel (Surrey Hills) - Belmond (provisional date)
- **1<sup>st</sup> October** – AISLT Annual Convention, Darlington
- **22<sup>nd</sup> October** – Belmond British Pullman – The Golden Age of Travel (Surrey Hills)
- **4<sup>th</sup> November** – 'Belmond British Pullman' – The Golden Age of Travel (Surrey Hills) - Belmond
- **3<sup>rd</sup> December** – details TBC - AISLT tour with 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)

**Papyrus Rail UK**  
Tel: 01908 410450  
Web: [www.papyrus-rail.com](http://www.papyrus-rail.com)

**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)

\***Note:** due to a number of insurmountable problems this train will not be formed of the 'Belmond British Pullman' carriages as planned. Dining will now be optional and the replacement train has more passenger capacity. The fares will therefore be at a much

lower price than would be possible with the unique 'Belmond British Pullman' train. The train will not therefore be named 'The Harwich Pullman', but it is hoped to be possible to run with the 'Belmond British Pullman' on a future occasion.

'THE SCARBOROUGH FLYER' LONDON TO SCARBOROUGH ON SATURDAY 4<sup>th</sup> JUNE 2016

A late spring trip to the sunny Yorkshire coast by Mark Allatt

We are delighted to announce the recreation of 'The Scarborough Flyer' and *Tornado*'s first visit to Scarborough on a revenue earning train. This main line steam railtour will run from London King's Cross to York and Scarborough and back, picking up passengers at Potters Bar (for M25), Peterborough and York. This tour will feature No. 60163 *Tornado* hauling historic carriages with passengers in First Class Dining receiving a traditional silver service throughout the journey. *Tornado* first visited Scarborough with her first main line test run from York on 4<sup>th</sup> November 2008.

The British preoccupation with visiting the seaside prompted the London & North Eastern Railway (LNER) to launch this famous named train in the summer of 1927 to popularise this northern resort with Londoners. Running non-stop from London King's Cross to York – a rare accolade – the 'Scarborough Flier' (as it was also written until the 1950s) was by 1935 the fastest express on the LNER, beaten only by the streamliners. After a wartime pause 'The Scarborough Flyer' survived until 1963. It was usually hauled by an LNER Pacific to York where a Gresley class D49 would usually take over for the Scarborough leg.

On Saturday 4<sup>th</sup> June 2016 The A1 Steam Locomotive Trust will re-create the magic of going by steam to the sea. With new ex-LNER Peppercorn Pacific

No. 60163 *Tornado* in charge, 'The Scarborough Flyer' will travel from London King's Cross station along the East Coast Main Line to York, then along the delightfully rural branch line through Malton to Scarborough itself. We expect there to be much fast

running at the permitted maximum of 75mph and with this being a late spring tour we anticipate wonderful views of the stunning Yorkshire scenery.

Scarborough retains much of its old character, with Victorian cliff lifts linking the higher town with the curving promenade and the beach. The characteristic bustle of the South Bay contrasts with the tranquil North Bay, where the North Bay Railway (probably the finest example of a traditional



Geoff Griffiths

*Tornado* passing Arksey on 26<sup>th</sup> September 2015.

seaside miniature railway in Britain) offers fine cliff top views over the North Sea. A special discount is available to passengers on 'The Scarborough Flyer'. Open top sightseeing buses offer a grandstand view of this very agreeable resort and there are bracing seaside walks to be enjoyed too. After a three hour break *Tornado* will haul the train back to York where an electric locomotive will take over for the return run to London King's Cross.

First Class Dining fares are available for travel right through to Scarborough only. First Class Non-Dining and Standard Class fares are available to either Scarborough or York, and also for the journey from York to Scarborough and back to York but numbers are limited. **TCC**

FARE	London /Potters Bar/Peterborough to Scarborough	London /Potters Bar/Peterborough to York	York to Scarborough
First Class Dining	£235.00	****	****
First Class Non-Dining	£59.00	£15.00	£59.50
Standard Class	£99.00	£89.00	£39.50

Provisional Timings for 'The Scarborough Flyer' on Saturday 4<sup>th</sup> June 2016 are as follows:

STATION	OUTWARD	RETURN
London King's Cross	08:15hrs	21:30hrs
Potters Bar	08:40hrs	20:45hrs
Peterborough	09:50hrs	20:00hrs
York	12:30hrs	17:30hrs
Scarborough	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.



AI ENGINEERING REPORT by David Elliott

Our locomotive has continued to work well - for the most part with no more than scheduled maintenance. As a result of the lengthy period occupied by the first overhaul during late 2014 and early 2015, the annual Engineering Acceptance (EA) certificate for main line operation was not obtained until just before *Tornado* went back into traffic in June last year. As June is usually a busy operating month, we made the decision to bring forward the annual EA renewal, and Eddie Draper from

Ricardo Rail, our Vehicle Acceptance Body, carried out the cold and hot exams on 3<sup>rd</sup>/4<sup>th</sup> March. Apart from a problem with an air leak which was cured by changing the pressure reducing valve to the reversing shaft brake, the locomotive has passed the mechanical part of the inspection. The boiler cold and hot inspections were conducted by British Engineering Services on 19<sup>th</sup>/20<sup>th</sup> April to coincide with a scheduled boiler wash out and were passed successfully. At the same time

Mandy Sharpe tested the Train Protection and Warning System (TPWS) and the On Train Monitoring System (OTMR) - this is part of the EA renewal process. We have started planning for the next annual maintenance which this time will be carried out in stages during gaps between scheduled operations, so as to avoid turning away desirable work. Two major non-routine items are due within the next 12 months, being cylinder boring and tyre turning. **TCC**

MERCHANDISE UPDATE by Gill Lord

We were made very welcome by the staff at Didcot Railway Centre when we visited over Easter. The sales at Didcot were good even though the team had to take shelter from the weather in the engine shed for most of the visit. We had a large team present and this helped some members to carry out a support coach stock take ready for the end of our financial year. Not an easy job at the best of times but it has to be done! A full stock take has been made at our store in Cannock; if you live in the area and would like to assist next year, please contact me. The two rail tours on which we were able to merchandise, 'The Red Rose' on Valentines' day and 'The Devon Belle' on 2<sup>nd</sup> April were both a great success sales wise, very long days but as always enjoyable. We have a few different items now in stock, a canvas bag in various colours

with our logo, a new everyday pen, new jigsaws, a further supply of the Tom Ingall book on *Tornado* and the Corgi die-cast *Tornado* in Brunswick Green - I am negotiating for some in Apple Green, so watch this space! We have a busy time in the next few months with *Tornado* and I look forward to seeing some of you on one of our tours. If you think that you would like to volunteer, please do not hesitate to contact me. **TCC**



60163  
FOR SALE  
SMOKEBOX NUMBERPLATES

- As carried by No. 60163 *Tornado*
- **20<sup>th</sup> June 2015** 'The Highland Rambler' – Sterling to Inverness
  - **22<sup>nd</sup> June 2015** 'The Highland Caledonian' – Inverness to Stirling
  - **27<sup>th</sup> June 2015** 'The Border Reivers' - Carlisle - Glasgow- Carlisle
  - **26<sup>th</sup> July 2015** 'The Torbay Express' - Bristol to Kingswear and return

Each smokebox numberplate is for sale for £200 including postage & packaging. Please email [shop@alsteam.com](mailto:shop@alsteam.com) for more details. Smoke box number plates available as at 10<sup>th</sup> April 2016.

AI PROJECT PRE-DAWN - Part 2 by Phil Champion

*Steam Railway News* (SRN) for 31<sup>st</sup> March 1990 said a meeting on Sunday 15<sup>th</sup> April would decide on activities necessary for construction and how to raise the funding. Why the project was only ever mentioned in SRN for over a year with the main railway monthlies not contacted always seemed puzzling. The answer could be here: that "caution is being exercised concerning advance publicity, in an effort to prevent embarrassment to the parties concerned, should the project not proceed for any reason." Perhaps it would be harmful for Matatec's business reputation if it had been involved in a higher profile project which failed. Anyway SRN thought that building a replica was "probable." That 24<sup>th</sup> March meeting in York had resolved several important issues. It was now the 'AI Locomotive Project 1990'. When funds allowed work would begin on the frames and wheels. The locomotive (*my italics*) would be a *non-working replica until the money was available to transform the shell into working order*. How much harder would that process have been than building a working loco from scratch? The project's C.M.E. Michael Ennis, described as one of the founders, said there should be no substantial mechanical problems in building the replica, subject to finance. Later, David Champion was told by one of those present that only half a dozen people were there. When David first 'phoned Mike Wilson in May he was put in touch with Mike Ennis. However, my AI log noted that David thought Mike Ennis was back-peddalling! It was thought that he worked for Matatec though in what capacity is not known all these years later. Just as David was getting more interested in helping, Mike Ennis seemed to getting out! It was back to a choice of the two locomotive types for a meeting on Tyneside on 7<sup>th</sup> May as reported in SRN on the 19<sup>th</sup>. That decided that a feasibility study would be commenced (but SRN 76 the previous November said such a study was in progress) about raising funds to build either a PI or AI. The one chosen would be the more commercially viable. Parallel inquiries would be made into funding methods: from issuing shares for a limited company to bring and buy or jumble sales, coffee mornings to cheese and wine parties. When this was decided they would narrow down the various possible sites for erecting the mainframes to one. The S&DRPS was said to be in close contact with Matatec "through whom the construction of the replica would be channelled." SRN's 'Comment' speculated on the cost:

£100,000 or £200,000 or even a quarter of a million. Even at 1990 prices these guestimates were only a fraction of what a later professional costing came up with. In a supportive 'Comment' Gordon Walker had the foresight to realise, "the locomotive should a winner...to become successful, not only in a visual manner, but as a money earner." He wrote about expanded polystyrene being used in the late 1980s to produce patterns for non-ferrous castings. And using polystyrene patterns for the AI frame stretchers is exactly what Bob Meanley did at Tyseley several years later! A year or two ago a supporter of the current 'Patriot' project told David of the amazing advance they had made in using polystyrene patterns, forgetting that *Tornado* used them 20 years earlier! By around June a Steering Committee had been formed to build an AI - the locomotive type at last decided. They were anxious to obtain drawings, particularly of the cab as someone had offered to build a cab to take round fund-raising venues. By now the project seemed to be run mainly by Mike Wilson who was now also in charge of membership and John Rathmell of York. Hardly any one of the original people was actively involved; it seemed to be Mike Wilson who had kept it going throughout. They were asking for more people to come forward to help manage the project. David was told that one person involved thought the non-working 'replica' should be made of aluminium! By mid-year 1990 the fundraising methods were mainly just one: sales. Items envisaged were ties, badges and pens. This was the traditional railway preservation approach. David became increasingly involved, becoming Financial Advisor from July then very quickly Project Manager. He insisted on a more business/professional approach. This gave increasing credibility, particularly when he brought in locomotive owner Ian Storey. From the outset David banished all talk of a replica; he said we were going to build a brand new AI! In July David found no costings had been calculated despite earlier reports of a feasibility study. Ian Storey provided them. Now there were reliable figures to guide the project. However, the tussle between the business/professional approach, though agreed, and the traditional preservation 'sales' approach went on for another couple of years as people came and went. In autumn 1990 car-stickers were commissioned (despite the individual concerned being told explicitly by the others not to spend project money on this) as well as T-shirts. Though it had been agreed that fund-raising would be by

covenants, not sales, SRN printed details of the forthcoming launch in York and wrote that "it is hoped to have ties and badges on sale" - they weren't! At the launch David made it clear that funding would be by covenants and that there would be **no** sales stand. It is doubtful if sponsors like MacReadys or William Cook would have attracted by a business plan of selling ties, badges and T-shirts! I always thought the story which circulated near No. 60163's completion that the project was started by four men in a pub was a piece of media hype, not to be taken seriously. I even wrote a letter published in *Steam Railway* in 2009 about this. Like David I had been heavily involved since May 1990. However, as mentioned earlier, Graeme Binns later had a letter in the same magazine about being part of such a group. Maybe in view of these SRN cuttings the story was right and I was wrong, only finding out the real story 25 years later! Was the AI Trust correct to mark the 25<sup>th</sup> anniversary in 2015 when the first public notice was in 1989? Yes. Only in 1990 was an AI at last chosen. It was in 1990 too that David set up the Trust organisation with its business plan and recruited a professional team. It was at this point where the project actually became **capable** of building a new **working AI**. What conclusions can be drawn from Bob Parkinson's cuttings? First, the AI project is older; it goes back to 1989 at least. It was an offshoot of a railway centre project. While the latter never happened, the AI was bigger than they could ever have dreamed. Progress was very tentative in this early period, perhaps a little better when the focus was on the locomotive. It took nearly a year and a half to decide which class of locomotive to build. If the traditional enthusiast approach had continued would they still be trying to build an AI now (like certain other long-running new build projects which *Steam Railway* Editor Howard Johnston recently said would take several hundred years to complete at their present rate of progress)?! Or would they have thrown in the towel?! What these early people did, though, was to keep the spark of an idea alive so that eventually people with other ideas and skills could develop it and take it to fruition. Finally, with notable exceptions like SRN's editor, few letter writers could see that a new AI wouldn't be seen as a 'replica', an inferior substitute for a 'real' locomotive, but as a very popular locomotive with its very own identity! **TCC**

ARTHUR PEPPERCORN'S LAST RESTING PLACE LOCATED



Following a recent series of articles in *Steam Railway* magazine about the location of graves of British railway Chief Mechanical Engineers, Ken Woods has located and photographed Arthur Peppercorn's last resting place at St. Wilfrids Church, Cantley, Doncaster. The headstone is in pretty good condition and the wording reads:  
A TRIBUTE  
OF OUR LOVE AND HAPPINESS  
ARTHUR HENRY  
THE DEARLY LOVED HUSBAND OF  
DOROTHY PATRICIA PEPPERCORN  
WHO DIED 3rd MARCH 1951



PROFILE – TIM AND BEN GODFREY by Graham Langer

Ben and Tim Godfrey, grand-sons of Sir Nigel Gresley, have been appointed Vice Presidents to The A1 Steam Locomotive Trust.

**Tim Godfrey** was born in January 1938, just a few months before *Mallard* set the world speed record for a steam locomotive. He was just three years old when Sir Nigel died but has memories of living with him at Salisbury Hall in Hertfordshire. He remembers him keeping waterfowl on the estate and it was this hobby which gave rise to names such as *Mallard* and *Bittern* which adorned many of the locomotives he designed. He also recalls that his grandfather was advised to cut his workload down to four days a week, but with the war on, and so many people contributing towards the war effort, that he was unable to do so. Sadly, Sir Nigel's doctor proved to be right, and he died in April 1941.

Tim was educated at Selwyn House in Broadstairs, then Heath Mount in Hertfordshire before going to Haileybury. He had ambitions to study veterinary medicine but was advised to complete his National service first; in consequence he joined the Royal Army Veterinary Corps, serving for two years including a spell in Sennelager, Germany. On his return he went to the Royal Veterinary College but the distractions of rugby and rowing prevented him from completing his studies there.

A career in the building industry beckoned; initially Tim joined his uncle's firm in Wolverhampton where he spent nineteen years, seventeen as a director of the company. This was followed by a move to Deeley Construction in Stourbridge and then Second City Construction before retiring from Turriff Construction at the age of 60. Throughout much of his business life, Tim enjoyed a connection with the railways, especially a close association with Alan Pegler and *Flying Scotsman*. Like his brother, Tim has been kept busy since retirement, taking an active role in the LNER carriage group on the Severn Valley Railway and becoming a Vice President of the North Yorkshire Moors Railway, assisting with the restoration of the Gresley graves and, more recently, unveiling the statue of Sir Nigel at King's Cross. A keen shooting man, Tim bred springer spaniels for many years and is an active member of the British Legion.

**Ben Godfrey** was born at Watton at Stone in April 1942 almost exactly a year after his grandfather, Sir Nigel Gresley, died. His mother, Vi, had been her father's constant companion since her own mother had died in 1929 and thus nobody knew more about Sir Nigel than she did. She was extremely proud of him and very protective, and Ben grew up with the benefit of many stories about him as she loved to talk about her beloved father.

Ben's father, Geoffrey Godfrey, was the son of Sir Dan Godfrey who founded the Bournemouth Municipal Orchestra (now known as the Bournemouth Symphony Orchestra); he was a mechanical engineer who started his career by doing a Technical Apprenticeship with John I Thornycroft at their lorry division in Basingstoke. He spent five years in Australia working for Thornycrofts in the 1920s, was involved with the formation of the R.E.M.E. during the WW II and spent many years working in the rubber industry. He was a Fellow of the Institution of Mechanical Engineers.

The family left Watton during the war and ended up in Essex when the family house had the roof blown off by a doodlebug. A move to Fife for the rest of the war before was followed by a return to Essex. Ben went back to prep



Graeme Bunker

**New Trust Vice Presidents Ben and Tim Godfrey start the profiler cutting No. 2007's frames.**

school near Watton until he moved to a school just outside Edinburgh in 1955. During his latter school days he used to travel from King's Cross to Waverley and back three times a year so became familiar with the East Coast Main Line and its motive power.

Leaving school in 1959 he went to Southampton to the Shipyard Division of John I Thornycroft to complete a Technical Apprenticeship in Mechanical Engineering before moving back to Essex and obtaining an HND in Mechanical Engineering at the North East Essex Technical College in Colchester. Ben undertook practical training with Marconi in Chelmsford and then with Davey Paxman in Colchester during this period. The link here is that Gresley first met Andre Chapelon at Davey Paxman in 1926 and Paxmans built the first locomotives for the Romney Hythe and Dymchurch Railway (which Ben first visited when he was six and has enjoyed many happy return visits since).

After completing his diploma, Ben worked for a further four years for Davey Paxman and during this time, he met and married his wife Tina (who comes from Denmark); they have now been married for 51 years. After a very varied career in manufacturing working in many different industries including the nuclear industry as a supplier of high pressure instrument valves and bellows sealed valves and 25 years as MD of a company making small electric motors and gearboxes, Ben retired in 2002. He has been a member of the Institution of Mechanical Engineers for over 40 years.

Although he never knew his Grandfather, his railway mentor was Sir William Stanier, whose daughter was his Godmother (attending Ben's wedding in Copenhagen). Ben and his wife (and sometimes his mother) used to quite regularly go to Chorleywood to have lunch with 'Uncle Will' as Ben used to call him. During the 60s and 70s the couple spent many happy hours with both No. 4472 and No. 4498 thanks to Alan Pegler and Julian Riddick. Among some notable trips the most special one was probably the double non-stop run with No. 4472 in 1968 when he was lucky enough to spend the last hour on the footplate prior to arriving back in King's Cross. Joan Stanier was on the platform to meet them. Most recently, Ben has been on the first of the three *Bittern* 90mph runs, an excursion on 'The Torbay Express' and finally, a trip on 'The Devon Belle' for the first time behind *Tornado*. **TCC**

‘THE ROBIN HOOD’ - LONDON TO CHESTERFIELD ON SATURDAY 13<sup>TH</sup> AUGUST 2016

A summer trip to Crich and Chatsworth House by Mark Allatt

We are delighted to announce the recreation of 'The Robin Hood' and *Tornado*'s first visit to Chesterfield on a revenue earning train. This main line steam railtour will run from London King's Cross to Alfreton (for the National Tramway Museum at Crich) and Chesterfield (for Chatsworth House) and back, picking up passengers at Potters Bar (for M25) and Stevenage. This tour will feature No. 60163 *Tornado* hauling historic carriages with passengers in First Class Dining receiving a traditional silver service throughout the journey. *Tornado* first visited Chesterfield and Barrow Hill Roundhouse with her second main line test run from York on 6<sup>th</sup> November 2008.

The original train named 'The Robin Hood' ran from London's magnificent St. Pancras station to Nottingham Midland station in British Railways days from 1959 to 1962, undoubtedly inspired by the legends of Robin Hood and his Merry Men in Nottinghamshire and the surrounding counties.

On Saturday 13<sup>th</sup> August 2016, The A1 Steam Locomotive Trust will re-create 'The Robin Hood' and the magic of travelling by steam through the English countryside with new ex-LNER Peppercorn Pacific No. 60163 *Tornado*. Our destination is Chesterfield, a town with strong links to Britain's proud railway heritage. George Stephenson, who brought steam hauled railways to

the world, lived on the outskirts of the town and a tombstone marks his resting place in Holy Trinity Church. His statue stands in the station forecourt. A visit to Chesterfield gives so many options, from climbing the tower of the Crooked Spire to browsing the market, from taking a walk alongside the Canal and enjoying a pint in one of the local pubs.

Our outward route takes us from the newly restored King's Cross station along the East Coast Main Line to Peterborough where we diverge left on to the former Midland Railway, passing through the ancient county of Rutland and into Leicestershire. From Syston 'The Robin Hood' heads north again, through Loughborough and past the vast expanse of Toton Yard. After a pause at Alfreton we reach Chesterfield where we take a break of around four hours. For added interest, our return route is via Nottingham and Grantham, descending the famous Stoke Bank before re-joining our outward route just north of Peterborough. The entire route off the East Coast Main Line is new for *Tornado* with a revenue earning train.

Passengers travelling on 'The Robin Hood' also have two optional



David Chandler - A1SLT

**Tornado heads for London past Crown Lakes Country Park, not far south of Peterborough with 'The White Rose' on 7th July 2015**

add-on tours, bookable in advance only. Alight from the train at Alfreton and join coaches for the short hop to the National Tramway Museum, containing over 60 trams and set within Crich Tramway Village, a period village containing a pub, cafe, old-style sweetshop and tram depots. This is the date of the museum's 1940s event, with a frequent service operating and lots more to see besides. Alternatively, coaches meet the train at Chesterfield for the scenic drive to Chatsworth House, where passengers will have around two and a half hours to explore this truly magnificent stately home set in the rolling Derbyshire hills. World-renowned landscape gardener Lancelot 'Capability' Brown transformed the gardens at Chatsworth in 1760. This year is the 300th anniversary of his birth. **TCC**

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

Provisional Timings for 'The Robin Hood' on Saturday 13th August 2016 are as follows:

STATION	OUTWARD	RETURN
London King's Cross	08:15hrs	21:30hrs
Potters Bar (for M25)	08:45hrs	21:00hrs
Stevenage	09:00hrs	20:45hrs
Alfreton (for Crich)	12:45hrs	17:45hrs
Chesterfield (for Chatsworth House)	13:15hrs	17:15hrs

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.**



## DARLINGTON NORTH ROAD WORKS REMEMBERED

by Maurice Burns



An A4 and A1 No. 60131 under repair.

The Darlington North Road locomotive works served the railways for 103 years but closed due to the demise of steam on 1<sup>st</sup> April 1966. To commemorate the 50<sup>th</sup> anniversary of the closure this article is a reminder of the last years of the works which, after the closure of Doncaster works to steam repairs, became a magnet for steam enthusiasts from all over the UK.

The works were originally opened for the Stockton and Darlington Railway in 1863 and over the years was controlled by many famous locomotive chief mechanical engineers of the Stockton and Darlington and North Eastern Railway such as William Bouch, Edward Fletcher, Alexander McDonnell, Thomas and Wilson Worsdell and Vincent Raven. With the formation of the LNER in 1923 the works came under Nigel Gresley, Edward Thompson and Arthur Peppercorn before the formation of British Railways in 1948. The works was a major employer in the town, reaching its peak in 1954 when it employed 3,815 people. However, with the aim to eliminate steam traction announced in the British Railways modernisation plan of 1955, the days of the works were numbered from then on.



No. 60131 Osprey under repair.

New steam locomotive construction continued under British Railways and included the Peppercorn class A1 Pacifics, L1s, B1s, and remarkably orders for 28 0-6-0T class J72 shunting engines, which were an exact copy of the Class E1 design built by the North Eastern Railway and constructed 51 years earlier in 1898. New steam construction finally

came to an end in 1957 with a batch of ten 2-6-2 tank engines, numbers 84020 to 84029. These were for the Southern Region where their life was short lived with withdrawal for scrapping after only seven years of work.

New boilers continued to be made in the adjacent Stoopdale boiler shops, with the very last order for five

All photos by Maurice Burns



Kenilworth at Darlington.

Gresley V2 boilers being completed as late as 1962. These had a very short life in traffic of less than four years. Diesel construction had started as early as 1952 with BR type class 11 and then class 08 0-6-0 diesel electric shunting locomotives and these were followed by many BR Type 2 Class 25 main line locomotives; the last of these being completed in 1964.

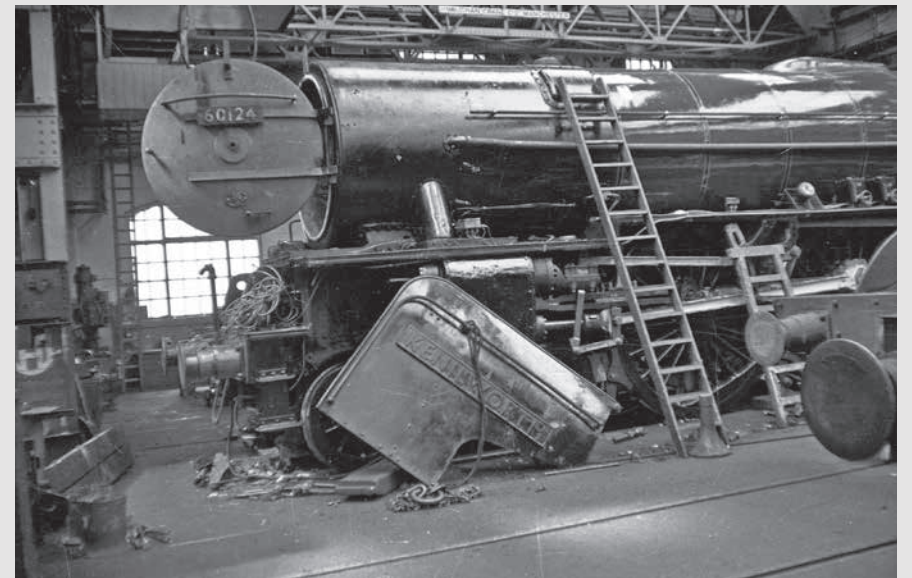
The mid-1960s were a period of rapid change in the North Eastern Region and enthusiasts would regularly sneak in the back of Darlington locomotive shed to see what was known as 'the dead line'. Here steam locomotives would arrive for overhaul or scrapping. A Sunday visit was always interesting as at the back of the locomotive shed would be the ex-works engines with immaculate paintwork. With the ending of steam repairs at Doncaster and Derby works, North Road saw many strange visitors such as a Jinties, 8Fs, Black 5s and even green Standard class 4-6-0s from the Western Region, all for overhaul but the most interesting new visitors were A1, A2, A3 and A4 Pacifics!

The arrival on the dead line of five Clan Pacifics in 1963, all the way from Glasgow, led to the assumption that they were to be overhauled, but were all scrapped. At times there did not appear to be any logic to scrapping one member of a class whilst other examples went through the works. I noticed a rarity on the dead line in November 1963 – an A1 Pacific. Would No. 60129 *Guy Mannering* be overhauled or scrapped? I found the answer over a month later when *Guy Mannering* was on the shed fully repainted after overhaul – the first A1 through the works after Doncaster ceased steam overhauls.

Steam did hang on in Scotland and with the introduction of the three hour expresses between Glasgow and Aberdeen using surplus A4 Pacifics that still had mileage to run and it proved to be an exciting period. This could only be short lived with other locomotive works being progressively shut down. The period 1964 and 1965 were special years in the works and one could easily



No. 60124 Kenilworth under repair.



The last of the line, A1 No. 60124 Kenilworth under repair.

be surprised. There were organised works and shed visits by the RCTS and SLS. Local enthusiasts, without a permit, knew the secret way in to Darlington shed via the dead line without getting caught! North Road works was just the same and brave enthusiasts would go over the wall and be able to walk through the main erecting shops in total silence on a Sunday morning, seeing everything from a Vincent Raven Q6, a Thompson B1, a Peppercorn A1 or A2 or a Gresley A3 or A4 Pacific, undergoing overhaul and repainting. With steam's days numbered these were such special visits, at the time almost unbelievable. To be able to photograph ex-works Gresley A4 Pacifics *Bittern*, *Kingfisher* and *Lord Faringdon* all bound for Aberdeen plus Gresley V2s and Peppercorn Pacific *Blue Peter* for Dundee, it was not surprising enthusiasts flocked to Scotland in 1965 and 1966.

A1 Pacifics continued to arrive at the works mainly from York or Neville Hill sheds and the accompanying table shows those that received attention. Most overhauls were intermediate overhauls covering axleboxes, all motion and cab fittings. The boilers were rarely touched so one assumed the boilers had general overhauls in Doncaster just a few years earlier.

One special overhaul that started in late 1964 and finished in April 1965 was that of the preserved A3 Pacific *Flying Scotsman* saved by Alan Peglar. Whilst this caused a lot of excitement, right next to the preserved A3 was sister locomotive No. 60052 *Prince Palatine* having a similar overhaul for continued use on British Railways. It is a little surprising that there were a dozen A3s still in BR traffic as preserved *Flying Scotsman* went through the works.

All photos by Maurice Burns





**Flying Scotsman gets the Darlington treatment.**

To coincide with the completion of the *Flying Scotsman* overhaul the works had a special open day on 3<sup>rd</sup> April 1965. Not only was No. 4472 in exhibition finish but *Prince Palatine*, *Tudor Minstrel* and *Blue Peter* could also be seen. Among a display of refurbished cab fittings, *Blue Peter's* nameplate formed the centrepiece. For reasons unknown photography of *Flying Scotsman* inside the works at the open day was prohibited and a large sign to this effect can be seen in the picture! As a thank you to the 120 staff of North Road works who worked on the overhaul of No. 4472, Alan Peglar organised a special train from Darlington to Peterborough using the Tyne – Tees Pullman coaches and an observation car.

For the last 12 months the works were mainly overhauling freight engines and during my very last works visit in March 1966 it was a sad sight to see just three engines receiving attention in the huge erecting shops that had previously been full of activity. On the stall that I had once seen A1 *Kenilworth*, A3 *Prince Palatine* and A4's *Bittern* and *William Whitelaw*, stood a rusty buffered Q6 No. 63455. How appropriate that one of the

very last engines through the works was a North Eastern Railway engine, some of which had given fifty years of service.

On 1st April 1966 the works were finally shut and soon afterwards the site was cleared for a Morrison's supermarket. One part of the works does survive however. The large clock that once stood above the works entrance has been located in exactly the same position today on North Road, Darlington.

At the time of the works closure there were 469 engines still in traffic in the North Eastern region with only the shed staff to keep them going, often using parts from withdrawn locomotives. Many A1s in good condition would carry out freight duties and many were put into store at the old wagon works at Tyne Dock and it begs the question why they did not get transferred to Scotland? Whilst all express passenger trains were diesel in the North Eastern region coal traffic on the North East coast was still largely steam. One picture that sums up the situation perfectly shows three A1s including No. 60151 *Midlothian*, in immaculate condition, in store at Tyne

Dock whilst nearby a filthy fifty year old Q6 is having all its small boiler tubes renewed by shed staff to further extend its working life. I was fortunate to travel behind No. 60145 *Saint Mungo* on its epic 31<sup>st</sup> December 1965 York to Newcastle run (covered in TCC 40 by the late Geoff Bird – ed) and even though long out of the works this, the last A1, was kept available in 1966 thanks to stay renewals by Joe Glass, the last boilermaster at Thornaby shed. On the very last day of steam operation in September 1967 the number of working engines was down to about twelve freight and these, like the rest, would go for scrap.

Today we are fortunate that the North Eastern Locomotive Preservation Group managed to preserve (in the nick of time) two North Road engines, No. 63395 and No. 65894 and that The A1 Steam Locomotive Trust has built a Peppercorn class A1, a type originally built at North Road works in Darlington. Darlington North Road works may have gone fifty years ago but the craftsmanship of its workforce lives on today at Hoptown for future generations to see. **TCC**

# THE 163 PACIFICS CLUB PASSES 100 MEMBERS – BUT THERE IS STILL SOME WAY TO GO by Mark Allatt

Last year was our 25<sup>th</sup> anniversary year and we decided to focus our fundraising for *Tornado* on the purchase of her tender – with considerable success! *Tornado's* tender is currently owned by William Cook Cast Products, the company owned by Andrew Cook and the Trust's Principal Sponsor. Andrew kindly offered to fund the construction of the tender in 2006, allowing funds being raised at the time to be spent on the engine. 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 with changes mainly down to the different operating environment on the modern Network Rail main line. Due to the lack of surviving steam infrastructure, water capacity is at a premium and so *Tornado's* tender carries 6,200 gallons (as opposed to 5,000 gallons) and 7½ tons of coal (rather than nine tons in the original A1s). The tender is also the home for many of *Tornado's* other unique features including an alternator, Timken cartridge roller bearings (pre-greased sealed self-contained units which do not have to be fitted in enclosed axleboxes), Train Protection & Warning System (TPWS), National Radio Network (NRN) radio, Global System for Mobile Communications - Railway (GSM-R) radio, GPS tracker and of course the mobile phone charger!

We need to raise £200,000 by 2021 to purchase *Tornado's* tender – thereby making the Trust debt-free - and finally completing the project we embarked upon over 25 years ago. Following the success – thanks to your generosity – of our Regular and Dedicated Donation schemes for the construction of *Tornado* and the 'Use Your Loaf' appeal for the support coach, the Trust decided to follow a similar route for the purchase of *Tornado's* tender. However, instead of "an A1 for the price of a pint" and "use your loaf", we've decided to raise the funds in a different way, The 163 Pacifics Club:

- We need to raise £200,000 to purchase *Tornado's* tender.
- Although *Tornado* carries the number '60163' - the next in the Peppercorn class A1 series following No. 60162 *Saint Johnstoun* – her pre-



**The newly overhauled tender in Darlington Locomotive Works.**

- nationalisation LNER number would have been '163'.
- There have therefore existed 163 ex-LNER express passenger Pacifics with 6ft 8in driving wheels - the Gresley class A3s/A4s, Thompson class A1/I and Peppercorn class A1s.
  - A numbered certificate (1-163) will record the details of your donation and the number/name of your favourite Pacific.
  - 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.

As with the previous schemes, this initiative comes with special 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(s) from the Gresley class A3s/A4s, Thompson class A1/I and Peppercorn class A1s.
- 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*.

Forms to join 'The 163 Pacifics Club' can be found on [www.a1steam.com](http://www.a1steam.com) in the 'Supporting *Tornado*' section. Membership of The 163 Pacifics Club

has grown steadily since its launch and 100 (up from 79 when TCC41 went to press) 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 make *Tornado* debt free with her paid-for tender behind her by 2021. And if you have already sponsored your favourite Pacific, why not also your second favourite! Thank you. **TCC**

No. 60021	<i>Wild Swan</i>
No. 60032	<i>Gannet</i>
No. 60037	<i>Hyperion</i>
No. 60052	<i>Prince Palatine</i>
No. 60056	<i>Centenary</i>
No. 60066	<i>Merry Hampton</i>
No. 60069	<i>Sceptre</i>
No. 60070	<i>Gladiator</i>
No. 60087	<i>Blenheim</i>
No. 60111	<i>Enterprise</i>
No. 60120	<i>Kittiwake</i>
No. 60137	<i>Redgauntlet</i>

**Here are some of the names still looking for 'allocations' – there are some surprisingly popular ones still left!**



Bearing the reporting number 'M8Y' in honour of Ray Towell, *Tornado* is seen at *Winchfield* with 'The Devon Belle'.





Frames

The Cartazzi horn blocks have had their manganese steel liners welded on and have been machined to finished size. They are now permanently bolted to the frames.

The inside motion bracket and the intermediate frame stay have been shot blasted and primed ready for machining. Both should be delivered and fitted to the frames by the time you read this. The rear frame stay is almost fully welded.

The four remaining coupled wheel horn blocks have been delivered, and the two trailing horn blocks have been permanently fitted. The intermediate horn blocks are being left off for now, pending installation of the intermediate and trailing frame stays, as they would impede fitting of these latter items. Ian Matthews has completed fabrication of the six splashers which will shortly go for grit blasting. The front coupled wheelset does not have identifiable splashers, the gaps between the frames and the footplate being filled in with flat closure panels.

A temporary frame stay has been made to substitute for the cylinder block to keep the frames straight pending fitting the remainder of the footplating and to support the smoke box.

The block which sits in the front buffer beam and supports the draw bar was originally an iron casting. After looking into the cost of a pattern and casting

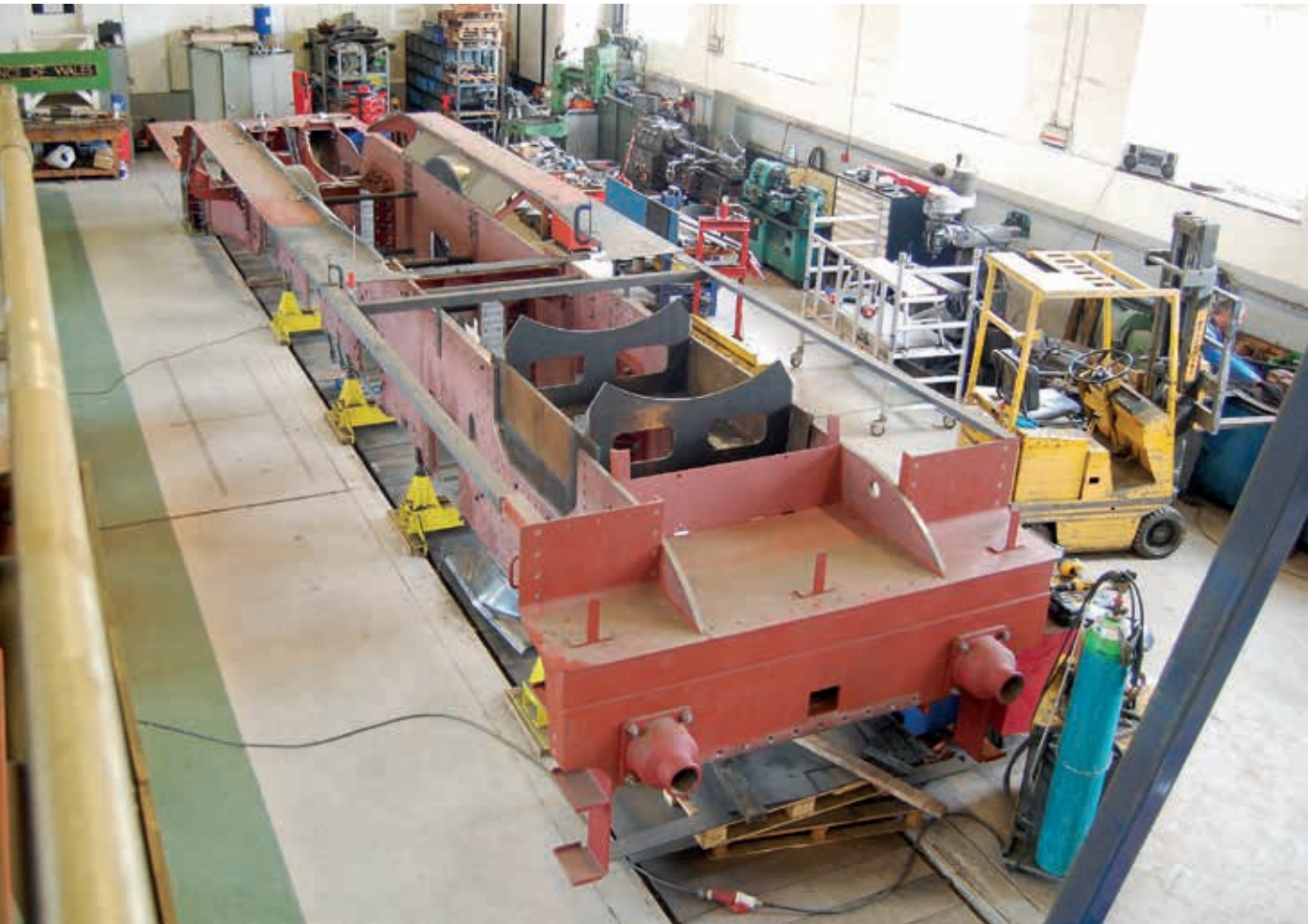


Above: Rear frame stay nearing completion of welding at North View.

for this, the item has been redrawn as a steel fabrication, which following delivery of a kit of profiled parts, has now been machined by Ian Matthews and tacked

together pending fully welding by a coded welder. The object is small enough to be machined on our Bridgport milling machine.

David Elliott



Above: No. 2007's frames with temporary smokebox saddle stay.

Tony Lord

FUNDRAISING FOR No. 2007 PRINCE OF WALES by Mark Allatt

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

In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (101 people have pledged £2,000 each - target of 300 people), Dedicated Donations (almost £170,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received donations and pledges of over £2m (including gift Aid) of the £5m needed over the planned seven year build.

We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Donations received to date have been converted into over one third of the new locomotive

now being in existence by weight.

We are hopeful that we will have completed the rolling chassis for No. 2007 Prince of Wales this year – see our wheeling appeal on page 28 - and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to continue to raise in excess of £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes.

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

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

For more information on how you can help to build Britain's most powerful steam locomotive visit [www.p2steam.com](http://www.p2steam.com), email [enquiries@p2steam.com](mailto:enquiries@p2steam.com) or call 01325 460163. **TCC**

David Elliott



Above: Intermediate frame stay ready for machining at North View.



Inside motion bracket ready for machining.

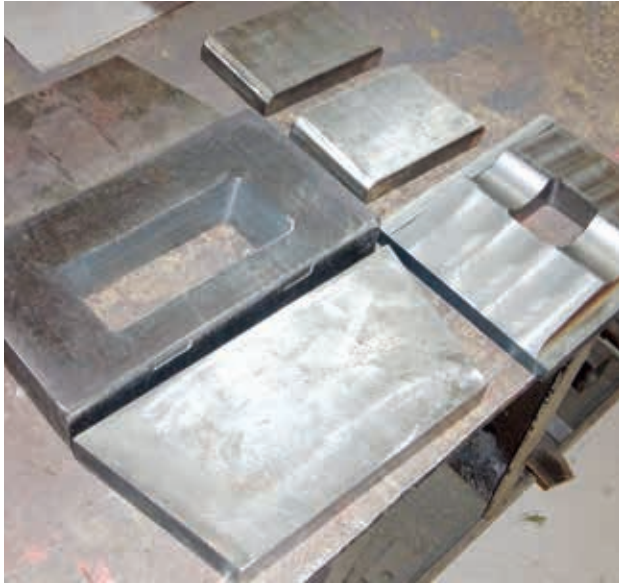


Cartazzi hornblocks permanently installed.

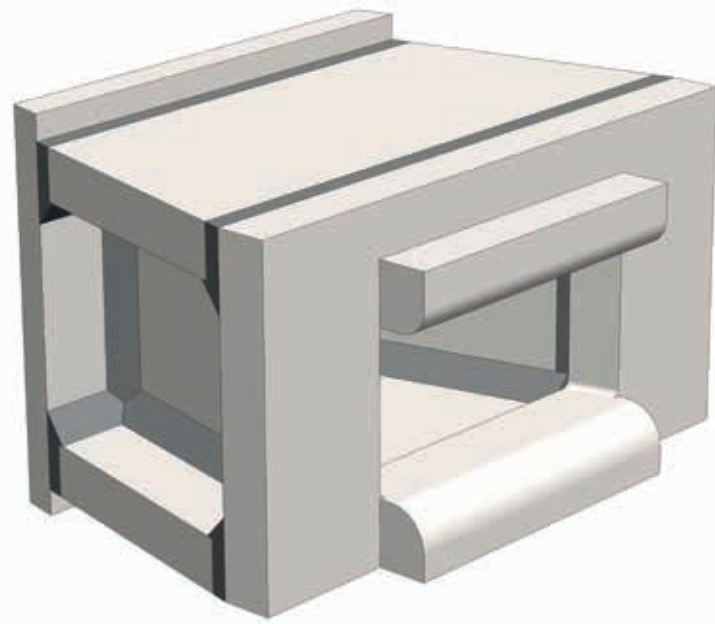
David Elliott

David Elliott





**Above: Machined kit of parts for front bufferbeam draw hook spring block.**



**Front drawhook spring block as fabrication.**

Graphics by David Elliott

## LET'S GET UP A HEAD OF STEAM WITH THE BOILER CLUB

by Mark Allatt

Following the success of The Founders Club, which was designed to get the P2 Project to the point of cutting No. 2007's frames, we decided to establish The Boiler Club to fund the construction of *Prince of Wales's* boiler. 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 £460,000 from 370 donors. 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 delighted that 101 people have already signed up as members of The Boiler Club.

### Special benefits for members of The Boiler Club:

- Opportunity to buy a ticket (seat already reserved) on No. 2007's first main line train.
- 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*.
- For more information on how to join The Boiler Club visit [www.p2steam.com](http://www.p2steam.com), email [enquiries@p2steam.com](mailto:enquiries@p2steam.com) or call 01325 460163. Thank you. **TCC**

## BOILER CLUB EXCLUSIVE BADGES ARE NOW AVAILABLE TO BUY

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



## Smokebox

The smoke box barrel has been erected and welded together.

Details for the door hinges, hinge brackets and centre boss had been profiled from solid which will enable Mick Robinson to progress forming and fitting these items.



Bob Hughes

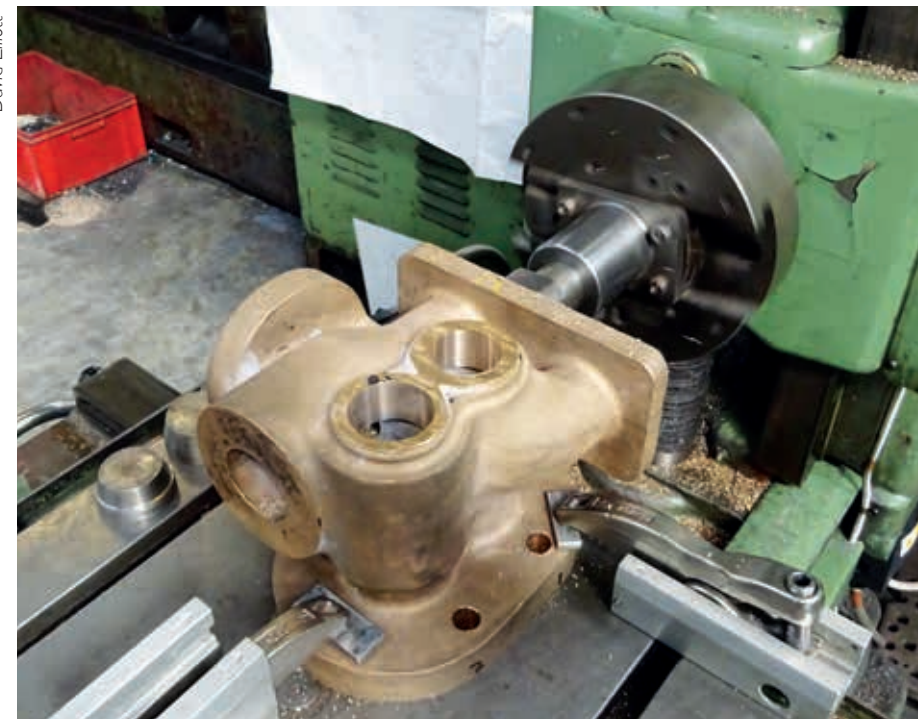


**Above: Smokebox door furniture.**



**Above and top left: Welded smokebox.**

David Elliott



**Exhaust injector control valve casting being machined at M Machine.**

## Boiler fittings

Tom Jones at M Machine has started machining the injector control valve castings.

## Certification

Meetings have been held at Darlington with our Graham Nicholas, Ricardo Rail and the Office of Rail and Roads (ORR) in order to establish that our proposed certification route using the EU Common Safety Method for Risk Evaluation and Assessment (CSM-RA) will be acceptable. The initial response was encouraging. It is very useful having a professional railway certification specialist in Graham Nicholas leading us in this complex area!

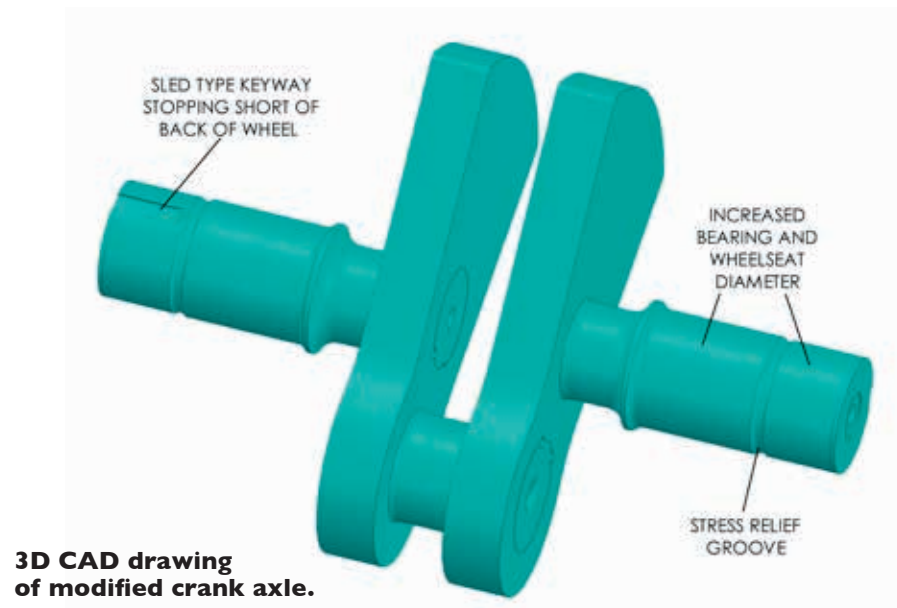
## Design

Most of the recent design effort has concentrated on producing detail 3D models and 2D manufacturing drawings for the remaining fabricated frame stays, cab and smokebox details.

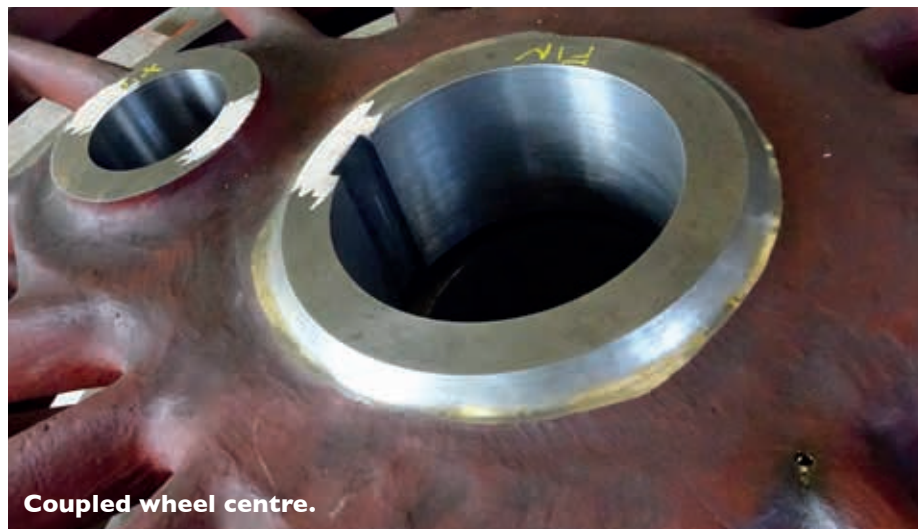


## Wheelsets

The updated FEA study by Mott McDonald has been completed, and whilst the spectrum of operating conditions still needs to be created and populated by ourselves for the risk analysis, the improvement in fatigue lives for the worst cases with the increased axle diameter and modified key ways is dramatic (in the order of a factor of at least 10) leading to the conclusion that we will have little difficulty in demonstrating the minimum life of a quarter of a million miles. All the engine axles have now been ordered. The remaining uncertainty is over the crank sweeps. Having not been overwhelmed with offers to make these, we now have a quotation from Somers Forge in the West Midlands. The outstanding matter now is material. The originals were made of hammered slabs of 08M40 (EN8) material. Given the increased power of the P2 design and the problems we have had with the crank axle, we wish to improve the material for the sweeps. Somers Forge have proposed a stronger material which retains the toughness of the original EN8, and discussions are in hand with our Assessment body, Ricardo Rail with regard to approval of this material. With the completion of boring the coupled wheel axle holes to finished size and slotting their keyways, all the wheels are now ready for pressing on to the axles.



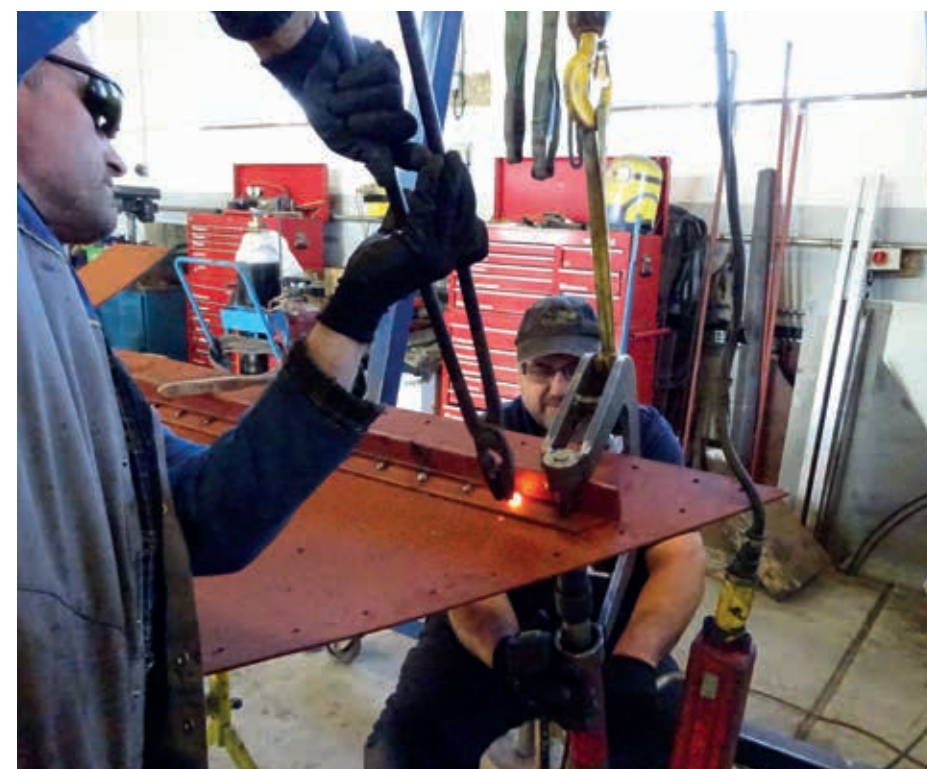
3D CAD drawing of modified crank axle.



Coupled wheel centre.

David Elliott

David Elliott



Ian Matthews places rivet in hole whilst Mick Robinson stands by with the rivet press.

## Cab

We have been looking at several ways of making the almost half round beading material for the back edges of the cab (including the complex curvature section around the shallow cut-outs behind the cab side windows) as the original rolled profile is no longer in production. Using Mick Robinson's proposed novel method, 2 pieces of 2" x 1" bright bar in 6' lengths have been bolted together through a 5mm thick strip representing the thickness of the cab side, and the whole assemblies are being turned in our big lathe by Steve Wood to form 2" diameter round bar. When dismantled after machining we have pieces of half round which when finally fitted to the rear of the cab, will effectively become a 2" round bead. Mick Robinson has assembled the specially designed 10 ton rivet press which will be used to fit the (approximately) 600 3/8" and 1/2" rivets required to assemble the cab.



Ian Matthews and Mick Robinson bending beading.



Steve Wood machining cab beading.



Cab roof components primed.

David Elliott

## P2 DEDICATED DONATIONS UPDATE *by Mark & Mandy Grant*

After the previous high uptake on component sponsorship over the Christmas period, the last three months have been much quieter. Since its launch in 2014, around 190 components have now been sponsored as part of the Dedicated Donations Scheme!

Since the last update, we have had money pledged for the components listed opposite:

If you would like to sponsor a component on No. 2007 *Prince of Wales*, please contact [dedicated.donations@p2steam.com](mailto:dedicated.donations@p2steam.com) **TCC**

Rear footstep RH Lower  
Rear Footstep RH Upper  
Tender Rear Handrail RH  
Tender Rear Handrail LH  
Cab Seat RH  
Cab Seat LH  
Duplex Vacuum Gauge (Engine)  
Footplate In Front Of Firebox Upper Curve RH  
Rear Air Pump Valve On Steam Stand Handwheel Casting  
Footplate Under Cab  
Blower Valve Body Casting



A kit of laser profiles has been made to fabricate the full width cubicle for brake equipment under the cab floor. This is similar to that used successfully in *Tornado's* cab.

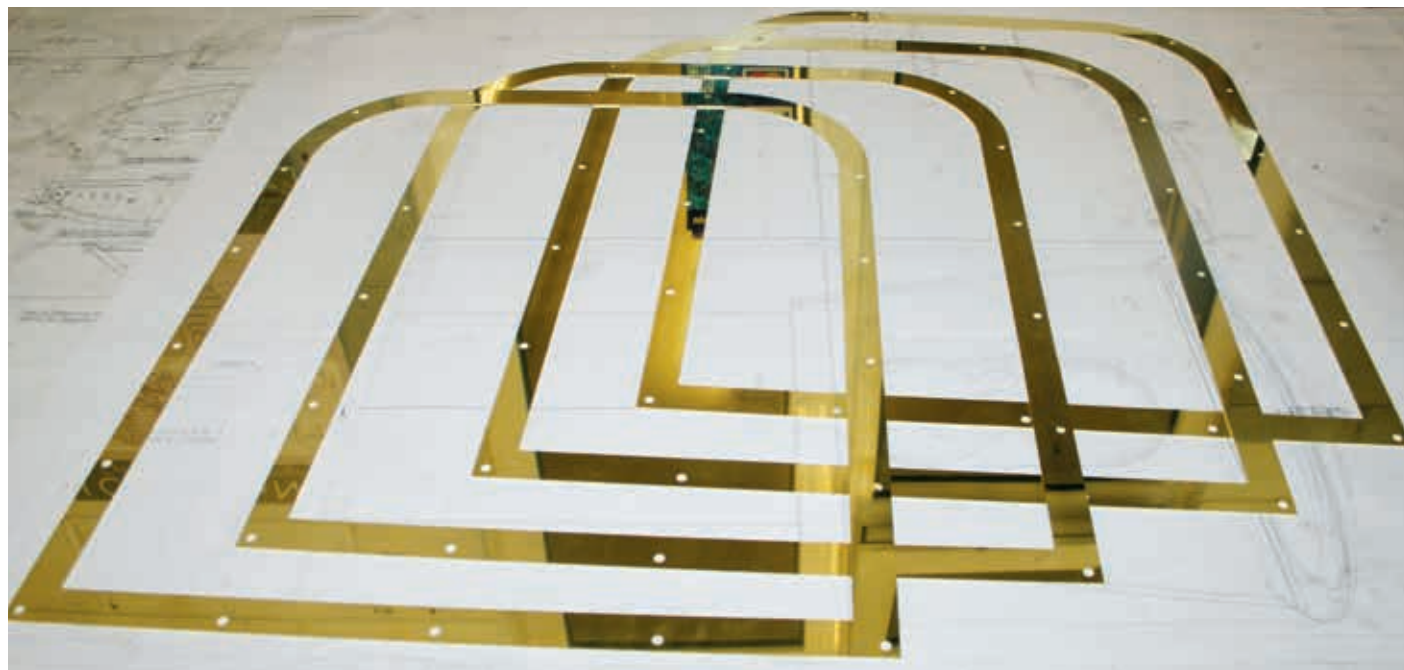
Colin Vickridge continues to progress the teak cab side windows and the brass glazing retaining strips have been procured. Progress is being made to permanently assemble the cab roof.

Following the trial fit of the cab on the frames, it was partially dismantled and the roof ventilators made and fitted. Since then it has been fully dismantled and the various components have been grit basted and primed. **TCC**



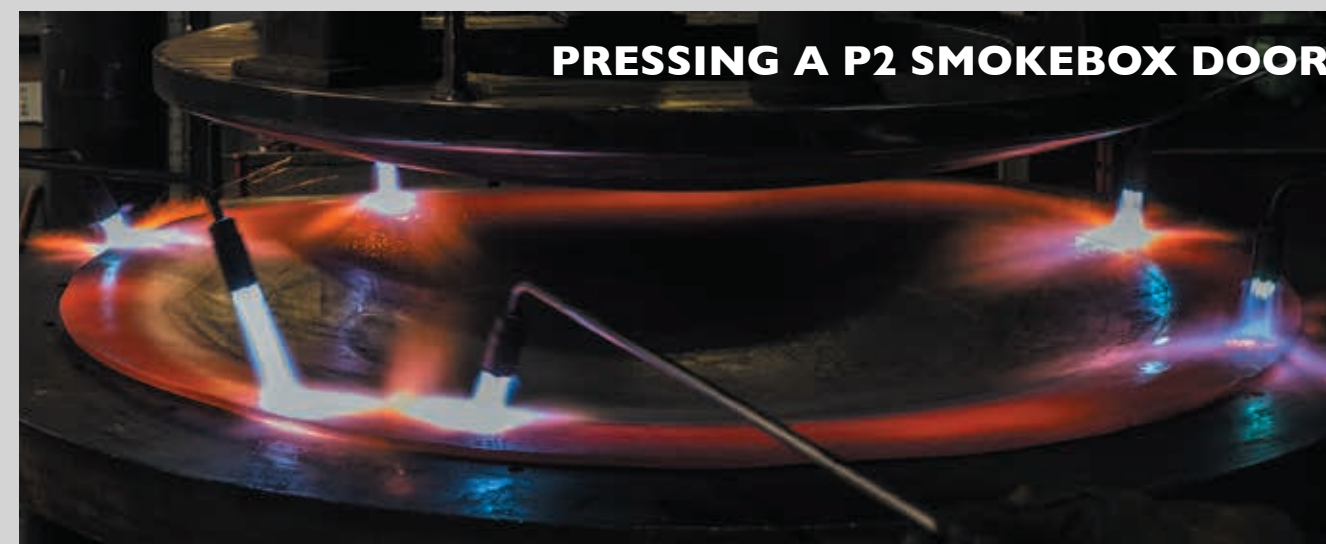
**Above: Cab roof components primed.**

**Below: Cab side window glazing retaining strips.**



**Above: Trial fitting of cab to frames.**

All photos David Elliott

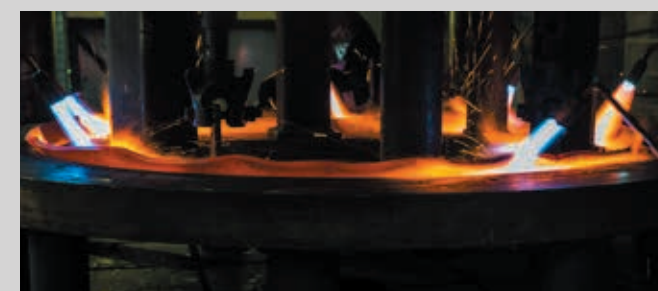


## PRESSING A P2 SMOKEBOX DOOR

One of the most significant items to have been manufactured to date is the smoke box door. *Tornado's* smoke box door started life as a spun tank end which gave the dished shape. The sharper radius on the outside edge of the door was achieved by hand forging over a former. The 'D' shaped smoke box door on the original P2 design does not lend itself to this method, although it would be technically possible to achieve it by cutting, black smithing and welding the round door; however with the smoke box door being both a prominent and iconic part of the P2 design, there was doubt that a satisfactory finish could be achieved by this method.

Other methods considered including CNC machining the door out of solid 8" thick plate, however this was significantly more expensive than the method actually used. Having seen the quality and surface finish that South Devon Railway Engineering (SDR) was achieving with firebox back heads, throat plates and tube plates, they were asked to quote for making the smoke box door. After some discussion an acceptable quotation was received and male and female press tools made using the 3D CAD model.

Following a trial pressing in mild steel, the definitive smoke box door was pressed from Cor-Ten steel - the corrosion resistant steel used on unpainted metal bridges and sculptures such as the Angel of the North. For the first stage of pressing, the plate was clamped flat over the female press tool and the domed male press tool pushed downward to dish the plate. The plate is then unclamped and re-heated and the flange round the edge of the door formed by pushing the male tool right through the female tool. The wavy edge is then cut off to leave an accurately shaped pressing. Sarah Anne Harvey's photos show the process: **TCC**





## THE MIKADO CLUB *by Mark Allatt*

### WE WANT EIGHT AND WE WON'T WAIT - £200,000 appeal launched to wheel No. 2007 *Prince of Wales* by the autumn

On 29<sup>th</sup> March we announced a new £200,000 appeal to wheel the engine of new Gresley class P2 No. 2007 *Prince of Wales* by autumn 2016. When achieved, it will be the first time for over 70 years that one of this iconic class of locomotives has stood on its wheels - the last original Gresley class P2 No. 2003 *Lord President* was rebuilt into an ungainly Thompson class A2/2 Pacific in December 1944.

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), the Trust has decided to establish The Mikado Club to raise an estimated £200,000 required to wheel No. 2007 during 2016.

If the project to complete No. 2007 *Prince of Wales* in 2021 is to remain on schedule the engine needs to be wheeled this year. The Trust has therefore set itself 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. This estimate excludes the components already ordered or delivered such as wheels, tyres, axles, bearings and cannon boxes some of which are still available to sponsor as Dedicated Donations.

In return for supporting this appeal, special benefits for members of The Mikado Club include:

- Reserved seat on No. 2007's first main line train
- Reasonable access to No. 2007 at all times
- Exclusive Mikado 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 Stephen Bainbridge's new painting of No. 2007 *Prince of Wales* at Darlington station
- Special Mikado Club day with *Tornado*.

Work involved in wheeling the engine to create the first standard gauge



'Mikado' since 1945 includes:

1. Machining axle and cannon box castings, manufacturing roller bearing details
2. Boring eight coupled wheel bosses to finished size
3. Assembling bearings and cannon box onto pony truck axle
4. Assembling bearings, cannon and axle boxes onto plain coupled axles
5. Trial fitting coupled axles to frame
6. Pressing Cartazzi wheels onto axle, fitting & machining tyres and fitting bearings & axleboxes
7. Pressing plain coupled wheels onto axles, fitting and machining tyres
8. Assembling crank axle, fitting bearings & axleboxes, pressing wheels onto crank axle, fitting and machining tyres

9. Finish machining crank bosses & boring crank pin holes and machining & fitting all crank pins
10. Trial fitting wheelsets to frames at DLW.



Stephen Bainbridge's new painting of No. 2007 *Prince of Wales* at Darlington station.

CAD model showing sources of design: grey is original P2, yellow is minor redesign, green is *Tornado* design - other colours signify components requiring more extensive redesign.

We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, over £2m has now been donated or pledged which has been converted into over one third of the new locomotive being now in existence by weight. Our team at Darlington Locomotive Works has been focused on assembly of the cab, the erection of the frames, fitting the frame stretchers, horn guides and other components manufactured by external contractors over the past few weeks.

We now want to turn our attention to the wheeling of the engine and the creation of the first standard gauge

'Mikado' steam locomotive in Britain since 1945 – we want eight and we won't wait! If we can raise £200,000 through The Mikado Club over the next few months we are confident that we will have completed the rolling chassis for No. 2007 *Prince of Wales* by autumn 2016 and remain on-track for completion of the new locomotive in 2021.

Less than a month since the launch of the appeal, The Mikado Club has already recruited 33 members and therefore raised over £40,000 or one-fifth of our target. We would encourage those of you who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a member of The Mikado Club. It's time to get on board!

To become a member of The Mikado Club, email [enquiries@p2steam.com](mailto:enquiries@p2steam.com), call **01325 460163** or visit [www.p2steam.com](http://www.p2steam.com) for more information. **TCC**

## DARLINGTON LOCOMOTIVE WORKS UPGRADE

The most conspicuous development has been the fitting of the Darlington Locomotive Works sign on the outside of the building, which was kindly undertaken by Darlington Council following a successful application for listed building consent.

Meanwhile thanks to the tireless efforts of Tony Lord, the council has now obtained the necessary building control and listed building consents to complete the conversion of the 1<sup>st</sup> and 2<sup>nd</sup> floor rooms in the block which forms the street entrance to DLW into the Trust office and an archive store. Thanks to continuing strong support from Darlington Council it would appear that the work will be done at minimal expense to the Trust.

Our volunteers continue with repairing and refitting the shutters for the ground floor windows in room four which is used as a store. **TCC**





## HISTORICAL P2 MEMORABILIA FROM THE COLLECTION

by Mandy Grant

Since commencement of the Trust's project to build No.2007 *Prince of Wales*, I have been particularly interested (my husband may say obsessed) in obtaining archive material relating to the original six Gresley P2's, with a particular focus on No.2001 *Cock o' the North*.

In 2013, I was fortunate enough to pick up a tinplate flat of *Cock o' the North*, which was given away free in a 1934 magazine called *The Modern Boy*.

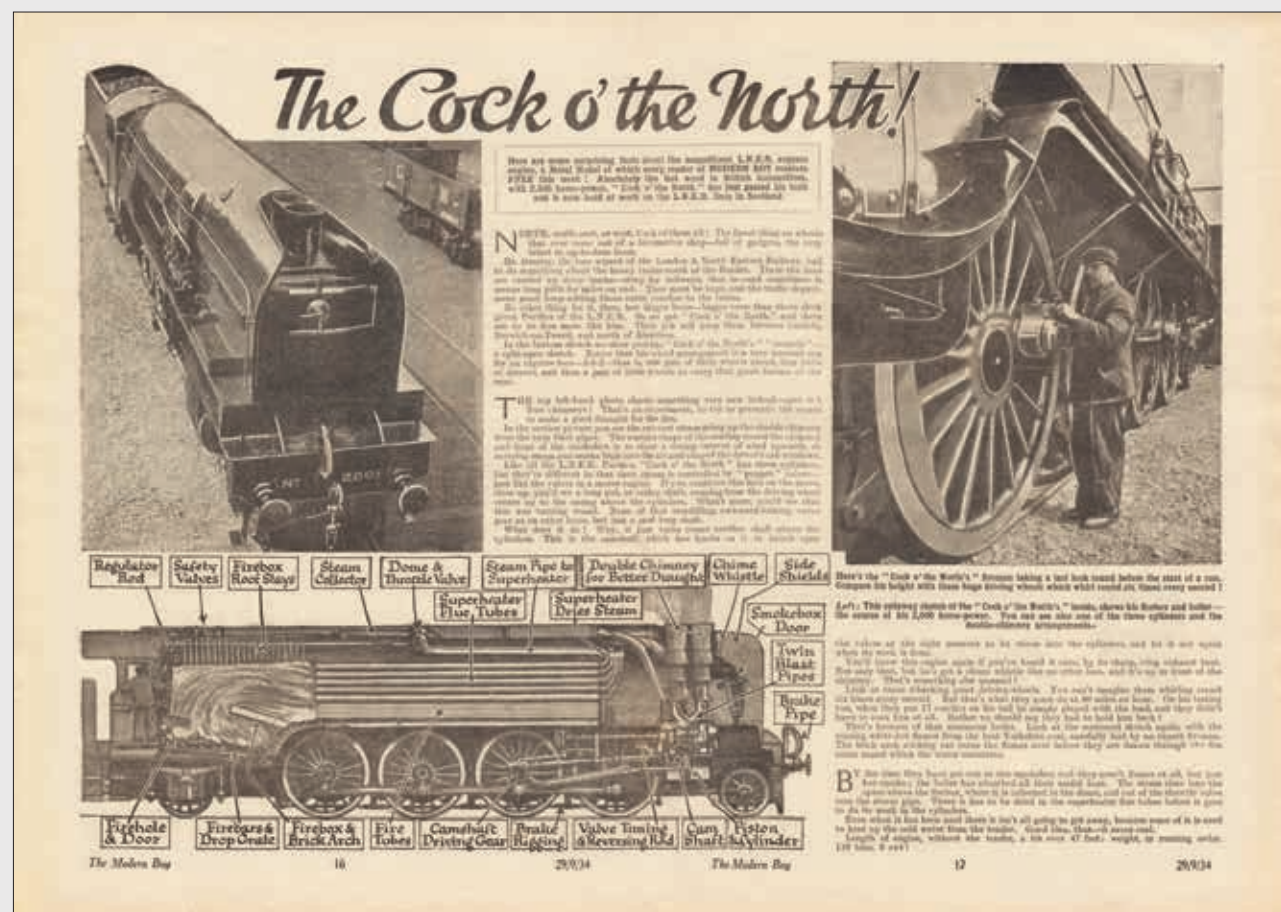
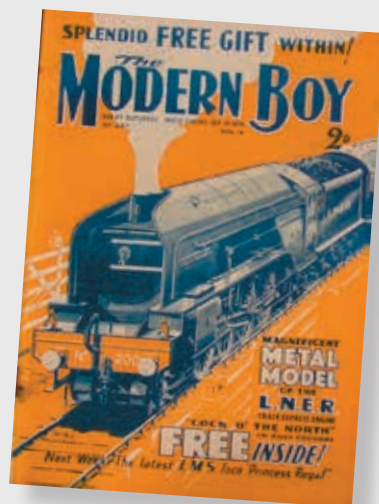
After doing some research, I managed to find out the edition number and date that the magazine was first issued and I set about trying to find a copy to go with the tinplate model.

After hours of searching internet auction sites, second hand book shops and countless emails to dealers of vintage magazines, my efforts came to nothing.

I left my details with several dealers but didn't hold out much hope of anyone getting back to me. In the meantime, I continued to search auction sites but to no avail. Several years have subsequently passed, when out of the blue I recently received an email, saying that one of the dealers had managed to obtain a copy of the magazine. He said it was in crisp condition, however the centre pages had some slight damage, due to the staples degrading. He also said that the cover had been lightly taped along the spine but commented that it was the first of this edition that he had seen and it was

quite rare, due to the fact that the paper used for children's magazines and comics in the 1930's was of notoriously poor quality and the majority would not have survived the 80+ years since first published! Well he didn't need to ask twice and I purchased the magazine from him.

When I received the magazine, all of the pages except the centre ones were in perfect condition. Unfortunately, the article on *Cock o' the North* was on the centre two pages and had sustained some damage! So I set about restoring the article digitally. **TCC**



## P2 BOOK LAUNCH by Andy Hardy

The wait is nearly over! The anticipated arrival of our new book *Gresley's Class P2 Locomotives* is nearly here. Only this week, the publisher Ian Allan took delivery of the finished book from the printer. Written by The A1 Steam Locomotive Trust's Archivist and Researcher, Andrew Hardy, it is described as "the most complete and authoritative history of the class ever written." We are thrilled that it will be available to purchase within the coming weeks.

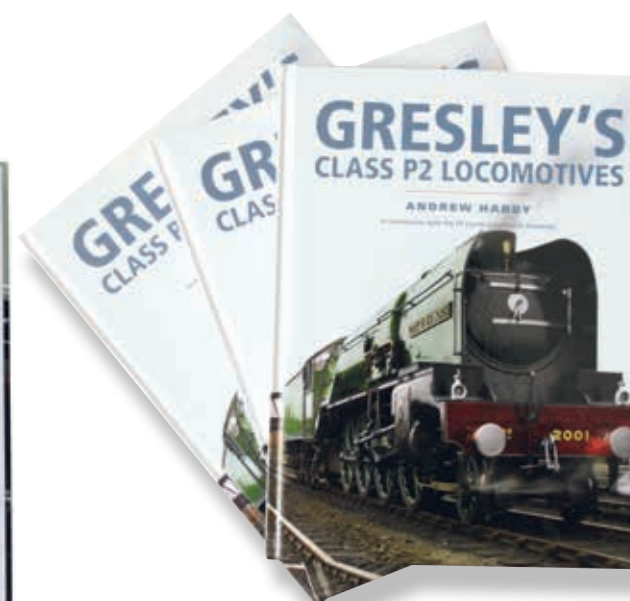
Pre-orders are already being taken from Gresley fans all around the world, including mainland Europe, Canada, USA, Australia and Tasmania. It's not too late to pre-order, please email the author at [andy.hardy@p2steam.com](mailto:andy.hardy@p2steam.com) to reserve your copy.

The official book launch will be held on The A1 Steam Locomotive Trust's 'The Scarborough Flyer' rail tour hauled by No. 60163 *Tornado* from London to Scarborough on Saturday 4<sup>th</sup> June. Copies will be available to purchase on the train with the author onboard as part of the locomotive's support crew. During the journey Andy will be available to speak about the book, or if you would like, to sign your copy. If you are travelling on this train and would like to reserve a copy for collection, please email the author at the above address.

*Gresley's Class P2 Locomotives* will retail at £22.50 and features unpublished information and photographs alongside custom artwork, drawings and contemporary letters and documents. With each copy bought through the Trust, a substantial percentage will be put towards helping to build the next member of the P2 class, No.2007 *Prince of Wales*. **TCC**



The author next to the newly erected statue of Sir Nigel Gresley with the first copy of the book.





AN APRIL FOOL by Mark Allatt

Gresley class J38 No.1416 will follow class P2 No. 2007 Prince of Wales.

On 1st April 2016 we announced, tongue firmly in cheek, that our next new build steam project would be a new Gresley class J38 0-6-0 goods locomotive. This time the Trust would be breaking with its tradition of giving its new locomotives new identities by resurrecting a long-scrapped member of the class. The original No. 1416 was completed at Darlington Works 90 years ago on 18th March 1926 and was withdrawn on 19th November 1966.

Although a Gresley class J38 wasn't at the top of the list of extinct LNER classes of locomotive to recreate, this was just too good an opportunity to turn down. With 92% [1st April is 92nd day of the year] the funding for No. 1416 [1-4-16] already in place thanks to the generosity



The subject of the hoax - the original J38 No. 1416.

of the late Mr Joseph Kuhr [Jo Kuhr or Joker of Batman from Aprilscherz (April Fool) in Germany], we felt that we could fulfil the conditions of his legacy and recreate Gresley class J38 No. 1416 with minimal additional funds. Not only were the J38s both the first Gresley class to be designed for the LNER they

were also the last to see service with British Railways and the original No.1416 was withdrawn from traffic on my first birthday. In just three years we could be fulfilling Jo Kuhr's dream of recreating a Gresley class J38 for use on heritage railways up and down Great Britain... or maybe not!. **TCC**

Covenantors' Diary by Sophie James

Have you ever wished to dedicate some of your spare time to help continue the great work of The AI Steam Locomotive Trust? Watch this space for information on our Volunteers Day, coming in Summer 2016!

Over the Easter break many of our Covenantors, Founders and other supporters enjoyed discounted entry to Didcot Railway Centre where *Tornado* was running on the demonstration line; just one of the perks of your continued donations! There will be further opportunities to visit the locomotive at other heritage railways later this year.

A further reminder that the 2016 AISLT Convention is set to be as informative and enjoyable as ever. On Saturday

1<sup>st</sup> October, you are welcome to join us to hear from our Trustees about No. 60163 *Tornado's* year in action and to view the progress being made on No. 2007 *Prince of Wales*. Held again in Darlington, at the home of the Trust, the day will be hosted at the Mercure King's Hotel, followed after lunch by bus transfer to Darlington Locomotive Works. The Convention Dinner will be held at the Mercure on the evening, where we are sure to be entertained and enlightened by our Guest Speaker, Nigel Harris former editor of *Steam Railway* magazine. Due to popular demand, this year's Convention Dinner has no limit on tickets, so it would be wonderful to see as many of you there as possible. **TCC**

GAUGE O GUILD RAFFLE by Graham Langer

The Trust was approached by DB Cargo driver Fred Lewis to see if we would license the use of David Chandler's stunning image of 'The Red Rose' at Ashchurch which featured as the centrefold in the last edition of TCC. The photo was rather special for Fred, given that this was his last turn as a main line driver and he had been a regular on the locomotive since she first entered traffic. His aim was to produce an enlargement to be raffled at the Gauge O Guild show in Newport in April.

After a very successful event, Fred wrote, "I just want to thank you and the AI Trust again for allowing us to print off a copy of this magnificent picture and putting it up for the charity raffle at



Fred presents the enlargement to the lucky winner. NEWGOG this year, the picture drew great interest and comment and was finally won by Darren and his sons from Cardiff, they were over the moon with it. The monies collected went to the Noah's



Fred presents the cheque for the money raised to Noah's Ark Children's Hospital Appeal. Ark Childrens Hospital Appeal in Cardiff and they were very grateful for the cheque. So may I thank you all again and wish you all the best for the future." **TCC**

EVENTS ATTENDANCE by Andrew Taylor (Doncaster) and Mark Grant (Minehead)



The Trust stand at the Festival of British Railway Modelling, Doncaster.

The Festival of British Railway Modelling, Doncaster on 13<sup>th</sup> – 14<sup>th</sup> February.

Winners at Doncaster racecourse have provided the names for no less than 55 East Coast Pacifics, making it an appropriate venue for the Festival of British Railway Modelling. The stand was manned by Andrew Taylor, Peter Chambers and Charles Tremeer. We had the N gauge layout on the stand once again which was successful in attracting some interest. Our stand was opposite the OO live steam club layout, providing appropriate sounds and smells. We were also close to the theatre where David Elliott provided two interesting talks about No. 2007 to enthralled audiences.

We had many interesting conversations, a few former drivers and plant staff visited as well as many of our supporters. Over the weekend we were able to add to our growing number of covenantors, as well as selling the last of the 2016 calendars. We also had the historically accurate prints of all six original P2s on sale as well as the special set of seven exclusively available to founders and covenantors which also included No. 2007.

The West Somerset Spring Steam Gala, Minehead on 12<sup>th</sup> – 13<sup>th</sup> March.

We decided to take the P2 Roadshow to the West Country. This was at the West Somerset Railway Spring Steam Gala during the weekend of 12<sup>th</sup> & 13<sup>th</sup> March. We travelled down on the Friday evening after first meeting up with Andrew Taylor at Tamworth Services to pick up the roadshow stands etc. Andrew had them



Stalwarts of the travelling show, Mark and Mandy Grant at Minehead on the WSR.

in his possession since the Doncaster show! We eventually arrived in Minehead at around 21:30hrs. We had an offer of a bed for a couple of nights with Diana (one of our merchandise volunteers) and her husband!

After a good night's sleep, we had breakfast and made our way down to the railway. An absolutely beautiful day greeted us and once we had unloaded the car, we set up the pitch on platform 1. The day was busy! A variety of locomotives were in steam hauling trains up and down the line. They were all travelling chimney first, so there was plenty of action on the turntable! Mandy and I were manning the

stand on our own this weekend, so we didn't get much of a break. Saturday finished at about 16:30hrs, we packed up and headed back to Diana's. The four of us had a meal out and then we enjoyed another good night's sleep.

Sunday started in much the same way, a gorgeous day although a little cooler. We talked to plenty of people over the course of the event and handed out lots of leaflets. Hopefully, we'll get some sign ups in due course. We finished at around 15:00hrs and started our long trek back to Leeds!

Next up is the Great Central Model Event on 18<sup>th</sup> & 19<sup>th</sup> June. **TCC**



## PROFILE – GRAHAM NICHOLAS *by Graham Langer*

Graham's contribution to The A1 Steam Locomotive Trust has been a classic example of one of the Trust's guiding principles in action – a professional person offering his experience in a voluntary capacity. A covenantor since 1994, Graham began his active involvement for the Trust in 2002, volunteering to assist with engineering quality and certification matters once it became clear that specific assistance was required in this area. Due to clock up 30 years in his railway industry career to date later this year, and a Fellow of the Institute of Mechanical Engineering, Graham's specialism in rail vehicle engineering is the particular skill set that is required by the Trust.

Every engineer loves a challenge and the particular gauntlet thrown down before Graham was to secure the necessary approvals to support *Tornado's* launch into service. From 2006 to 2008 Graham's contribution was particularly crucial, using his contacts in the industry to put together a carefully co-ordinated approval strategy that was embraced by all parties involved. This secured the necessary paperwork and approvals that allowed *Tornado* to work her first main line specials in 2009 and continues to allow us to enjoy the delights of a Peppercorn A1 on the main line to this day.

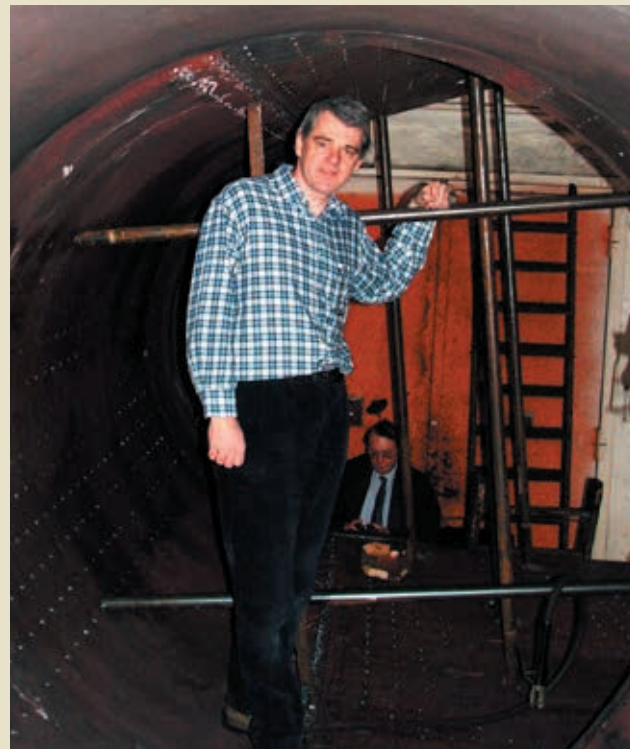
In describing his personal mantra for being involved with the Trust, Graham Nicholas cites his formative years being influenced by the early preserved main line steam scene of the 1970s, being taken everywhere by his railway enthusiast father. Continuing to enjoy the delights of both preserved line and main line steam thereafter, the opportunity to get actively involved with a project eventually became too great to resist; Graham's way of 'doing his bit' to ensure that main line steam will be enjoyed by future generations, "For me, it's all about putting something back. There's something very special about the sheer, unadulterated thrill of a steam locomotive in full cry – the closest invention man ever made in his own image."

A particular influence at the time was the rebuilding and subsequent return to steam of No. 71000 *Duke of Gloucester*. Whilst at university at Nottingham, Graham would think nothing of pedalling his pushbike the 15 miles to Loughborough to see the latest progress; a few years later while living in Derby he witnessed some of the early runs at the Great Central followed by its return to the main line in 1990. "It was so exciting. To me, this was the preservation movement progressing from simple, though ever laudable, restoration; real engineering was involved with significant new components being designed and built. A project to build a completely new locomotive was the next obvious step."

Anecdotes from his time working for the Trust are too numerous to list but Graham recalls with a smile the moment the HMRI inspector stepped down from the footplate of *Tornado* after a run during the 2008 testing at the Great



**Graham Nicholas with No. 60163 at the locomotive's unveiling at the NRM in 2008.**



**Graham Nicholas inside Tornado's boiler barrel at Meiningen in 2006.**

Central Railway, uttering the words, "It's days like this that make the job worthwhile!" As they travelled back on the train together, the inspector handed Graham an already prepared letter of approval, a sure sign of the confidence that had been engendered.

Graham is also a keen railway modeller and has spent the last ten years building a large model of Grantham on the East Coast Main Line, set in the 1930s streamliner era and which can now be seen at exhibitions up and down the country. It also provides a perfect setting for Mark Allatt's extensive collection of LNER rolling stock. The N gauge display layout that now accompanies the A1/P2 promotional stand is also Graham's work.

With all this LNER influence, it might come as a surprise to learn that Graham's true allegiance lies with red engines from the other side of the country. Stanier's Duchess Pacific locomotives are his firm favourite, "an engineer's magnum opus if ever there was one". Despite being born in the final year of Duchess operation (1964), Graham considers himself lucky to have enjoyed many lineside moments and several railtour performances with preserved locomotives Nos. 46229 and 6233 over the years. Nevertheless, Peppercorn's A1 design has earned his respect since *Tornado's* entry into traffic, citing, "The way *Tornado* just gets on about her business is very impressive - an operator's dream and a source of much satisfaction for an engineer."

Graham's current work for the Trust is once again focussed on a new-build scheme – Class P2 No. 2007 *Prince of Wales*. "The P2 project is great", enthuses Graham, "it's both a challenge further on from *Tornado* whilst at the same time using the experience gained from the A1 as a firm foundation for the work required. To be involved with the engineering development of the locomotive and hopefully release the true potential of the design is incredibly exciting" **TCC**

## FROM THE ARCHIVES *by Graham Langer*



**Spring 2006 - David Elliott talks to covenantors in front of Tornado's boiler at Meiningen.**

● **Spring 1996** - The star stay, manufactured by Mercia Fabrications of Dudley, had been machined by Ufone Engineering of Rowley Regis and returned to Tyseley where it was fitted to the frames. Mercia delivered further fabrications including the footplate supports and engine steps which were now in position on the frames. TLW staff fitted the hornblocks and hornstays, firebox support bracket (back and front), rear side rubbing plates and cross stay to the mainframes and completed the bufferbeam and gussets. TM Engineers of Kingswinford, Dudley welded the stiffeners to the bogie frame plates, stress relieved and fully machined them. They had been returned to TLW and were awaiting the delivery of the bogie frame stays and bottom centre before the assembly of the bogie could commence.

● **Spring 2001** – In many ways 2001 was an 'annus horribilis' for the Trust with individuals causing a virtual halt to work over claims of poor manufacture. Concerns had been raised that there might problems with the frames, something that the Trust had recognised in 1997, soon after the frames had been delivered to Darlington. The problems were mostly relatively minor in nature

and no immediate action was taken, other than with the hornguides and middle motion bracket. An independent survey indicated that there were less than sixty non-conformances that required rectification. The cost of the work, £13,908, was largely borne, under warranty, by the contractors.

● **Spring 2006** – Progress with the construction of No. 61063 continued to forge ahead on many fronts including the cylinders, motion, sanders, boiler and tender. An order had been placed for machining and fitting the regulator mechanism. A pallet of components including front boiler support, regulator castings, regulator stuffing box, water gauge assemblies, fusible and washout plugs, and one blow down valve had been despatched to Meiningen by M Machine. On Saturday 18<sup>th</sup> March, 23 Covenantors and supporters toured the works in Meiningen and saw *Tornado's* boiler under construction. Meanwhile the Trust continues to organise covenantor's days out and planned the running of another 'Talisman' in 2006.

● **Spring 2011** – The year had started on a better note with the return of *Tornado's* boiler from Meiningen and the completion of the locomotive's



**Bob Meanley supervises the installation of the hornguides at Tyseley in 1996.**

overhaul at the National Railway Museum, including outshopping her in BR green for the first time. However, our hopes of running with West Coast Railways were dashed by their refusal to accept work conducted on *Tornado* by 'unapproved contractors', thus scuppering months of work and the Trust's tour programme. In consequence our locomotive continued to work with DB Schenker, an arrangement that was to prove fortuitous in the long run! In other news, work on the support coach carried on in Darlington, much of it focussed on the bogies and running gear. **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.



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\* All information correct at the time of going to press 17<sup>th</sup> May 2016. For up-to-date information and dates please check the website [www.aisteam.com](http://www.aisteam.com).

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

Access to the works is via Head of Steam: 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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TCC 42 Running Order

Articles & photos to GPL	Monday 11th April 2016
Edited text & photos to KL	Monday 18th April 2016
Review by GPL	Monday 25th April 2016
Review by MA	Wednesday 4th May 2016
Final amendments to KL	Friday 6th May 2016
Printing/delivery	W/C Monday 16th May 2016

TCC No. 42 Spring 2016

WHEEL APPEAL! by Mark Allatt

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**AI ENGINEERING REPORT** by David Elliott

Our locomotive has continued to work well - for the most part with no more than scheduled maintenance. As a result of the lengthy period occupied by the first overhaul during late 2014 and early 2015, the annual Engineering Acceptance (EA) certificate for main line operation was not obtained until just before *Tornado* went back into traffic in June last year. As June is usually a busy operating month, we made the decision to bring forward the annual EA renewal, and Eddie Draper from Ricardo Rail, our Vehicle Acceptance Body,

carried out the cold and hot exams on 3<sup>rd</sup>/4<sup>th</sup> March. Apart from a problem with an air leak which was cured by changing the pressure reducing valve to the reversing shaft brake, the locomotive has passed the mechanical part of the inspection.

The boiler cold and hot inspections were conducted by British Engineering Services on 19<sup>th</sup>/20<sup>th</sup> April to coincide with a scheduled boiler wash out and were passed successfully. At the same time Mandy Sharpe tested the Train Protection and Warning System (TPWS) and the On Train Monitoring System (OTMR) - this is part of the EA renewal process.

We have started planning for the next annual maintenance which this time will be carried out in stages during gaps between scheduled operations, so as to avoid turning away desirable work. Two major non-routine items are due within the next 12 months, being cylinder boring and tyre turning.

**DARLINGTON LOCOMOTIVE WORKS** (in panel?)

The most conspicuous development has been the fitting of the Darlington Locomotive Works sign on the outside of the building, which was kindly undertaken by Darlington Council following a successful application for listed building consent.

Photo A2

Meanwhile thanks to the tireless efforts of Tony Lord, the council has now obtained the necessary building control and listed building consents to complete the conversion of the 1<sup>st</sup> and 2<sup>nd</sup> floor rooms in the block which forms the street entrance to DLW into the Trust office and an archive store (see the photo of the DLW sign). Thanks to continuing strong support from Darlington Council it would appear that the work will be done at minimal expense to the Trust.

Our volunteers continue with repairing and refitting the shutters for the ground floor windows in room three which is used as a store.

Photo A3

**TORNADO ON TOUR** by Huw Parker

Following a successful Easter Event at the Didcot Railway Centre (DRC), *Tornado's* next outing was to be 'The Devon Belle' on Saturday 2<sup>nd</sup> April, a run from London to Exeter and return. As usual, the day prior to the event, the support crew gathered to prepare the locomotive and present it for the fitness to run (FTR) examination. *Tornado* had been in use the previous Tuesday for some driver experience turns on the DRC demonstration line, and so was still very hot on the evening prior to the prep day. The first members of the crew to arrive undertook the wet and filthy job of emptying the ashpan prior to lighting the fire. Once completed, the fire was banked up for the night so that hopefully, in the morning, there would be a healthy warm glow in the firebox and the loco simmering nicely in steam – a couple of extra shovelfuls during the night helped too!

Photos B1 – B7 to illustrate this piece

On Friday, we set to cleaning the locomotive; after a few days at DRC, the engine was relatively clean and the brasswork definitely benefitted from the enthusiasm of at least one Didcot volunteer! As soon as boiler pressure was up, we completed the functional tests to satisfy the FTR examiner and then moved the engine under the coaling stage and onto the main pit to allow access underneath to complete a full inspection of the locomotive and tender. Once finished and with the FTR passed, we set to on the coaling stage to load nearly 6.5 tonnes by hand into the tender. The job was made easier since the GWS volunteers had loaded most of the tubs already, so it was a case of wheeling them into place on the drop and tipping them into the tender. This soft Welsh steam coal was full of dust, and despite careful loading, plenty managed to find its way into the tender to give us trouble the following day and after emptying the GWS stocks, we were still over a tonne under capacity. An urgent call to our supplier, W.G. Hill & Son, resulted in some hurried arrangements to deliver a further tonne of bagged coal which duly arrived just over an hour and a half later. Some of you may realise that there is no road access to Didcot Railway Centre and all their deliveries are shipped across the GW Mainline by rail wagon or brought through the passenger subway. Thus it was that support crew members loaded 40 x 25kg bags of coal by hand, sack truck and trolley through the subway and up the ramp onto the coaling stage to be tipped into the tender, with grateful thanks to Paul Hill and obliging station staff! After a rush for the one shower on site, a tired and aching bunch then made their way back across the road to 'The Prince of Wales' for a meal ahead of an early start the next day.

The stock for the train came up from Eastleigh early the next morning – and I mean 03.00hrs early! *Tornado* and support coach were ready to depart DRC and took their place at the head of the train behind the leading Class 67 to Wembley. The diesel then ran round and hauled the train in reverse into Waterloo after a brief water stop at Kensington Olympia. A right time departure from Waterloo saw some good running and driver Wayne Thompson got us to Woking ahead of time, a slightly later than booked departure from the first pickup at Basingstoke, but an early arrival into Salisbury for the first water stop. The morning was bright, sunny and clear and there were plenty of people out and about along the lineside to watch us pass. By the time we reached Salisbury, fireman Tim Steadman was having to deal with significant amounts of dust and slack in the Welsh coal. The pause at Salisbury for water had not helped the fire; the formation of clinker became apparent as we headed into Dorset and by Gillingham, boiler pressure was starting to fall back considerably. During the brief stop at Gillingham, the support crew managed to clean the back of the fire and break up some of the offending clinker, but some hard work was needed between Gillingham and Chard to ensure the fire and boiler recovered, which



enabled a respectable, but not stunning, climb of Honiton Bank, leading to an on time arrival at Exeter Central and then St. Davids.

Servicing was made much easier by not having to turn the engine, but on this occasion most of the fire had to be thrown out to allow the clinker to be broken up and removed from across the grate.A very significant pile of ash and clinker was the outcome of this sterling effort by the support crew and the fire was in good shape by the time the footplate crew took charge of the locomotive for the return leg. Driver Geoff Ward and fireman Steve Rodenhurst (with Sean Levell as TI) took the train back as far as Reading where they handed over to TI Tommy Rees, driver Rob Binstead and fireman Jim Clarke at Reading for the final run through to Victoria. Some sustained running over 70mph saw us make excellent progress back to Theale loop, but then some very generous timings saw a slow run back through London and into Victoria a few minutes late.

Once the passengers had all departed, we climbed back over Grosvenor Bridge to Battersea loop, where the locomotive and her support coach were detached from the train which then headed back to Eastleigh. After turning the engine on the triangle, *Tornado* was finally back on shed at Stewarts Lane just after midnight. Even then the crew had not finished, the next day saw the cleaning process begin all over again, ahead of the booked ‘Belmond British Pullman’ on Friday 8<sup>th</sup> April!

[Photos B9 – B11 here](#)

**EDITORIAL** by *Graham Langer*

2016 is turning into a tumultuous year for main line steam in the UK.The ‘highs’ such as *Flying Scotsman’s* return to traffic and the success of *Tornado* on the ‘Belmond British Pullman’ and our own tours have been countered by the ‘lows’ of the closure of the Settle & Carlisle line and the reversals of fortune suffered by West Coast Railways. The landscape of main line steam is changing fast and may look completely different this time next year – even our operator has altered its name to DB Cargo! We can be sure, however, that the incredibly professional team responsible for maintaining our locomotive’s access to the main line will ensure that we capitalise on any opportunity that comes our way.

It is sometimes hard to believe that the Trust was founded in 1990 and many of its founders are still heavily involved; indeed our Chairman, Mark Allatt, and Director of Engineering, David Elliott, have been part of the organisation for 25 years! The less happy aspect of this lengthening span is that we are starting to see some of our stalwarts fall by the wayside, the latest being the irrepressible Ray Towell who died on the 27<sup>th</sup> March; Graeme Bunker has penned a tribute to a man who helped us in many ways.

Better news concerned the unveiling of the statue of Sir Nigel Gresley at King’s Cross, a suitable memorial to a great engineer. Although this recognition is to be applauded, surely the greatest tribute we can pay the great man will be to complete *Prince of Wales* and have it running on the main line, a living, breathing testimony to the genius behind the design? Progress with the P2 moves ahead on many fronts and the completion components both large and small is enabling assembly to continue in several different areas.

**DIARY 2016** (in a panel as usual Kevin)

27<sup>th</sup> May – Belmond British Pullman – Surrey Hills  
4<sup>th</sup> June – ‘The Scarborough Flyer’ - London King’s Cross to York and Scarborough - AISLT tour; bookings through UK Railtours  
18<sup>th</sup> June – Belmond British Pullman – Surrey Hills  
23<sup>rd</sup> July – Belmond British Pullman – Surrey Hills  
12<sup>th</sup> August – Belmond British Pullman – Surrey Hills  
13<sup>th</sup> August - ‘The Robin Hood’ - London King’s cross to Chesterfield and return - AISLT tour; bookings through UK Railtours  
7<sup>th</sup> September – Belmond British Pullman – London Victoria to Bath & Bristol  
23<sup>rd</sup> to Sunday 25th September – Severn Valley Railway Gala  
30<sup>th</sup> September – Belmond British Pullman – The Golden Age of Travel (Surrey Hills) (Belmond Provisional Date)  
1<sup>st</sup> October – Annual Convention, Darlington  
22<sup>nd</sup> October – Belmond British Pullman – The Golden Age of Travel (Surrey Hills)  
4<sup>th</sup> November – Belmond British Pullman – The Golden Age of Travel (Surrey Hills)  
TBC 3<sup>rd</sup> December – ‘The Flying Hamburger’ - London to Birmingham and the SVR - TBC - AISLT 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)

UK Railtours  
Tel: 01438 715050  
Web: [www.ukrailtours.com](http://www.ukrailtours.com)

**‘THE SCARBOROUGH FLYER’**

Repeat the article on page 13 of TCC41 or use ½ page advert produced for railway press  
In both put “SOLD OUT” over all fares other than standard class to York at £89.00

**‘THE ROBIN HOOD’ - LONDON TO CHESTERFIELD ON SATURDAY 13<sup>TH</sup> AUGUST 2016**

**A summer trip to Crich and Chatsworth House** by *Mark Allatt*

We are delighted to announce the recreation of ‘The Robin Hood’ and *Tornado’s* first visit to Chesterfield on a revenue earning train.This main line steam railtour will run from London King’s Cross to Alfreton (for the National Tramway Museum at Crich) and Chesterfield (for Chatsworth House) and back, picking up passengers at Potters Bar (for M25) and Stevenage.This tour will feature No. 60163 *Tornado* hauling historic carriages with passengers in First Class Dining receiving a traditional silver service throughout the journey. *Tornado* first visited Chesterfield and Barrow Hill Roundhouse with her second main line test run from York on 6<sup>th</sup> November 2008.

The original train named ‘The Robin Hood’ ran from London’s magnificent St. Pancras station to Nottingham Midland station in British Railways days from 1959 to 1962, undoubtedly inspired by the legends of Robin Hood and his Merry Men in Nottinghamshire and the surrounding counties.

On Saturday 13<sup>th</sup> August 2016, The AI Steam Locomotive Trust will re-create ‘The Robin Hood’ and the magic of travelling by steam through the English countryside with new ex-LNER Peppercorn Pacific No. 60163 *Tornado*. Our destination is Chesterfield, a town with strong links to Britain’s proud railway heritage. George Stephenson, who brought steam hauled railways to the world, lived on the outskirts of the town and a tombstone marks his resting place in Holy Trinity Church. His statue stands in the station forecourt.A visit to Chesterfield gives so many options, from climbing the tower of the Crooked Spire to browsing the market, from taking a walk alongside the Canal and enjoying a pint in one of the local pubs.

Our outward route takes us from the newly restored King’s Cross station along the East Coast Main Line to Peterborough where we diverge left on to the former Midland Railway, passing through the ancient county of Rutland and into Leicestershire. From Syston ‘The Robin Hood’ heads north again, through Loughborough and past the vast expanse of Toton Yard.After a pause at Alfreton we reach Chesterfield where we take a break of around four hours. For added interest, our return route is via Nottingham and Grantham, descending the famous Stoke Bank before re-joining our outward route just north of Peterborough.The entire route off the East Coast Main Line is new for *Tornado* with a revenue earning train.

Passengers travelling on ‘The Robin Hood’ also have two optional add-on tours, bookable in advance only. Alight from the train at Alfreton and join coaches for the short hop to the National Tramway Museum, containing over 60 trams and set within Crich Tramway Village, a period village containing a pub, cafe, old-style sweetshop and tram depots.This is the date of the museum’s 1940s event, with a frequent service operating and lots more to see besides.Alternatively, coaches meet the train at Chesterfield for the scenic drive to Chatsworth House, where passengers will have around two and a half hours to explore this truly magnificent stately home set in the rolling Derbyshire hills.World-renowned landscape gardener Lancelot ‘Capability’ Brown transformed the gardens at Chatsworth in 1760.This year is the 300th anniversary of his birth.

- 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 York.
- First Class Non-Dining: Seats at a table for two\* or four in a First Class carriage. Includes complimentary teas and coffees.An on-board buffet serving snacks will also be available.
- Standard Class: Seats at a table for four in a heritage carriage.An on-board buffet serving snacks and hot & cold beverages will be available.

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

Provisional Timings for ‘The Robin Hood’ on Saturday 13th August 2016 are as follows:

STATION	OUTWARD	RETURN
London King’s Cross	08:15hrs	21:30hrs
Potters Bar (for M25)	08:45hrs	21:00hrs
Stevenage	09:00hrs	20:45hrs
Alfreton (for Crich)	12:45hrs	17:45hrs
Chesterfield (for Chatsworth House)	13:15hrs	17:15hrs

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.

Box

Online and telephone bookings are handled by our booking agents UK Railtours. Please visit [www.alsteam.com](http://www.alsteam.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.



[I suggest we use the photo I used for the press release and advert - David Chandler/AISLT: No. 60163 Tornado heads for London past Crown Lakes Country Park, not far south of Peterborough with ‘The White Rose’ on 7th July 2015.] Photo B12

**THE 163 PACIFICS CLUB PASSES 100 MEMBERS – BUT THERE IS STILL SOME WAY TO GO** by Mark Allatt

Last year was our 25<sup>th</sup> anniversary year and we decided to focus our fundraising for *Tornado* on the purchase of her tender – with considerable success!

*Tornado’s* tender is currently owned by William Cook Cast Products, the company owned by Andrew Cook and the Trust’s Principal Sponsor. Andrew kindly offered to fund the construction of the tender in 2006, allowing funds being raised at the time to be spent on the engine. 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 with changes mainly down to the different operating environment on the modern Network Rail main line. Due to the lack of surviving steam infrastructure, water capacity is at a premium and so *Tornado’s* tender carries 6,200 gallons (as opposed to 5,000 gallons) and 7½ tons of coal (rather than nine tons in the original A1s). The tender is also the home for many of *Tornado’s* other unique features including an alternator, Timken cartridge roller bearings (pre-greased sealed self-contained units which do not have to be fitted in enclosed axleboxes), Train Protection & Warning System (TPWS), National Radio Network (NRN) radio, Global System for Mobile Communications - Railway (GSM-R) radio, GPS tracker and of course the mobile phone charger!

We need to raise £200,000 by 2021 to purchase *Tornado’s* tender – thereby making the Trust debt-free - and finally completing the project we embarked upon over 25 years ago. Following the success – thanks to your generosity – of our Regular and Dedicated Donation schemes for the construction of *Tornado* and the ‘Use Your Loaf’ appeal for the support coach, the Trust decided to follow a similar route for the purchase of *Tornado’s* tender. However, instead of “an A1 for the price of a pint” and “use your loaf”, we’ve decided to raise the funds in a different way, The 163 Pacifics Club:

- We need to raise £200,000 to purchase *Tornado’s* tender.
  - 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 have therefore existed 163 ex-LNER express passenger Pacifics with 6ft 8in driving wheels - the Gresley class A3s/A4s, Thompson class A1/I and Peppercorn class A1s.
  - A numbered certificate (1-163) will record the details of your donation and the number/name of your favourite Pacific.
  - 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.
- As with the previous schemes, this initiative comes with special 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(s) from the Gresley class A3s/A4s, Thompson class A1/I and Peppercorn class A1s.
  - 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*.

Forms to join ‘The 163 Pacifics Club’ can be found on [www.a1steam.com](http://www.a1steam.com) in the ‘Supporting *Tornado*’ section. Membership of The 163 Pacifics Club has grown steadily since its launch and 100 (up from 79 when TCC41 went to press) 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 make *Tornado* debt free with her paid-for tender behind her by 2021. And if you have already sponsored your favourite Pacific, why not also your second favourite! Thank you.

[new photo focusing on tender post overhaul in apple green] **Photo B13 - Missing ????**

[List of available Pacifics from Gordon]

**PROFILE – TIM GODFREY** by Graham Langer

*Ben and Tim Godfrey, grand-sons of Sir Nigel Gresley, have been appointed Vice Presidents to the A1 Steam Locomotive Trust.*

Tim Godfrey was born in January 1938, just a few months before *Mallard* set the world speed record for a steam locomotive. He was just three years old when Sir Nigel died but has memories of living with him at Salisbury Hall in Hertfordshire. He remembers him keeping waterfowl on the estate and it was this hobby which gave rise to names such as *Mallard* and *Bittern* which adorned many of the locomotives he designed. He also recalls that his grandfather was advised to cut his workload down to four days a week, but with the war on, and so many people contributing towards the war effort, that he was unable to do so. Sadly, Sir Nigel’s doctor proved to be right, and he died in April, 1941.

Tim was educated at Selwyn House in Broadstairs, then Heath Mount in Hertfordshire before going to Haileybury. He had ambitions to study veterinary medicine but was advised to complete his National service first; in consequence he joined the Royal Army Veterinary Corps, serving for two years including a spell in Sennelager, Germany. On his return he went to the Royal Veterinary College

but the distractions of rugby and rowing prevented him from completing his studies there.

A career in the building industry beckoned; initially Tim joined his uncle’s firm in Wolverhampton where he spent nineteen years, seventeen as a director of the company. This was followed by a move to Deeley Construction in Stourbridge and then Second City Construction before retiring from Turriff Construction at the age of 60.

Throughout much of his business life, Tim enjoyed a connection with the railways, especially a close association with Alan Pegler and *Flying Scotsman*. Like his brother, Tim has been kept busy since retirement, taking an active role in the LNER carriage group on the Severn Valley Railway and becoming a Vice President of the North Yorkshire Moors Railway, assisting with the restoration of the Gresley graves and, more recently, unveiling the statue of Sir Nigel at King’s Cross. A keen shooting man, Tim bred springer spaniels for many years and is an active member of the British Legion.

**PROFILE – BEN GODFREY** by Graham Langer

Ben was born at Watton at Stone in April 1942 almost exactly a year after my grandfather, Sir Nigel Gresley, died. His mother, Vi, had been her father’s constant companion since her own mother had died in 1929 and thus nobody knew more about Sir Nigel than she did. She was extremely proud of him and very protective, and Bern grew up with the benefit of many stories about him as she loved to talk about her beloved father.

Ben’s father, Geoffrey Godfrey, was the son of Sir Dan Godfrey who founded the Bournemouth Municipal Orchestra (now known as the Bournemouth Symphony Orchestra); he was a mechanical engineer who started his career by doing a Technical Apprenticeship with John I Thornycroft at their lorry division in Basingstoke. He spent five years in Australia working for Thornycrofts in the 1920s, was involved with the formation of the R.E.M.E. during the WW2 and spent many years working in the rubber industry. He was a Fellow of the Institution of Mechanical Engineers.

The family left Watton during the war and ended up in Essex when the family house had the roof blown off by a doodlebug. A move to Fife for the rest of the war before was followed by a return to Essex. Ben went back to prep school near Watton until he moved to a school just outside Edinburgh in 1955. During his latter school days he used to travel from King’s Cross to Waverley and back three times a year so became familiar with the East Coast main line and its motive power.

Leaving school in 1959 he went to Southampton to the Shipyard Division of John I Thornycroft to complete a Technical Apprenticeship in Mechanical Engineering before moving back to Essex and obtaining an HND in Mechanical Engineering at the North East Essex Technical College in Colchester. Ben undertook practical training with Marconi in Chelmsford and then with Davey Paxman in Colchester during this period. The link here is that Gresley first met Andre Chapelon at Davey Paxman in 1926 and Paxmans built the first locomotives for the Romney Hythe and Dymchurch Railway (which ben first visited when he was six and has enjoyed many happy return visits since).

After completing his diploma, Ben worked for a further four years for Davey Paxman and during this time, he met and married his wife Tina (who comes from Denmark); they have now been married for 51 years. After a very varied career in manufacturing working in many different industries including the nuclear industry as a supplier of high pressure instrument valves and bellows sealed valves and 25 years as MD of a company making small electric motors and gearboxes, Ben retired in 2002, He has been a member of the Institution of Mechanical Engineers for over 40 years.

Although he never knew his Grandfather, his railway mentor was Sir William Stanier, whose daughter was his Godmother (attending Ben’s wedding in Copenhagen). Ben and his wife (and sometimes his mother) used to quite regularly go to Chorleywood to have lunch with ‘Uncle Will’ as Ben used to call him. During the 60s and 70s the couple spent many happy hours with both No. 4472 and No. 4498 thanks to Alan Pegler and Julian Riddick. Among some notable trips the most special one was probably the double non-stop run with No. 4472 in 1968 when he was lucky enough to spend the last hour on the footplate prior to arriving back in King’s Cross. Joan Stanier was on the platform to meet them. Most recently, Ben has been on the first of the three *Bittern* 90mph runs, an excursion on ‘The Torbay Express’ and finally, a trip on ‘The Devon Belle’ for the first time behind *Tornado*.

**DARLINGTON NORTH ROAD WORKS REMEMBERED** by Maurice Burns (all photos by the author)

The Darlington North Road locomotive works served the railways for 103 years but closed due to the demise of steam on 1<sup>st</sup> April 1966. To commemorate the 50<sup>th</sup> anniversary of the closure this article is a reminder of the last years of the works which, after the closure of Doncaster works to steam repairs, became a magnet for steam enthusiasts from all over the UK.

The works were originally opened for the Stockton and Darlington Railway in 1863 and over the years was controlled by many famous locomotive chief mechanical engineers of the Stockton and Darlington and North Eastern Railway such as William Bouch, Edward Fletcher, Alexander McDonnell, Thomas and Wilson Worsdell and Vincent Raven. With the formation of the LNER in 1923 the works came under Nigel Gresley, Edward Thompson and Arthur Peppercorn before the formation of British Railways in 1948. The works was a major employer in the town, reaching its peak in 1954 when it employed 3,815 people. However, with the aim to eliminate steam traction announced in the British Railways modernisation plan of 1955, the days of the works were numbered from then on.

New steam locomotive construction continued under British Railways and included the Peppercorn class A1 Pacifics, L1s, B1s, and remarkably orders for 28 0-6-0T class J72 shunting engines, which were an exact copy of the Class E1 design built by the North Eastern Railway and constructed 51 years earlier in 1898. New steam construction finally came to an end in 1957 with a batch of ten 2-6-2 tank



engines, numbers 84020 to 84029. These were for the Southern Region where their life was short lived with withdrawal for scrapping after only seven years of work.

New boilers continued to be made in the adjacent Stooperdale boiler shops, with the very last order for five Gresley V2 boilers being completed as late as 1962. These had a very short life in traffic of less than four years. Diesel construction had started as early as 1952 with BR type class 11 and then class 08 0-6-0 diesel electric shunting locomotives and these were followed by many BR Type 2 Class 25 main line locomotives; the last of these being completed in 1964.

The mid 1960's were a period of rapid change in the North Eastern Region and enthusiasts would regularly sneak in the back of Darlington locomotive shed to see what was known as 'the dead line'. Here steam locomotives would arrive for overhaul or scrapping. A Sunday visit was always interesting as at the back of the loco shed would be the ex-works engines with immaculate paintwork. With the ending of steam repairs at Doncaster and Derby works, North Road saw many strange visitors such as a Jinty, 8Fs, Black 5s and even green Standard class 4-6-0s from the Western Region, all for overhaul but the most interesting new visitors were A1, A2, A3 and A4 Pacifics!

#### Photos C1 & C2

The arrival on the dead line of five Clan Pacifics in 1963, all the way from Glasgow, led to the assumption that they were to be overhauled, but were all scrapped. At times there did not appear to be any logic to scrapping one member of a class whilst other examples went through the works. I noticed a rarity on the dead line in November 1963 – an A1 pacific. Would No. 60129 *Guy Mannering* be overhauled or scrapped? I found the answer over a month later when Guy Mannering was on the shed fully repainted after overhaul – the first A1 through the works after Doncaster ceased steam overhauls.

Steam did hang on in Scotland and with the introduction of the three hour expresses between Glasgow and Aberdeen using surplus A4 Pacifics that still had mileage to run and it proved to be an exciting period. This could only be short lived with other locomotive works being progressively shut down. The period 1964 and 1965 were special years in the works and one could easily be surprised. There were organised works and shed visits by the RCTS and SLS. Local enthusiasts, without a permit, knew the secret way in to Darlington shed via the dead line without getting caught! North Road works was just the same and brave enthusiasts would go over the wall and be able to walk through the main erecting shops in total silence on a Sunday morning, seeing everything from a Vincent Raven Q6, a Thompson B1, a Peppercorn A1 or A2 or a Gresley A3 or A4 Pacific, undergoing overhaul and repainting. With steams days numbered these were such special visits, at the time almost unbelievable. To be able to photograph ex-works Gresley A4 Pacifics *Bittern*, *Kingfisher* and *Lord Faringdon* all bound for Aberdeen plus Gresley V2s and Peppercorn Pacific *Blue Peter* for Dundee, it was not surprising enthusiasts flocked to Scotland in 1965 and 1966.

#### Photos C3 – C5

A1 Pacifics continued to arrive at the works mainly from York or Neville Hill sheds and the accompanying table shows those that received attention. Most overhauls were intermediate overhauls covering axleboxes, all motion and cab fittings. The boilers were rarely touched so one assumed the boilers had general overhauls in Doncaster just a few years earlier.

One special overhaul that started in late 1964 and finished in April 1965 was that of the preserved A3 Pacific *Flying Scotsman* saved by Alan Peglar. Whilst this caused a lot of excitement, right next to the preserved A3 was sister locomotive No. 60052 *Prince Palatine* having a similar overhaul for continued use on British Railways. It is a little surprising that there were a dozen A3s still in BR traffic as preserved *Flying Scotsman* went through the works.

To coincide with the completion of the *Flying Scotsman* overhaul the works had a special open day on 3<sup>rd</sup> April 1965. Not only was No. 4472 in exhibition finish but *Prince Palatine*, *Tudor Minstrel* and *Blue Peter* could also be seen. Among a display of refurbished cab fittings, *Blue Peter*'s nameplate formed the centrepiece. For reasons unknown photography of *Flying Scotsman* inside the works at the open day was prohibited and a large sign to this effect can be seen in the picture! As a thank you to the 120 staff of North Road works who worked on the overhaul of No. 4472, Alan Peglar organised a special train from Darlington to Peterborough using the Tyne – Tees Pullman coaches and an observation car.

#### Photo C6

For the last 12 months the works were mainly overhauling freight engines and during my very last works visit in March 1966 it was a sad sight to see just three engines receiving attention in the huge erecting shops that had previously been full of activity. On the stall that I had once seen A1 *Kenilworth*, A3 *Prince Palatine* and A4's *Bittern* and *William Whitelaw*, stood a rusty buffered Q6 No. 63455. How appropriate that one of the very last engines through the works was a North Eastern Railway engine, some of which had given fifty years of service.

On April 1st 1966 the works were finally shut and soon afterwards the site was cleared for a Morrison's supermarket. One part of the works does survive however. The large clock that once stood above the works entrance has been located in exactly the same position today on North Road, Darlington.

At the time of the works closure there were 469 engines still in traffic in the North Eastern region with only the shed staff to keep them going, often using parts from withdrawn locomotives. Many A1s in good condition would carry out freight duties and many were put into store at the old wagon works at Tyne Dock and it begs the question why they did not get transferred to Scotland? Whilst all express passenger trains were diesel in the North Eastern region coal traffic on the North East coast was still largely steam. One picture that sums up the situation perfectly shows three A1s including No. 60151 *Midlothian*, in immaculate condition, in store at Tyne

Dock whilst nearby a filthy fifty year old Q6 is having all its small boiler tubes renewed by shed staff to further extend its working life. I was fortunate to travel behind No. 60145 *Saint Mungo* on its epic 31<sup>st</sup> December 1965 York to Newcastle run (*covered in TCC 40 by the late Geoff Bird* – ed) and even though long out of the works this, the last A1, was kept available in 1966 thanks to stay renewals by Joe Glass, the last boilersmith at Thornaby shed. On the very last day of steam operation in September 1967 the number of working engines was down to about twelve freight and these, like the rest, would go for scrap.

Today we are fortunate that the North Eastern Locomotive Preservation Group managed to preserve (in the nick of time) two North Road engines, No. 63395 and No. 65894 and that the A1 Steam Locomotive Trust has built a Peppercorn class A1, a type originally built at North Road works in Darlington. Darlington North Road works may have gone fifty years ago but the craftsmanship of its workforce lives on today at Hopetown for future generations to see.

#### COVENATORS' DIARY by Sophie James

Have you ever wished to dedicate some of your spare time to help continue the great work of the A1 Steam Locomotive Trust? Watch this space for information on our Volunteers Day, coming in Summer 2016!

Over the Easter break many of our Covenanters, Founders and other supporters enjoyed discounted entry to Didcot Railway Centre where *Tornado* was running on the demonstration line; just one of the perks of your continued donations! There will be further opportunities to visit the locomotive at other heritage railways later this year.

A further reminder that the 2016 AISLT Convention is set to be as informative and enjoyable as ever. On Saturday 1<sup>st</sup> October, you are welcome to join us to hear from our Trustees about no. 60163 *Tornado*'s year in action and to view the progress being made on No. 2007 *Prince of Wales*. Held again in Darlington, at the home of the Trust, the day will be hosted at the King's Head Mercure hotel, followed after lunch by bus transfer to Darlington Locomotive Works. The Convention Dinner will be held at the Mercure on the evening, where we are sure to be entertained and enlightened by our Guest Speaker. Due to popular demand, this year's Convention Dinner has no limit on tickets, so it would be wonderful to see as many of you there as possible.

#### EVENTS ATTENDANCE by Andrew Taylor (Doncaster) and Mark Grant (Minehead)

#### The Festival of British Railway Modelling, Doncaster on 13<sup>th</sup> – 14<sup>th</sup> February.

Winners at Doncaster racecourse have provided the names for no less than 55 East Coast Pacifics, making it an appropriate venue for the Festival of British Railway Modelling. The stand was manned by Andrew Taylor, Peter Chambers and Charles Tremear. We had the N gauge layout on the stand once again which was successful in attracting some interest. Our stand was opposite the OO live steam club layout, providing appropriate sounds and smells. We were also close to the theatre where David Elliott provided two interesting talks about No. 2007 to enthralled audiences.

We had many interesting conversations, a few former drivers and plant staff visited as well as many of our supporters. Over the weekend we were able to add to our growing number of covenantors, as well as selling the last of the 2016 calendars. We also had the historically accurate prints of all six original P2s on sale as well as the special set of seven exclusively available to founders and covenantors which also included No. 2007.

#### Photo D1

#### The West Somerset Spring Steam Gala, Minehead on 12<sup>th</sup> – 13<sup>th</sup> March.

We decided to take the P2 Roadshow to the West Country. This was at the West Somerset Railway Spring Steam Gala during the weekend of 12<sup>th</sup> & 13<sup>th</sup> March. We travelled down on the Friday evening after first meeting up with Andrew Taylor at Tamworth Services to pick up the roadshow stands etc. Andrew had them in his possession since the Doncaster show! We eventually arrived in Minehead at around 21.30hrs. We had an offer of a bed for a couple of nights with Diana (one of our merchandise volunteers) and her husband!

After a good night's sleep, we had breakfast and made our way down to the railway. An absolutely beautiful day greeted us and once we had unloaded the car, we set up the pitch on platform 1. The day was busy! A variety of locomotives were in steam hauling trains up and down the line. They were all travelling chimney first, so there was plenty of action on the turntable! Mandy and I were manning the stand on our own this weekend, so we didn't get much of a break. Saturday finished at about 16.30hrs, we packed up and headed back to Diana's. The four of us had a meal out and then we enjoyed another good night's sleep.

#### Photo D2

Sunday started in much the same way, a gorgeous day although a little cooler. We talked to plenty of people over the course of the event and handed out lots of leaflets. Hopefully, we'll get some sign ups in due course. We finished at around 15.00hrs and started our long trek back to Leeds!

Next up is the Great Central Model Event on 18<sup>th</sup> & 19<sup>th</sup> June.

#### MERCHANDISING UPDATE by Gill Lord

We were made very welcome by the staff at Didcot Railway Centre when we visited over Easter. The sales at Didcot were good



even though the team had to take shelter from the weather in the engine shed for most of the visit. We had a large team present and this helped some members to carry out a support coach stock take ready for the end of our financial year. Not an easy job at the best of times but it has to be done! A full stock take has been made at our store in Cannock; if you live in the area and would like to assist next year, please contact me.

The two rail tours on which we were able to merchandise, ‘The Red Rose’ on Valentines’ day and ‘The Devon Belle’ on 2<sup>nd</sup> April were both a great success sales wise, very long days but as always enjoyable.

We have a few different items now in stock, a canvas bag in various colours with our logo, a new everyday pen, new jigsaws, a further supply of the Tom Ingall book on *Tornado* and the Corgi die-cast *Tornado* in Brunswick Green - I am negotiating for some in Apple Green, so watch this space!

We have a busy time in the next few months with *Tornado* and I look forward to seeing some of you on one of our tours.

If you think would like to volunteer with us, please do not hesitate to contact me.

Smoke Box plates available as of 10<sup>th</sup> April 2016:

20<sup>th</sup> June 2015 ‘The Highland Rambler’ - Stirling to Inverness  
22<sup>nd</sup> June 2015 ‘The Highland Caledonian’ - Inverness to Stirling  
27<sup>th</sup> June 2015 ‘The Border Reivers Carlisle’ - Beattock- Paisley-Irvine-Carlisle  
26<sup>th</sup> July 2015 ‘The Torbay Express’ - Bristol to Kingswear and return

(Plates in a panel as usual please Kevin)

**GAUGE O GUILD RAFFLE** by Graham Langer

The Trust was approached by DC Cargo driver Fred Lewis to see if we would license the use of David Chandler’s stunning image of ‘The Red Rose’ at Ashchurch which featured at the centrefold in the last edition of TCC. The photo was rather special for Fred, given that this special was his last turn as a main line driver and he had been a regular on the locomotive since she first entered traffic. His aim was to produce an enlargement to be raffled at the Gauge O Guild show in Newport in April.

After a very successful event, Fred wrote, “I just want to thank you and the AI Trust again for allowing us to print off a copy of this magnificent picture and putting it up for the charity raffle at NEWGOG this year; the picture drew great interest and comment and was finally won by Darren and his sons from Cardiff, they were over the moon with it. The monies collected went to the Noah’s Ark Childrens Hospital Appeal in Cardiff and they were very grateful for the cheque. So may I thank you all again and wish you all the best for the future.”

Photos D3 and D4

**P2 ENGINEERING REPORT** by David Elliott

**Frames** - The Cartazzi horn blocks have had their manganese steel liners welded on and have been machined to finished size. They are now permanently bolted to the frames. (photo E1)

The inside motion bracket and the intermediate frame stay have been shot blasted and primed ready for machining (photos E2 & E3). Both should be delivered and fitted to the frames by the time you read this. The rear frame stay is almost fully welded. (photo E4)

The four remaining coupled wheel horn blocks have been delivered, and the two trailing horn blocks have been permanently fitted. The intermediate horn blocks are being left off for now, pending installation of the intermediate and trailing frame stays, as they would impede fitting of these latter items. Ian Matthews has completed fabrication of the six splashers which will shortly go for grit blasting. The front coupled wheelset does not have identifiable splashers, the gaps between the frames and the footplate being filled in with flat closure panels.

A temporary frame stay has been made to substitute for the cylinder block to keep the frames straight pending fitting the remainder of the footplating and to support the smoke box. (photo E5)

The block which sits in the front buffer beam and supports the draw bar was originally an iron casting. After looking into the cost of a pattern and casting for this, the item has been redrawn as a steel fabrication, which following delivery of a kit of profiled parts, is now being machined by Ian Matthews and tacked together pending fully welding by a code welder. The object is small enough to be machined on our Bridgport milling machine. (photo E6 and 3D illustration E7)

**Wheelsets** - The updated FEA study by Mott McDonald has been completed, and whilst the spectrum of operating conditions still needs to be created and populated by ourselves for the risk analysis, the improvement in fatigue lives for the worst cases with the increased axle diameter and modified key ways is dramatic (in the order of a factor of at least 10) leading to the conclusion that we will have little difficulty in demonstrating the minimum life of a quarter of a million miles.

All the engine axles have now been ordered. The remaining uncertainty is over the crank sweeps. Having not been overwhelmed with offers to make these, we now have a quotation from Somers Forge in the West Midlands. The outstanding matter now is material. The

originals were made of hammered slabs of 08M40 (EN8) material. Given the increased power of the P2 design and the problems we have had with the crank axle, we wish to improve the material for the sweeps. Somers Forge have proposed a stronger material which retains the toughness of the original EN8, and discussions are in hand with our Assessment body, Ricardo Rail with regard to approval of this material. With the completion of boring the coupled wheel axle holes to finished size and slotting their keyways, all the wheels are now ready for pressing on to the axles. (photo E8)

**Smokebox** - The smoke box barrel has been erected and welded together. (photo E9)

Details for the door hinges, hinge brackets and centre boss had been profiled from solid which will enable Mick Robinson to progress forming and fitting these items. (photo E10)

**Cab** - Following the trial fit of the cab on the frames, it was partially dismantled and the roof ventilators made and fitted. Since then it has been fully dismantled and the various components have been grit basted and primed. (photos E11 & E12)

Progress is in had to permanently assemble the cab roof. (photo E13)

We have been looking at several ways of making the almost half round beading material for the back edges of the cab (including the complex curvature section around the shallow cut-outs behind the cab side windows) as the original rolled profile is no longer in production. Using Mick Robinson’s proposed novel method, 2 pieces of 2” x 1” bright bar in 6’ lengths have been bolted together through a 5mm thick strip representing the thickness of the cab side, and the whole assemblies are being turned in our big lathe by Steve Wood to form 2” diameter round bar. When dismantled after machining we have pieces of half round which when finally fitted to the rear of the cab, will effectively become a 2” round bead. (photos E14 & E15)

A kit of laser profiles has been made to fabricate the full width cubicle for brake equipment under the cab floor. This is similar to that used successfully in *Tornado*’s cab. Mick Robinson has assembled the specially designed 10 ton rivet press which will be used to fit the approximately 600 3/8” and 1/2” rivets required to assemble the cab. Colin Vickridge continues to progress the teak cab side windows and the brass glazing retaining strips have been procured. (photo E16)

**Boiler fittings** - Tom Jones at M Machine has started machining the injector control valve castings. (photo E17)

**Design** - Most of the recent design effort has concentrated on producing detail 3D models and 2D manufacturing drawings for the remaining fabricated frame stays, cab and smokebox details.

**Certification** - Meetings have been held at Darlington with our Graham Nicholas, Ricardo Rail and the Office of Rail and Roads (ORR) in order to establish that our proposed certification route using the EU Common Safety Method for Risk Evaluation and Assessment (CSM-RA) will be acceptable. The initial response was encouraging. It is very useful having a professional railway certification specialist in Graham Nicholas leading us in this complex area!

**FUNDRAISING FOR No. 2007 PRINCE OF WALES** by Mark Allatt

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

In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (101 people have pledged £2,000 each - target of 300 people), Dedicated Donations (almost £170,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive’s distinctive front-end by The Gresley Society Trust. This means that the project has already received donations and pledges of over £2m (including gift Aid) of the £5m needed over the planned seven year build.

We are delighted with the level of support that the project to build Britain’s most powerful steam locomotive has received since its launch. Donations received to date have been converted into over one third of the new locomotive now being in existence by weight.

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

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

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

For more information on how you can help to build Britain’s most powerful steam locomotive visit [www.p2steam.com](http://www.p2steam.com), email [enquiries@p2steam.com](mailto:enquiries@p2steam.com) or call 01325 460163.



**THE MIKADO CLUB** *by Mark Allatt*

WE WANT EIGHT AND WE WON'T WAIT - £200,000 appeal launched to wheel No. 2007 *Prince of Wales* by the autumn by Mark Allatt

On 29<sup>th</sup> March we announced a new £200,000 appeal to wheel the engine of new Gresley class P2 No. 2007 *Prince of Wales* by autumn 2016. When achieved, it will be the first time for over 70 years that one of this iconic class of locomotives has stood on its wheels - the last original Gresley class P2 No. 2003 *Lord President* was rebuilt into an ungainly Thompson class A2/2 Pacific in December 1944.

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), the Trust has decided to establish The Mikado Club to raise an estimated £200,000 required to wheel No. 2007 during 2016.

If the project to complete No. 2007 *Prince of Wales* in 2021 is to remain on schedule the engine needs to be wheeled this year. The Trust has therefore set itself 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. This estimate excludes the components already ordered or delivered such as wheels, tyres, axles, bearings and cannon boxes some of which are still available to sponsor as Dedicated Donations.

In return for supporting this appeal, special benefits for members of The Mikado Club include:

- Reserved seat on No. 2007's first main line train
- Reasonable access to No. 2007 at all times
- Exclusive Mikado 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 Stephen Bainbridge's new painting of No. 2007 *Prince of Wales* at Darlington station
- Special Mikado Club day with *Tornado*.

Work involved wheeling the engine to create the first standard gauge 'Mikado' since 1945 includes:

1. Machining axle and cannon box castings, manufacturing roller bearing details
2. Boring eight coupled wheel bosses to finished size
3. Assembling bearings and cannon box onto pony truck axle
4. Assembling bearings, cannon and axle boxes onto plain coupled axles
5. Trial fitting coupled axles to frame
6. Pressing Cartazzi wheels onto axle, fitting & machining tyres and fitting bearings & axleboxes
7. Pressing plain coupled wheels onto axles, fitting and machining tyres
8. Assembling crank axle, fitting bearings & axleboxes, pressing wheels onto crank axle, fitting and machining tyres
9. Finish machining crank bosses & boring crank pin holes and machining & fitting all crank pins
10. Trial fitting wheelsets to frames at DLW.

We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, over £2m has now been donated or pledged which has been converted into over one third of the new locomotive being now in existence by weight. Our team at Darlington Locomotive Works has been focused on assembly of the cab, the erection of the frames, fitting the frame stretchers, horn guides and other components manufactured by external contractors over the past few weeks.

We now want to turn our attention to the wheeling of the engine and the creation of the first standard gauge 'Mikado' steam locomotive in Britain since 1945 – we want eight and we won't wait! If we can raise £200,000 through The Mikado Club over the next few months we are confident that we will have completed the rolling chassis for No. 2007 *Prince of Wales* by autumn 2016 and remain on-track for completion of the new locomotive in 2021.

Less than a month since the launch of the appeal, The Mikado Club has already recruited 33 members and therefore raised over £40,000 or one-fifth of our target. We would encourage those of you who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a member of The Mikado Club. It's time to get on board!

To become a member of The Mikado Club, email [enquiries@p2steam.com](mailto:enquiries@p2steam.com), call 01325 460163 or visit [www.p2steam.com](http://www.p2steam.com) for more information. **TCC**

**Box**

Progress building Britain's most powerful steam locomotive continues at Darlington Locomotive Works as fast as funding will permit and includes:

- Frame plates for engine and tender rolled and profiled; engine's frames erected at Darlington Locomotive Works; all major engine frame stays, brackets, horn blocks, axle boxes and buffers cast (44 in total); over 1,000 fitted and driven bolts ordered and delivered
- All 20 wheels for engine and tender cast and proof machined; roller bearings for all engine and tender wheelsets and engine axles and crank pins ordered
- Preliminary discussions held with boiler manufacturers and forged foundation ring corners manufactured and machined; start made on boiler fittings with castings for combined injector water and delivery valves
- Study into ride and suspension completed using rail industry standard Vampire® software; finite Element Analysis completed on re-designed crank axle to ensure locomotive complies with modern standards; assessment and notified body appointed to oversee certification - first site visit made
- Cab trial erected and cab side window frames ordered; engine footplating and splashers kit delivered and being permanently fitted to frames
- Smokebox door pressed, doorframe ring manufactured and smokebox platework delivered and in course of erection; chimney pattern complete and casting expected soon
- Nameplates delivered, chime whistle and first boiler fittings in manufacture
- Fundraising

**Box**

The Whyte notation for classifying steam locomotives by wheel arrangement was devised by Frederick Methvan Whyte in the early twentieth century. In the notation a locomotive with one leading axle (two wheels) in front, then four driving axles (eight wheels) and then one trailing axle (two wheels) is classified as 2-8-2 and commonly referred to as a 'Mikado'. The name 'Mikado' originated from a group of Japanese type 9700 2-8-2 locomotives that were built by Baldwin Locomotive Works for the 3ft 6in gauge Nippon Railway of Japan in 1897. In the 19<sup>th</sup> century, the Emperor of Japan was often referred to as "the Mikado" in English and the Gilbert and Sullivan opera 'The Mikado' had premiered in 1885 and achieved great popularity in both Britain and the USA.

**LET'S GET UP A HEAD OF STEAM WITH THE BOILER CLUB** *by Mark Allatt*

Following the success of The Founders Club, which was designed to get the P2 Project to the point of cutting No. 2007's frames, we decided to establish The Boiler Club to fund the construction of *Prince of Wales*'s boiler. 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 £460,000 from 370 donors. 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 delighted that 101 people have already signed up as members of The Boiler Club.

Special benefits for members of The Boiler Club:

- Opportunity to buy a ticket (seat already reserved) on No. 2007's first main line train.
- 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*.

For more information on how to join The Boiler Club visit [www.p2steam.com](http://www.p2steam.com), email [enquiries@p2steam.com](mailto:enquiries@p2steam.com) or call 01325 460163.

**[CAN THIS PLEASE BE ILLUSTRATED WITH THE PHOTO OF TORNADO'S BOILER WE USED IN THE BOILER CLUB LEAFLET OR THE CAD IMAGE OF NO. 2007'S BOILER]**

**P2 BOILER CLUB EXCLUSIVE BADGES ARE NOW AVAILABLE TO BUY**

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

**P2 DEDICATED DONATIONS UPDATE** *by Mark & Mandy Grant*

After the previous high uptake on component sponsorship over the Christmas period, the last three months have been much quieter. Since its launch in 2014, around 190 components have now been sponsored as part of the Dedicated Donations Scheme!

Since the last update, we have had money pledged for the following components:

- Rear footstep RH Lower
- Rear Footstep RH Upper
- Tender Rear Handrail RH
- Tender Rear Handrail LH



Cab Seat RH  
Cab Seat LH  
Duplex Vacuum Gauge (Engine)  
Footplate In Front Of Firebox Upper Curve RH  
Rear Air Pump Valve On Steam Stand Handwheel Casting  
Footplate Under Cab  
Blower Valve Body Casting

If you would like to sponsor a component on No. 2007 *Prince of Wales*, please contact [dedicated.donations@p2steam.com](mailto:dedicated.donations@p2steam.com)

## P2 BOOK LAUNCH *by Andy Hardy*

Gresley's impressive 2-8-2 locomotives have long held a fascination for railway enthusiasts. In particular, No. 2001 *Cock 'o the North* was arguably one of the most impressive steam locomotives ever to run on Britain's railways when it entered service in 1934. However, despite their huge engineering and historical significance, none of the P2 Class survived into preservation.

This comprehensive new history looks at the design, construction and testing of the P2s, along with their life in traffic, rebuilding and scrapping. The book also includes coverage of the two new-build P2 Class locomotives currently under construction by the A1 Steam Locomotive Trust.

## Photos F1 & F2

The new book will be launched on board our 'Scarborough Flyer' train on Saturday 4<sup>th</sup> June with the author on board the train as part of *Tornado's* support crew. This train departs King's Cross almost 82 years to the day of *Cock o' the North's* first appearance and the capital's station on the 1<sup>st</sup> June 1934. For anyone who purchases a copy on board the train during the journey there will be the opportunity to speak to the author and have your copy signed prior to departure from Scarborough and during the return journey. If anyone would like to pre-order a copy to collect on the train please email the author on [andy.hardy@p2steam.com](mailto:andy.hardy@p2steam.com)

Written by Andrew Hardy, the Archivist of the P2 Steam Locomotive Company, this is the most complete and authoritative history of the P2 class ever to be published. Every sale helps fund the construction of *Prince of Wales* with the Trust receiving a greater percentage of each sale if ordered directly. If you would like to pre-order a copy please contact Andy via email on [andy.hardy@p2steam.com](mailto:andy.hardy@p2steam.com)

## HISTORICAL P2 MEMORABILIA FROM THE COLLECTION *by Mandy Grant*

Since commencement of the Trust's project to build No.2007 *Prince Of Wales*, I have been particularly interested (my husband may say obsessed) in obtaining archive material relating to the original six Gresley P2's, with a particular focus on No.2001 *Cock o' the North*.

In 2013, I was fortunate enough to pick up a tinplate flat of *Cock o' the North*, which was given away free in a 1934 magazine called 'The Modern Boy'.

## Photo H1 & H2

After doing some research, I managed to find out the edition number and date that the magazine was first issued and I set about trying to find a copy to go with the tinplate model.

After hours of searching internet auction sites, second hand book shops and countless emails to dealers of vintage magazines, my efforts came to nothing.

I left my details with several dealers but didn't hold out much hope of anyone getting back to me. In the meantime, I continued to search auction sites but to no avail. Several years have subsequently passed, when out of the blue I recently received an email, saying that one of the dealers had managed to obtain a copy of the magazine. He said it was in crisp condition, however the centre pages had some slight damage, due to the staples degrading. He also said that the cover had been lightly taped along the spine but commented that it was the first of this edition that he had seen and it was quite rare, due to the fact that the paper used for children's magazines and comics in the 1930's was of notoriously poor quality and the majority would not have survived the 80+years since first published! Well he didn't need to ask twice and I purchased the magazine from him.

When I received the magazine, all of the pages except the centre ones were in perfect condition. Unfortunately, the article on *Cock o' the North* was on the centre two pages and had sustained some damage! So I set about restoring the article digitally. **TCC**

### Photo H3

## PROFILE – GRAHAM NICHOLAS *by Graham Langer*

## Photos H4 & H5

Graham's contribution to the AI Steam Locomotive Trust has been a classic example of one of the Trust's guiding principles in action – a professional person offering his experience in a voluntary capacity. A convenantor since 1994, Graham began his active involvement for the Trust in 2002, volunteering to assist with engineering quality and certification matters once it became clear that specific assistance was required in this area. Due to clock up 30 years in his railway industry career to date later this year, and a Fellow of the Institute of Mechanical Engineers, Graham's knowledge of mechanical engineering is the particular skill set that is required by the Trust.

[illegible]

Ames' day after his laid-off work will be this Tuesday, as will be the day before Grandfather's, which is a smile to be a championed. The inspiration to step down from my previous role. This is the afternoon that during the 2008 September 20, 10, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100, 105, 110, 115, 120, 125, 130, 135, 140, 145, 150, 155, 160, 165, 170, 175, 180, 185, 190, 195, 200, 205, 210, 215, 220, 225, 230, 235, 240, 245, 250, 255, 260, 265, 270, 275, 280, 285, 290, 295, 300, 305, 310, 315, 320, 325, 330, 335, 340, 345, 350, 355, 360, 365, 370, 375, 380, 385, 390, 395, 400, 405, 410, 415, 420, 425, 430, 435, 440, 445, 450, 455, 460, 465, 470, 475, 480, 485, 490, 495, 500, 505, 510, 515, 520, 525, 530, 535, 540, 545, 550, 555, 560, 565, 570, 575, 580, 585, 590, 595, 600, 605, 610, 615, 620, 625, 630, 635, 640, 645, 650, 655, 660, 665, 670, 675, 680, 685, 690, 695, 700, 705, 710, 715, 720, 725, 730, 735, 740, 745, 750, 755, 760, 765, 770, 775, 780, 785, 790, 795, 800, 805, 810, 815, 820, 825, 830, 835, 840, 845, 850, 855, 860, 865, 870, 875, 880, 885, 890, 895, 900, 905, 910, 915, 920, 925, 930, 935, 940, 945, 950, 955, 960, 965, 970, 975, 980, 985, 990, 995, 1000, 1005, 1010, 1015, 1020, 1025, 1030, 1035, 1040, 1045, 1050, 1055, 1060, 1065, 1070, 1075, 1080, 1085, 1090, 1095, 1100, 1105, 1110, 1115, 1120, 1125, 1130, 1135, 1140, 1145, 1150, 1155, 1160, 1165, 1170, 1175, 1180, 1185, 1190, 1195, 1200, 1205, 1210, 1215, 1220, 1225, 1230, 1235, 1240, 1245, 1250, 1255, 1260, 1265, 1270, 1275, 1280, 1285, 1290, 1295, 1300, 1305, 1310, 1315, 1320, 1325, 1330, 1335, 1340, 1345, 1350, 1355, 1360, 1365, 1370, 1375, 1380, 1385, 1390, 1395, 1400, 1405, 1410, 1415, 1420, 1425, 1430, 1435, 1440, 1445, 1450, 1455, 1460, 1465, 1470, 1475, 1480, 1485, 1490, 1495, 1500, 1505, 1510, 1515, 1520, 1525, 1530, 1535, 1540, 1545, 1550, 1555, 1560, 1565, 1570, 1575, 1580, 1585, 1590, 1595, 1600, 1605, 1610, 1615, 1620, 1625, 1630, 1635, 1640, 1645, 1650, 1655, 1660, 1665, 1670, 1675, 1680, 1685, 1690, 1695, 1700, 1705, 1710, 1715, 1720, 1725, 1730, 1735, 1740, 1745, 1750, 1755, 1760, 1765, 1770, 1775, 1780, 1785, 1790, 1795, 1800, 1805, 1810, 1815, 1820, 1825, 1830, 1835, 1840, 1845, 1850, 1855, 1860, 1865, 1870, 1875, 1880, 1885, 1890, 1895, 1900, 1905, 1910, 1915, 1920, 1925, 1930, 1935, 1940, 1945, 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000, 2005, 2010, 2015, 2020, 2025, 2030, 2035, 2040, 2045, 2050, 2055, 2060, 2065, 2070, 2075, 2080, 2085, 2090, 2095, 2100, 2105, 2110, 2115, 2120, 2125, 2130, 2135, 2140, 2145, 2150, 2155, 2160, 2165, 2170, 2175, 2180, 2185, 2190, 2195, 2200, 2205, 2210, 2215, 2220, 2225, 2230, 2235, 2240, 2245, 2250, 2255, 2260, 2265, 2270, 2275, 2280, 2285, 2290, 2295, 2300, 2305, 2310, 2315, 2320, 2325, 2330, 2335, 2340, 2345, 2350, 2355, 2360, 2365, 2370, 2375, 2380, 2385, 2390, 2395, 2400, 2405, 2410, 2415, 2420, 2425, 2430, 2435, 2440, 2445, 2450, 2455, 2460, 2465, 2470, 2475, 2480, 2485, 2490, 2495, 2500, 2505, 2510, 2515, 2520, 2525, 2530, 2535, 2540, 2545, 2550, 2555, 2560, 2565, 2570, 2575, 2580, 2585, 2590, 2595, 2600, 2605, 2610, 2615, 2620, 2625, 2630, 2635, 2640, 2645, 2650, 2655, 2660, 2665, 2670, 2675, 2680, 2685, 2690, 2695, 2700, 2705, 2710, 2715, 2720, 2725, 2730, 2735, 2740, 2745, 2750, 2755, 2760, 2765, 2770, 2775, 2780, 2785, 2790, 2795, 2800, 2805, 2810, 2815, 2820, 2825, 2830, 2835, 2840, 2845, 2850, 2855, 2860, 2865, 2870, 2875, 2880, 2885, 2890, 2895, 2900, 2905, 2910, 2915, 2920, 2925, 2930, 2935, 2940, 2945, 2950, 2955, 2960, 2965, 2970, 2975, 2980, 2985, 2990, 2995, 3000, 3005, 3010, 3015, 3020, 3025, 3030, 3035, 3040, 3045, 3050, 3055, 3060, 3065, 3070, 3075, 3080, 3085, 3090, 3095, 3100, 3105, 3110, 3115, 3120, 3125, 3130, 3135, 3140, 3145, 3150, 3155, 3160, 3165, 3170, 3175, 3180, 3185, 3190, 3195, 3200, 3205, 3210, 3215, 3220, 3225, 3230, 3235, 3240, 3245, 3250, 3255, 3260, 3265, 3270, 3275, 3280, 3285, 3290, 3295, 3300, 3305, 3310, 3315, 3320, 3325, 3330, 3335, 3340, 3345, 3350, 3355, 3360, 3365, 3370, 3375, 3380, 3385, 3390, 3395, 3400, 3405, 3410, 3415, 3420, 3425, 3430, 3435, 3440, 3445, 3450, 3455, 3460, 3465, 3470, 3475, 3480, 3485, 3490, 3495, 3500, 3505, 3510, 3515, 3520, 3525, 3530, 3535, 3540, 3545,

Graham is also a keen railway modeller and has spent the last ten years building a large model of Grantham on the East Coast Main Line as it was in the 1930s, from the earlier era and which can now be seen at exhibitions up and down the country. It also provides a

perfect setting for Mark Allatt's extensive collection of LNER rolling stock. The N gauge display layout that now accompanies the A1/P2 promotional stand is also Graham's work.

[illegible]

Graham's current work for the Trust is once again focussed on a new-build scheme – Class P2 No. 2007 *Prince of Wales*. “The P2 project is great” enthuses Graham “it’s both a challenge further on from *Tornado* whilst at the same time using the experience gained from the A1 as a firm foundation for the work required. To be involved with the engineering development of the locomotive and hopefully release the true potential of the design is incredibly exciting”.

## AI PROJECT PRE-DAWN – Part 2 by Phil Champion

*Steam Railway News (SRN)* for March 31<sup>st</sup> 1990 said a meeting on Sunday 15<sup>th</sup> April would decide on activities necessary for construction and how to raise the funding. Why the project was only ever mentioned in SRN for over a year with the main railway monthlies not contacted always seemed puzzling. The answer could be here: that “caution is being exercised concerning advance publicity, in an effort to prevent embarrassment to the parties concerned, should the project not proceed for any reason.” Perhaps it would be harmful for Matatec’s business reputation if it had been involved in a higher profile project which failed. Anyway SRN thought that building a replica was “probable.”

That March 24<sup>th</sup> meeting in York had resolved several important issues. It was now the 'AI Locomotive Project 1990'. When funds allowed work would begin on the frames and wheels. The loco (*my italics*) would be a *non-working replica until the money was available to transform the shell into working order*. How much harder would that process have been than building a working loco from scratch? The project's C.M.E. Michael Ennis, described as one of the founders, said there should be no substantial mechanical problems in building the replica, subject to finance. Later, David Champion was told by one of those present that only half a dozen people were there.

When David first 'phoned Mike Wilson in May he was put in touch with Mike Ennis. However, my AI log noted that David thought Mike Ennis was back-peddalling! It was thought that he worked for Matatec though in what capacity is not known all these years later. Just as David was getting more interested in helping, Mike Ennis seemed to getting out!

It was back to a choice of the two locomotive types for a meeting on Tyneside on May 7<sup>th</sup> as reported in SRN on the 19<sup>th</sup>. That decided that a feasibility study would be commenced (but SRN 76 the previous November said such a study was in progress) about raising funds to build either a PI or AI. The one chosen would be the more commercially viable. Parallel inquiries would be made into funding methods: from issuing shares for a limited company to bring and buy or jumble sales, coffee mornings to cheese and wine parties. When this was decided they would narrow down the various possible sites for erecting the mainframes to one. The S&DRPS



was said to be in close contact with Matatec “through whom the construction of the replica would be channelled.” SRN’s ‘Comment’ speculated on the cost: £100,000 or £200,000 or even a quarter of a million. Even at 1990 prices these guestimates were only a fraction of what a later professional costing came up with.

In a supportive ‘Comment’ Gordon Walker had the foresight to realise, “the locomotive should a winner...to become successful, not only in a visual manner; but as a money earner.” He wrote about expanded polystyrene being used in the late 1980s to produce patterns for non-ferrous castings. And using polystyrene patterns for the A1 frame stretchers is exactly what Bob Meanley did at Tyseley several years later! A year or two ago a supporter of the current ‘Patriot’ project told David of the amazing advance they had made in using polystyrene patterns, forgetting that *Tornado* used them 20 years earlier!

By around June a Steering Committee had been formed to build an A1 - the locomotive type at last decided. They were anxious to obtain drawings, particularly of the cab as someone had offered to build a cab to take round fund-raising venues. By now the project seemed to be run mainly by Mike Wilson who was now also in charge of membership and John Rathmell of York. Hardly any one of the original people was actively involved; it seemed to be Mike Wilson who had kept it going throughout. They were asking for more people to come forward to help manage the project. David was told that one person involved thought the non-working ‘replica’ should be made of aluminium!

By mid-year 1990 the fundraising methods were mainly just one: sales. Items envisaged were ties, badges and pens. This was the traditional railway preservation approach. David became increasingly involved, becoming Financial Advisor from July then very quickly Project Manager. He insisted on a more business/professional approach. This gave increasing credibility, particularly when he brought in loco owner Ian Storey. From the outset David banished all talk of a replica; he said we were going to build a brand new A1! In July David found no costings had been calculated despite earlier reports of a feasibility study. Ian Storey provided them. Now there were reliable figures to guide the project. However, the tussle between the business/professional approach, though agreed, and the traditional preservation ‘sales’ approach went on for another couple of years as people came and went. In autumn 1990 car-stickers were commissioned (despite the individual concerned being told explicitly by the others not to spend project money on this) as well as tee shirts. Though it had been agreed that fund-raising would be by covenants, not sales, SRN printed details of the forthcoming launch in York and wrote that “it is hoped to have ties and badges on sale” - they weren’t! At the launch David made it clear that funding would be by covenants and that there would be **no** sales stand. It is doubtful if sponsors like MacReadys or William Cook would have attracted by a business plan of selling ties, badges and tee shirts!

I always thought the story which circulated near No. 60163’s completion that the project was started by four men in a pub was a piece of media hype, not to be taken seriously. I even wrote a letter published in *Steam Railway* in 2009 about this. Like David I had been heavily involved since May 1990. However, as mentioned earlier, Graeme Binns later had a letter in the same magazine about being part of such a group. Maybe in view of these SRN cuttings the story was right and I was wrong, only finding out the real story 25 years later!

Was the A1 Trust correct to mark the 25<sup>th</sup> anniversary in 2015 when the first public notice was in 1989? Yes. Only in 1990 was an A1 at last chosen. It was in 1990 too that David set up the Trust organisation with its business plan and recruited a professional team. It was at this point where the project actually became **capable** of building a new **working A1**.

What conclusions can be drawn from Bob Parkinson’s cuttings? First, the A1 project is older; it goes back to 1989 at least. It was an offshoot of a railway centre project. While the latter never happened, the A1 was bigger than they could ever have dreamed. Progress was very tentative in this early period, perhaps a little better when the focus was on the locomotive. It took nearly a year and a half to decide which class of locomotive to build. If the traditional enthusiast approach had continued would they still be trying to build an A1 now (like certain other long-running new build projects which *Steam Railway* Editor Howard Johnston recently said would take several hundred years to complete at their present rate of progress)?! Or would they have thrown in the towel?! What these early people did, though, was to keep the spark of an idea alive so that eventually people with other ideas and skills could develop it and take it to fruition. Finally, with notable exceptions like SRN’s editor, few letter writers could see that a new A1 wouldn’t be seen as a ‘replica’, an inferior substitute for a ‘real’ loco, but as a very popular loco with its very own identity!

#### **AN APRIL FOOL** by Mark Allatt

Gresley class J38 No.1416 will follow class P2 No. 2007 *Prince of Wales*.

On 1<sup>st</sup> April 2016 we announced, tongue firmly in cheek, that our next new build steam project would be a new Gresley class J38 0-6-0 goods locomotive. This time the Trust would be breaking with its tradition of giving its new locomotives new numbers and identities by resurrecting a long-scrapped member of the class. The original No. 1416 (or No. 65914 as it was to become in British Railways days) was completed at Darlington Works 90 years ago on 18th March 1926 and was withdrawn from Thornton Junction shed (62A) on 19th November 1966, being disposed of on 30th June 1967 by Arnott Young of Old Kilpatrick.

The J38 0-6-0 locomotives were the first London & North Eastern Railway (LNER) group standard type, but only one batch of thirty five was built due to the advent of the more versatile J39 0-6-0 with larger diameter wheels. The J38s were used in Scotland for main line goods traffic, and for short distance mineral haulage from the Fife and Lothian coalfields to the Glasgow-Edinburgh industrial belt and the Scottish east coast ports. Occasionally these engines were seen on the East Coast Main Line fulfilling the LNER’s own coal requirements. Records exist of them reaching Doncaster and Retford, and they are thought to have occasionally reached Grantham and Peterborough as well.

Maintenance was usually performed at the Cowlairs Works, although there are recorded instances of J38s being repaired at Darlington Works. This appears to have been standard practice between 1931 and 1933 when 24 locomotives went to Darlington for repairs

As well as being the first LNER group standard class, the J38 proved to be the last LNER class to remain completely intact. The first withdrawals started in December 1962 when Nos. 65923 and 65928 were withdrawn. The last two locomotives (Nos. 65901 and 65929) were withdrawn in 1967. These were the last Gresley locomotives to serve with British Railways and none survived into preservation.

The tale continued, “... in April 2014 The A1 Steam Locomotive Trust received a substantial but conditional legacy from the late Mr Joseph Kuhr [Jo Kuhr or Joker from Batman], a supporter of the Trust from Aprilscherz in Germany, who recalled illicit cab rides on Gresley class J38 No. 1416 [1-4-16] during his time at Edinburgh University during the 1950s and who failed to save the locomotive from the scrapman in the 1960s. The Trust has already retrieved the drawings from the National Railway Museum and anticipates starting work in April next year at Darlington Locomotive Works alongside No. 2007 Prince of Wales, with No. 1416 being finished within three years. The Trust expects the total cost of No. 1416 to be around £2m and is appealing for 92 [1st April is 92nd day of the year] people to each donate £92 a month for three years to complete the new J38 in record time.

Then I commented, “Although a Gresley class J38 wasn’t at the top of the list of extinct LNER classes of locomotive to recreate, this was just too good an opportunity to turn down. With 92% the funding for No. 1416 already in place thanks to the generosity of the late Mr Joseph Kuhr, we felt that we could fulfil the conditions of his legacy and recreate Gresley class J38 No. 1416 with minimal additional funds. Not only were the J38s both the first Gresley class to be designed for the LNER they were also the last to see service with British Railways and the original No.1416 was withdrawn from traffic on my first birthday. In just three years we could be fulfilling Jo Kuhr’s dream of recreating a Gresley class J38 for use on heritage railways up and down Great Britain.” **TCC**

[Use doctored image of J38: Photo courtesy Chris Nettleton/The Gresley Society Trust: Photoshopped image showing Gresley class J38 No. 1416 at Darlington Works on 1st April 1933.] Photo H6

#### **FROM THE ARCHIVES** by Graham Langer

**Spring 1996** - The star stay, manufactured by Mercia Fabrications of Dudley, had been machined by Ufone Engineering of Rowley Regis and returned to Tyseley where it was fitted to the frames. Mercia delivered further fabrications including the footplate supports and engine steps which were now in position on the frames. TLW staff fitted the hornblocks and hornstays, firebox support bracket (back and front), rear side rubbing plates and cross stay to the mainframes and completed the bufferbeam and gussets. TM Engineers of Kingswinford, Dudley welded the stiffeners to the bogie frame plates, stress relieved and fully machined them. They had been returned to TLW and were awaiting the delivery of the bogie frame stays and bottom centre before the assembly of the bogie could commence.

#### Photo J1

**Spring 2001** – In many ways 2001 was an ‘annus horribilis’ for the Trust with individuals causing a virtual halt to work over claims of poor manufacture. Concerns had been raised that there might problems with the frames, something that the trust had recognised in 1997, soon after the frames had been delivered to Darlington. The problems were mostly relatively minor in nature and no immediate action was taken, other than with the hornguides and middle motion bracket. An independent survey indicated that there were less than sixty non-conformances that required rectification. The cost of the work, £13,908, was largely borne, under warranty, by the contractors.

**Spring 2006** – Progress with the construction of No. 61063 continued to forge ahead on many fronts including the cylinders, motion, sanders, boiler and tender. An order had been placed for machining and fitting the regulator mechanism. A pallet of components including front boiler support, regulator castings, regulator stuffing box, water gauge assemblies, fusible and washout plugs, and one blow down valve had been despatched to Meiningen by M Machine. On Saturday 18<sup>th</sup> March, 23 Covenantors and supporters toured the works in Meiningen and saw *Tornado*’s boiler under construction. Meanwhile the Trust continues to organise covenantor’s days out and planned the running of another ‘Talisman’ in 2006.

#### Photo J2

**Spring 2011** – The year had started on a better note with the return of *Tornado*’s boiler from Meiningen and the completion of the locomotive’s overhaul at the National Railway Museum, including outshopping her in BR green for the first time. However, our hopes of running with West Coast Railways were dashed by their refusal to accept work conducted on *Tornado* by ‘unapproved contractors’, thus scuppering months of work and the Trust’s tour programme. In consequence our locomotive continued to work with DB Schenker, an arrangement that was to prove fortuitous in the long run! In other news, work on the support coach carried on in Darlington, much of it focussed on the bogies and running gear.











