

THE COMMUNICATION CORD



60163 TORNADO

New Steam for the Main Line

No. 18 May 2010

An illustration of the first Gresley class P2 2001 Cock O' the North in original condition.



M. SECRETAN

M. Secretan

FEASIBILITY STUDY INTO BUILDING GRESLEY CLASS P2 'MIKADO' ANNOUNCED

TORNADO CONSTRUCTION DEBT HALVED

By Mark Allatt, Chairman, The A1 Steam Locomotive Trust

With *Tornado* now into her second successful main line operating season, thoughts inevitably start to turn to "what next for the Trust?" The transition from a builder of steam locomotives to an operator has certainly not been a painless one and I think it is fair to say

that it is a lot harder work than many of us imagined. However, our new-found role – and our locomotive's super-star status – has started to deliver significant benefits. Millions of people are now aware of *Tornado* and thousands of them are now travelling from far and wide to see and travel behind our Big Apple Green Machine, whether on a heritage railway or on the main line. As you might have read in the railway press, our heritage railway appearances are resulting in record numbers of visitors. And the knock-on

effects of this are more demands to hire *Tornado* than we can cope with, ever growing sales by our merchandise team and numbers of new Covenantors growing more rapidly than ever before.

Now none of this would be possible without the tireless hard work by our growing band of volunteers who accompany *Tornado* wherever she goes, keeping her in tip-top condition and maximising every revenue generating opportunity. The outcome though is spectacular and at our spring day out

at 'Locomotion: The National Railway Museum at Shildon' on Sunday 25th April I was able to announce that our debt has been halved and that by June all that will remain to be repaid will be our £500,000 bond issue, which is due by the end of 2016. This means that all of the debt associated with our locomotive from Venturesome and our generous supporters who helped us at the very end

of the construction phase with personal loans, will have been repaid in full. Based on our financial performance to-date we are already planning how we will be able to repay the bond and provide sufficient additional funds for the intermediate and ten year overhaul as well always having an emergency contingency in place. And with your help through our 'use your loaf' appeal money is already started



P2 2-8-2 No 2001 waits to leave King's Cross on a demonstration run, 1st June 1934.

to come in through the door to pay for the overhaul and conversion of *Tornado's* support vehicle. We have a long way to go here but we have made a good start.

With these benign conditions in place, the Trustees now feel that we can start to address the question I posed at the beginning – "what next for the Trust?" Over the years we have been asked this question many times and more often than not most people's thoughts have turned to Gresley's magnificent P2s. The first Gresley class P2 No. 2001 *Cock O' the North* was completed in 1934 by the London & North Eastern Railway (LNER) at its Doncaster works. It was the most powerful express passenger steam locomotive ever built for a British railway. Designed by Sir Nigel Gresley, the Chief Mechanical Engineer of the LNER who also designed the famous class A3 4472 *Flying Scotsman* and world speed record holder class A4 4468 *Mallard*, the class, which was eventually to number six, was constructed for use on the arduous Edinburgh to Aberdeen route. The P2's 2-8-2 'Mikado' wheel arrangement and 6ft 2in driving wheels enabled them to haul 600 ton trains on their own, replacing two older locomotives.

However, the P2s never lived up to their potential. The advent of the streamlined trains in the late 1930s and then the second world war meant that the design was never fully developed and all six were rebuilt as class A2/2 4-6-2 'Pacifics' in 1943/44 by Sir Nigel Gresley's successor Edward Thompson following Gresley's premature death in 1941.

The P2 is the most frequently requested locomotive the Trust is asked to build next. In addition to its striking looks, incredible power and undoubted glamour it also has around 70% commonality with *Tornado*, including the boiler, tender and many other detailed fittings. However, the design was never fully developed and the locomotives failed to reach their full potential. The Trust is therefore conducting a feasibility study into the construction of a new Gresley P2, to be numbered 2007 as the next in the series. As a part of this study we are examining the commercial, engineering and certification challenges that we would face in completing that development work to make a new P2 a success. Initial conversations with the regulatory bodies have been very positive but we have a long way to go yet.

The aim of the study to answer the question once and for all as to whether the Trust can successfully and commercially build, certify and operate a P2. If the answer is yes, then we will launch the project. If no, then we will look at an alternative locomotive to build. **TCC**

Editorial by Stephen Slack

Thank you to all who attended the Spring Convention at Shildon or who have been up close to *Tornado* already this year. The highlights of the Spring Convention were undoubtedly the announcements that not only has the Trust's debt reduced by half and that the engine will be re-painted in Brunswick Green in 2011 but that a feasibility study into the possibility of the Trust building another engine – a P2 – has commenced. For those of you not able to attend more detail can be found elsewhere in these pages.

This is all thanks to your continuing support of the Trust, be it by covenant, sponsorship of a part, buying a ticket for a main line tour or adding to your

model collection with another delightful Bachmann model of *Tornado*. Your support, as always, is hugely appreciated. Before any further thoughts of build a P2 capture the imagination don't forget that is in need of a full-time, permanent Support Vehicle and, while work on the renovation and conversion are well underway this still needs funding. The 'Use Your Loaf' campaign is an excellent and simple way for you to help with this project or to introduce someone else to the excitement and enjoyment of being involved with *Tornado*

Some of you may also be aware that 2010 is a significant year for the Trust – it is our 20th anniversary! We would like to mark this milestone with a special event and Alexa Stott will be contacting all Covenantors to seek your views on how you would like to celebrate it. **TCC**



TORNADO INTO BRUNSWICK GREEN FOR A LIMITED TIME ONLY

We also announced at Locomotion that *Tornado* will be repainted from her British Railways Apple Green livery into Brunswick Green livery following her winter

maintenance in early 2011 when the locomotive would have been due a repaint anyway. As many of you will know, the original Peppercorn class A1s carried

four liveries during their short service lives (Apple Green with 'British Railways' on the tender, Express Passenger Blue with the BR Crest on the tender and Brunswick

Green with both Crest and later Emblem on the tender).

We have long promised that *Tornado* will carry all four historic liveries during her first ten years of operation. *Tornado* will therefore carry Brunswick Green with both Crest and Emblem following her winter maintenance at the National Railway Museum, York. This will be for a limited period only as the *Tornado* 'brand' is very much as an Apple Green locomotive and this will remain her 'core' livery."

The repaint will be carried out at the National Railway Museum, York inside the museum's heated paint shop with the same team who applied the current livery - Ian and Dan Matthews with Mike 'Tomo' Thompson doing the lining out. The locomotive will again be brush painted and carry both the BR crest and emblem during its time in Brunswick Green. **TCC**



60120 Kittiwake with a northbound train in late June 1962.

MERCHANDISE REPORT By Gillian Lord

2010 started off very quietly on the merchandise side, *Tornado* had been under maintenance at York until early February and the first main line trip on 4th February (a Royal Charter) did not have any opportunities for sales!

The main 'first event' was the visit to the Mid Hants Railway. It was early March and the weather was lovely, cold frosty sunny mornings, making the journey through the Hampshire countryside spectacular.

The stand was erected in a small waiting room at Ropley, the room was set up as a 1950s lounge, complete with a period television and a sleeping cat. The first contact with the staff at Ropley station was a porter bearing a tray of tea cups, tea pot, milk and sugar; that set the feeling for the weekend to come, a lovely setting, friendly helpful staff and a stand set up indoors away from the cold wind.

The merchandise went very well, and the takings on Sunday were the highest we have ever had for a single day mainly due to the cold weather, as the sales of fleeces and sweatshirts were extremely high. A *Tornado* computer game by Railworks was introduced at this time, also a child's colouring jigsaw.

Our next event was for a three-week visit to the Great Central Railway at Loughborough, this time we were housed in a marquee at the end of the platform on Loughborough station, very cold and windy. Scarves were introduced at this event and sold well, again due to the weather! China mugs and a new tea towel were also sold for the first time.

The merchandise was then sent up to Crewe for a weekend sale opportunity at the Crewe Heritage Centre just before the trip up to Carlisle run by HF Railtours.

The trip up to Carlisle from Crewe via the Furness peninsular and back via Ais Gill was spectacular, the sun shone all day.

This was the first time the merchandise trolley dollies used the new EPOS system to record sales, for a first attempt it went rather well and I am sure in the months to come everyone become very proficient.

Premier Dining guests now have an "at table" service; this is to ensure the dollies do not interrupt the flow of meal deliveries. This service has proved to be very popular and has resulted in increase sales. The orders are taken, and then delivered later to their seats.

At the time of writing, the merchandise is at Shildon. Further lines have been added, including a small puzzle, pencil cases, an A3 poster of *Tornado* storming out of Blea Moor Tunnel and finally a 6" ruler, which has proved to be a best seller.

The grey Bachmann Collectors Club Limited Edition 'OO' gauge model of *Tornado* has sold extremely well and is becoming a highly sought after item on eBay, selling for almost twice the recommended price!

2010 will be very busy and hopefully sales will exceed those of last year.

A big thank you to all those who have volunteered to help over the past year. **TCC**



The new support coach for *Tornado*, a 1961 Swindon built BCK (Brake Compartment composite) Mk 1 no S21249, has formed a good basis as it was largely intact, however in common with many Mk 1 vehicles, it has not had a full works overhaul for many years. It is unlikely that the interior of our coach has been removed to fully reveal the state of the body and frame structure for at least 35 years. E21249 as it will become has been off the main line vehicle register for many years, and in order to re-register it, the basic structure needs to be returned to close to “as new” condition. Once completed the coach should not need similar intervention for at least 20 years.

Whilst overall the vehicle is in reasonable condition for its age, there are significant areas of structural degradation due to corrosion. In particular the lower part of the body ends are very poor. The end of the Mk 1 design relies on four heavy top hat sections known as crash pillars to provide a structure to which the corridor connection is attached and



Original end shelf and crash pillars

to give some protection against the body telescoping in event of a collision. On our vehicle, some of these members have rusted away to the extent that there is no metal left for the bottom two inches. Similarly there has been severe corrosion in places on the heavy steel shelves that support the crash pillars. Therefore new shelves have been profiled and welded in and the lower sections of the crash pillars replaced.

In order to ensure that we discovered all the badly corroded areas, the entire underframe, the exterior of the body and

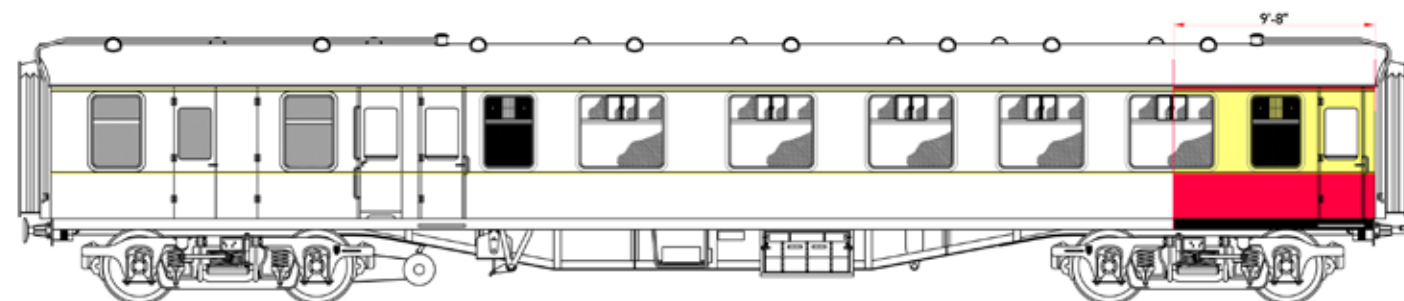


New end shelf and crash pillar repair sections being welded in.

the inside lower bodysides have been grit blasted back to bare metal and spray primed to prevent further rusting whilst the overhaul takes place.

The frame is generally in good order with a few areas of the sole bars requiring new sections of the upper flanges where corrosion has reduced their thickness to as little as 20% of the original. All the new primary structure has been welded into place to ensure full integrity. The interior and frame have been stripped and the limited required on the frame completed.

The centre portion of the frame has



The coloured portion of E21249 shows how many “slices” have been sponsored to-date

been sprayed in black in readiness for replacement vacuum, air and steam pipes. The mechanical brake gear has also been temporarily refitted to allow planning for the installation of the conduits and trunking for the new electrical system the design of which is well in hand. We are fitting a 3.5kW “silent” diesel generator to provide power when we are stabled away from a mains supply. This entails fitting a railway approved fuel tank to the underframe, the requirements for which are stringent.

Arrangements are in hand to have the bogies, doors, windows and draw gear overhauled. Quotes are being sought for replacing the upholstery.

Winter operations can be challenging for the support crew, as a support coach is extremely cold if not hooked up to a steam supply. The heating system is to be in the form of an LPG fired combi boiler heating water radiators under the seats and elsewhere in the coach. This avoids heavy electrical demand when it is cold and along with the generator, will enable comfortable living conditions during the winter. The boiler will also supply hot water for the kitchen, and a shower which is to be fitted into one of the toilet compartments. As the hot water radiators are inevitably bigger than the original steam and electric heating radiators, there is no room under the seats for the latter items to be reinstalled so a steam/water heat exchanger is being sourced to enable the central heating circuit to be heated by the steam heat supply from the engine when we are moving.

There is an awful lot of work to be achieved to complete the coach by the Autumn, and there are a number of ways that you can help meet this completion deadline.

- Volunteers to help with the work are always welcome, but you need to be available at the works during normal working hours. Phone the works for more information.
- Make a personal subscription to “Use Your Loaf”
- Better still introduce Friends & Family to “Use Your Loaf” and get more people ‘hooked’ on *Tornado*.

Use Your Loaf: Following the success of our dedicated donation scheme for the construction of *Tornado*, “an A1 for the price of a pint” we’ve decided to raise the “bread” for the Support Coach in a different way: “Use Your Loaf”:

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

A CHILD’S VIEW OF TORNADO By Alexa Stott

Maddie, aged 10, has been a fan of *Tornado* for several years. She and her brothers have visited the locomotive at Darlington, sponsored parts and travelled behind *Tornado* during her first year of operation. Maddie also has the distinction, along with Ian Matthews – who led the team that painted *Tornado* – of helping to paint both *Tornado* and *Blue Peter*. Here, Maddie and her friend Katie – also aged 10 and a Covenanter – talk about their experiences of *Tornado* over the last year.

First of all, what do the girls think of *Tornado*? “Well, what can we say: she is amazing, magnificent and a pleasure to travel behind. She is such a special engine - she is an ‘A1’ Peppercorn and is incredibly fast but smooth. We have both been on trips over the last year and we have many favourite moments.”

Katie and Maddie and their families travelled on ‘The Talisman’, *Tornado*’s first trip to London, in February 2009. They were both very impressed as *Tornado* rolled into York Station like a big steamy monster. “It was very exciting but noisy. Everyone got on the train and found their seats. The tables were set to perfection with plates, glasses, silverware and napkins. The food seemed endless. We started with fruit and cereal followed by a cooked English breakfast and croissants. The journey was long but you could see people in the fields taking pictures of *Tornado*. Sometimes you could just see steam out of the window like a white silk blanket. At every station there were lots of people who waved at you. Kings Cross was packed full of people and it took us an hour to get out of the station. We heard afterwards that they nearly had to close the station, it was so busy. There were

photographers everywhere and people asking us questions. My brother was interviewed for a radio programme. After a short stay in London, we got back on the train for our journey home. It was sad that *Tornado* wasn’t coming back with us but we ate yet another lovely meal. What a great day we had.”

Maddie and Katie were both present at *Tornado*’s naming and share their impressions of that very special day. “All engines have to be named like humans but we think *Tornado* is very special because Prince Charles and his wife named her. Before the naming, Prince Charles talked to a few people including Maddie. We had a long conversation but I was so excited I can’t remember what we talked about. The band played, Prince Charles made an inspirational speech and as *Tornado* left with the Royal Train everyone cheered.”

The girls also travelled behind *Tornado* on the Settle & Carlisle railway in October. As well as being a very special trip for Maddie’s grandmother who lives near Settle, Maddie and Katie enjoyed another great day out. “It is always wonderful to travel behind *Tornado* – but what made it even more so was that we went over the Ribbleshead Viaduct, which is a very well known railway bridge. It was just like our trip in February: we ate and ate and ate and waved at all the people watching *Tornado* from the line side.

“To sum up, if you want our opinion, if you ever have the chance to travel behind *Tornado*, then do, because she is the best steam engine in the whole world. We adore her and if you have ever seen her or if you are going to see her, then you would agree with us!”

TCC

- If all are sponsored, it would raise £76,200; if we assume 80% of the donations come with Gift Aid, this rises to over £93,000
- And, as with the dedicated donation scheme, our “Use Your Loaf” initiative comes with benefits for those generous enough to take part:
- A certificate recording the details of the sponsorship and a copy of a drawing of the coach noting which slice(s) have been sponsored
- Name inscribed on the official Role of Honour carried on the coach which will detail the slice(s) sponsored

- Entry into draw for main line footplate ride on *Tornado*
- Exclusive opportunity to order Bachmann model of E21249 (a perfect companion to the new model of *Tornado*) with appropriate one of 1524 certificates produced for sponsors. The model is expected to cost about £25.

To date Use Your Loaf has 232 slices funded raising £12,600 which translates to 9’8” of the coach’s length as illustrated on the diagram. We look forward to reporting progress in future Trust communications as coloured section grows to the full length of E21249. TCC

25TH APRIL 2009, A TIME TO MAKE HISTORY.... By Mike Notley and Graeme Bunker

As part of filming for the BBC ‘Top Gear’ television programme *Tornado* took part in an epic run from London to Edinburgh, perhaps its performance highlight of the year for continuous excellent running. Much has been written in Trust literature about the run but with the help of Mike Notley and Graeme Bunker we can review the beginning and end of the trip for those who enjoy the performance aspects of the locomotive.

Because of the true purpose of this very special train, details had been kept under wraps as far as was possible. Obviously, if people were to buy tickets, which incidentally, involved a ‘donation’ of £250, word had to be spread and this was done by word of mouth through a number of trusted individuals. This was sufficiently successful to produce a well-filled train, all passengers being seated in First Class accommodation and being provided with a full breakfast and a two course lunch. The schedule was challenging, by some margin the fastest between Kings Cross and Edinburgh that has ever been produced in preservation. Indeed, the overall booked running time of 387 minutes was some eight minutes faster than the non-stop ‘Elizabethan’ express was allowed in 1959, this despite the fact that ‘The Elizabethan’ of 50 years ago had a tare weight some 45 tons less and that *Tornado* would have to slow and accelerate from four intermediate stops. So steam would be given no favours in this ‘21st Century ‘Race to the North’ and everyone would have to be on their metal if we were to be competitive. Only when they joined the train at King’s Cross did passengers discover the true purpose of the run. Basically it was part of a BBC ‘Top Gear’ project to set up a race from London to Edinburgh, presenter James May driving an XK120 Jaguar; Richard Hammond was riding a 1949 Vincent Black Shadow motorcycle and Jeremy Clarkson rode on the footplate of 60163. I took up my privileged position in *Tornado*’s support coach shortly after the stock was brought into platform 1, access to the train being very strictly and well controlled. Having set up my GPS’s etc. there was just time to catch a glimpse of Jeremy Clarkson doing a piece to camera before donning, somewhat awkwardly, a set of overalls that were hardly big enough for his 6’ 5” frame. Soon doors were slamming, whistles were blowing and it was time for the race to begin. Clarkson climbed aboard *Tornado* while his cameramen, sound crew, producer, director and all the other support team made hard work of getting themselves and their equipment through

the guard’s door on the support coach. It was this process that was responsible for almost a minute of late start and a bout of apoplexy on the part of the Train Dispatcher. A hiss of drain cocks and the ‘A1’ slowly began to move forward. The race was on.

King’s Cross to Grantham
The day began with a quite superb climb of the 1-in-107 through the tunnels with speed as high as 36mph as we topped the climb at Holloway North Junction. The pick up was good and resulted in the outstanding time of 5 minutes 57 seconds to Finsbury Park. Not only was this the fastest to be recorded by steam in preservation, it would also have been considered very respectable with a train like ‘The Coronation’. We reached 62½mph in the dip before Alexandra Palace and then gradually fell back into the high 50s as we made our way up the 1-in-200 climb that followed. As we entered Barnet Tunnel there was a distinct

“Only when they joined the train at King’s Cross did passengers discover the true purpose of the run”

increase in effort and the result was a steady acceleration that saw us top the climb at Potters Bar at 63½mph. This was an excellent start and its quality can be judged by comparison with a run shown by O.S. Nock ‘The Gresley Pacifics’ Part 2. On page 44 of that book he tabulates a run by A4 *Empire of India* on the Down Coronation when, with a gross load of 325 tons, she passed Potters Bar in 15 minutes 59 seconds. We had taken just 22 seconds longer with a train weighing some 50 tons more.

By the time we passed Welham Green we had reached our permitted 75mph maximum speed and while the flyers of old would have gone on into the 80s, the 90s and beyond, we had to content ourselves with maintaining speed at around this figure. 60163 seemed to be given a breather as she crossed the Welwyn Viaduct but by Knebworth, speed was back in the 70s. We swept up the 1-in-330 beyond Stevenage at a minimum of 71½mph and then settled to a spell of beautifully even running that saw the 20 miles between Mileposts 29 and 49 reeled off at an average of 74.4mph with speed entirely in the range of 72 to 76½mph with the exception of a momentary

drop to 71mph up the brief 1-in-264 to Milepost 38. We achieved ‘even time’ shortly after Milepost 34 and began to increase our advantage over the schedule. The ‘hump’ at St. Neots was dismissed at a minimum of 71mph and we were through Huntingdon 4¾ minutes early, seemingly without too much effort. This apparently effortless way of progressing is quickly becoming *Tornado*’s trademark but she was called upon to exert herself a little more as she climbed the 1-in-200 of Stukeley Bank.

She cleared the three miles at this gradient at a respectable minimum of 67mph and soon returned to running in the 70s as she ran down the gradients that carry the line to the level section across Stilton Fen. As we passed Holme Junction she had increased our advantage to a few seconds over 5 minutes. The short 1-in-150/264 climb to Yaxley was cleared at 68½mph and there was no time to recover from this before we met our first ‘out of course’ delay of the day. Soon after Milepost 74 we sighted double yellow signals and the brakes went in. Almost as soon as Driver Clarke had reacted to the yellow signal it changed to green but we were down to 61mph before the effect of the braking wore off and we could begin to accelerate once more. I fancy that the check could only have been caused by 06.52 Norwich to Liverpool, due to leave Peterborough on the fast Line for Grantham and probably running a couple of minutes late. Whatever the cause, we passed through Peterborough almost 5½ minutes early and thoughts turned to the climb to Stoke Summit that now lay ahead. The A1 was soon bowling along in the mid 70s on the easier gradients and it wasn’t until we reached the 1-in-200 beyond Essendine that there was significant daylight below her 75mph permitted maximum. 4½ miles of this gradient were cleared at a minimum of 67mph and it was obvious that this was to be no all out effort which we would be able to see later in the year. As we still had more than 300 miles of fast running ahead of us this was a wise approach. The easing past Corby Glen produced an acceleration to a fraction over 70mph and we swept up the last three miles of 1-in-178 at a very acceptable minimum of 64½mph. The average edhp of around 1,350 for this final section of the climb shows just how easily 60163 was being worked. We passed Stoke Junction 6¼ minutes early and burst out of Stoke Tunnel exactly 1½ hours after leaving King’s Cross, a start to pass average of 67.3mph. Given the need to slow to leave the main line at

Dist.		Booked	Actual	Booked	Actual	Speed
m.c	Timing Point	hrs.mins.secs	hrs.mins.secs	mins.secs	mins.secs	mph
0	KING’S CROSS (Platform 1)	07.25.00	07.25.53	0	0	-
0.55	Belle Isle	07.28.00	07.28.27	3	2.34	21½
2.41	Finsbury Park (Platform 3)	07.30.30	07.31.50	5.3	5.57	45
4.78	Alexandra Palace	07.35.00	07.34.34	10	8.41	61½
12.57	Potters Bar (Platform 3)	07.44.00	07.42.14	19	16.21	63½
20.25	Welwyn Garden City	07.51.00	07.48.34	26	22.41	65/63
23.68	Woolmer Green Junction	07.54.30	07.51.44	29.3	25.51	68/67
27.45	Stevenage (Platform 3)	07.58.00	07.54.47	33	28.54	73½
31.74	Hitchin	08.02.00	07.58.16	37	32.23	76½
44.1	Sandy	08.13.00	08.08.09	48	42.16	74
58.7	Huntingdon	08.25.00	08.20.15	60	54.22	72½
69.26	Holme Crossing	08.34.00	08.28.57	69	63.04	73
76.29	Peterborough	08.40.30	08.35.04	75.3	69.11	68½
85.02	Tallington Junction	08.47.00	08.42.15	82	76.22	74
92	Milepost 92		08.47.57		82.04	71
99.61	Stoke Junction	09.01.00	08.54.46	96	88.53	65
105.38	GRANTHAM UDGL	09.07.00	09.01.38	102	95.45	-

Dist.		Booked	Actual	Booked	Actual	Speed
m.c	Timing Point	hrs.mins.secs	hrs.mins.secs	mins.secs	mins.secs	mph
0	BERWICK DGL	14.25.00	14.18.47	0	0	-
10.03	Reston Ground Switch Panel	14.38.00	14.34.10	13	15.23	72½
16.17	Grantshouse (Milepost 41)	14.43.00	14.39.22	18	20.35	64
25.77	Oxwellmains	14.52.00	14.49.11	27	30.24	74
28.12	Dunbar	14.54.00	14.50.54	29	32.07	77½
39.37	Drem	15.05.00	15.00.25	40	41.38	55½
47.57	Prestonpans	15.13.00	15.11.12	48	52.25	49½
51.05	Monktonhall Junction	15.17.00	15.16.36	52	57.49	22½
53.67	Portobello Junction	15.22.00	15.21.58	57	63.11	55
56.36	Abbeyhill Junction	15.25.00	15.25.01	60	66.14	33½
57.17	EDINBURGH WAV. (Plat. 19)	15.27.00	15.26.53	62	68.06	-

Grantham South Junction, the six minute booking from Stoke Junction to Grantham was to say the least optimistic. We did well to cover this section in less than seven minutes and came to a stand on the Goods Line adjacent to Grantham station in 95 minutes and 45 seconds, an average of 66.1mph and 6¼ minutes less than the schedule allowed. The check before Peterborough had probably cost us around a quarter of a minute leaving a net start to stop average of 66.2mph. The hoses were immediately attached and water was soon flowing as the crew, and a somewhat sooty looking Clarkson took a well-earned rest. The 08.00 King's Cross to Edinburgh went past non-stop at 09.11 and the hoses were off at 09.16. Unfortunately for us, the 08.10 Kings Cross to Leeds, which we were due to follow, was running about 5 minutes late and arrived at Grantham just as we began to move along the Goods Line.

Berwick upon Tweed to Edinburgh

The 10.30 HST from King's Cross to Aberdeen passed us only a little over a minute after we had come to a stand and the hoses, which had been quickly attached, were just as quickly taken off. After a stop of only 5½ minutes we were underway again, now 6¼ minutes early and with a chance of gaining the other three minutes or so we needed to put us ahead of the stopper at Drem. Unfortunately Signal TW169 was still against us and we had to stop and wait while Steve Chipperfield spoke to the bobby and it went straight from red to green. Looking back on it this was probably the moment that any chance of getting ahead of the stopper went out of the window. Steve Chipperfield had taken over the driving for the final leg of this historic bit of fun and set the A1 about a vigorous acceleration that produced a steady increase to 62½mph up the 3½ miles of 1-in-190 towards Burnmouth. The sun had now banished almost all the clouds and the filming helicopter danced attendance as *Tornado* made the best of her way home. Soon she was digging into the steady climb to Grantshouse, speed decaying slowly up the long 1-in-200 until she passed Milepost 41½ at 67mph. And then the brakes came in as yellow signals were sighted and any chance of beating the stopper to Drem were finally abandoned. I can't possibly see that we had come into conflict with another train, the HST should have been well clear at this point and can only suspect that the check was connected with a t.s.r. in the same vicinity. Perhaps the board for the t.s.r. had fallen or got knocked over and the single yellow

signal was to ensure that trains slowed sufficiently to observe it. It may seem a little far fetched but that is the only explanation that makes sense. Recovery was rapid on the 1-in-96 downhill gradients and his saw us through Dunbar three minutes early, not sufficiently early if the stopper was on time. And soon after came the news that the stopper was indeed on time and had already taken the road ahead of us at Drem.

This was soon confirmed by adverse signals which were of the double yellow variety for a while but then deteriorated to single yellow as this annoying little train made its booked stops at Longniddry, Prestonpans, Wallyford and Musselburgh. It was only when the stopper had made its final call at Musselburgh that we began to see green signals again and 60163 produced a final sprint up to 62½mph, a sprint that was just enough to see us roll to a halt in platform 19 at Edinburgh Waverley just seven seconds early.

There had been various reports and rumours about the progress of the other two participants in the race but, for the last hour or so, a blackout was imposed and nobody knew, or if they did they weren't saying, who had won. We subsequently found out that the car had won, not finding a single traffic jam between London and Edinburgh, a fluke perhaps. The bike fared less well and had the car been caught in the same traffic, well, who knows...

But does it matter who triumphed? Not in my book. Never a lover of road transport of any kind, what was important to me was that steam should be seen to get the job done and 60163 had certainly done that. She had taken 8 hours and 1 minute to complete the journey against 8 hours and 2 minutes booked. Her actual running time of 393 minutes and 12 seconds gave her an average speed of 60.0mph and she had overcome a 1 minute late start and delays totalling some 23¾ minutes to arrive on time. Despite all the restrictions, the 'A1' had produced the fastest steam hauled run between London and Edinburgh in the preservation era and had turned in a performance that wouldn't have disgraced a crack express like 'The Elizabethan' some 50 years ago when steam was in its heyday on the East Coast Main Line.

Everyone involved in the planning and carrying out of this run is deserving of the highest praise. Network Rail, DB Schenker, Steam Dreams, the BBC, The A1 Steam Locomotive Trust, their staff and volunteers had all contributed to a memorable day. Those that were privileged to be on the train will boast of the fact many times to those less fortunate and

**Right: 60163
Tornado races
to the north at
Frickley Lane.**

**Below: With
Jeremy Clarkson
on the footplate,
60163 Tornado
passes Lolham
Bridges.**

**Below right:
Jeremy Clarkson
filming 'Top Gear'
during a water
stop.**



Ian McDonald

Neil Whitaker



Danny Hopkins Steam Railway

The first four months of 2010 have been just as busy as I'd suspected they might be in the last Covenantors' Diary. The merchandising and events team has hardly had time to draw breath at the end of one visit before moving on to the next.

Before giving you a recap on what's been happening, I'd like to take this opportunity to thank the volunteers who have given up so much of their free time already this year and who will continue to do so for the remainder of 2010. Much of what we have achieved in the last 18 months could not have happened without your help. We are always looking for more help so if you would like to join our friendly team please do send an email to volunteer@alsteam.com.

After a hugely successful visit to the Mid Hants Railway at the beginning of March, it was time to put *Tornado* onto a low loader for a very special return visit. The locomotive and tender convoy made stately progress up the M1 with the merchandising team and their van in hot pursuit - destination Loughborough and the chance to renew old friendships and say thank you for the help of the Great Central Railway team on our last visit in 2008. Then the locomotive was still in works grey livery, untested on the main



The support crew at Shildon.

line, with a Royal naming and 'Top Gear' fame still to come. Seeing the locomotive 'on shed' at Loughborough shortly after her arrival it was actually quite strange to see apple green rather than grey! No "Tornado's First Passenger Trains" for Covenantors on this visit but Covenantors were able to meet the Trustees on two specially arranged dining trains and many more took advantage of the discounted entry prices, using the new Covenantor Cards for the first time.

Plans for *Tornado's* return to her birthplace – or as close as is currently possible – had been in the making for many months. And it would be fair to say it was a highly emotional moment as the engine slowly made her way past the crowd lining the platform at North Road and the chime whistle blew long and loud as Hopetown Lane Locomotive Works

came into view. And so on to Shildon and a celebration of *Tornado's* return to the North East. The first event of the visit was the Covenantors Spring Day out and, despite the day dawning rather grey and chilly, many local Covenantors and their guests were able to join the Trustees on special trains hauled by *Tornado* and a lucky few won tickets to travel on the footplate.

Looking forward to Covenantor events later in the year, I am pleased to announce that this year's Annual Convention will take place at Barrow Hill, near Chesterfield, on Saturday 9th October. Details and ticket application forms will be sent out nearer the time but the outline arrangements are that the official part of the day – when the Trustees give their reports on the year – will take place at the Chesterfield Hotel, which is immediately adjacent to Chesterfield Station. For those coming by train, a bus shuttle service will operate between Chesterfield Station and Barrow Hill Roundhouse. For those coming by car, there is plenty of parking at both the hotel and the Roundhouse. As last year, the Roundhouse will be closed to the general public, a buffet lunch will be available and *Tornado* will be in steam and hauling trains for Covenantors and guests.

HERITAGE RAILWAY VISITS

By Alexa Stott

Tornado's visits to the Great Central Railway and Locomotion have already been mentioned in Covenantors' Diary. At the Great Central Railway, the reaction of the public was as positive as ever. Footplate rides were snapped up as soon as they were announced on the website, dining trains sold out, driver experience days were very popular and visitor numbers were higher than expected every day that *Tornado* was in operation. The locomotive starred in the ever popular 1960s Gala, once again putting on a fine display for the postal drop/pick up at Quorn and followed this up with a busy operating schedule in the Easter weekend extravaganza.

Over 25,000 people visited Locomotion during *Tornado's* visit and 2,000 of them also visited the locomotive footplate during the Bank Holiday weekend. A talk by David Elliott and two special photo shoots sold out and there was a continuous queue of customers at the

Tornado shop. The Northern Echo was a great supporter of *Tornado's* return to the North East, running a daily commentary culminating in a commemorative pull out section in the Bank Holiday weekend edition.

Both visits were hugely successful with thousands of people, young and old, marvelling at this new yet 'old' locomotive that is creating a history all of its own in their lifetime. Our preserved railway visits will always be an important way of promoting not only *Tornado* but the steam preservation movement in general to a wide audience.

One visit that went almost unnoticed – not deliberately I hasten to add – was *Tornado's* first visit to the Crewe Heritage Centre. The locomotive was brought to Crewe by low loader from Loughborough and required weighing and general preparation for 'The Cumbrian Coast *Tornado*' tour. With local interest running high, the team was invited to promote *Tornado* before the trip round the Cumbrian Coast and several hundred people took the opportunity to come and watch the engineering team prepare

the locomotive for main line running, visit the footplate and buy some 'must have' official *Tornado* merchandise. The Centre is perhaps better known as the base for Pete Waterman's engineering team but it is also a fascinating museum with some very interesting displays including the prototype APT. Of even more relevance to *Tornado* aficionados is the Bentley motor car on display there – WO Bentley (who went on to found Bentley Cars) and AH Peppercorn were of course apprentices together at Doncaster and great friends.

Looking forward to *Tornado* events that you might want to put in the diary, there is of course the visit to the Bluebell Railway from 29th July to 10th August, celebrating the 50th anniversary of the railway. Then there are not one but two return visits to the West Somerset Railway on 12th-16th July and 13th-17th September. After the Annual Convention at Barrow Hill in October, *Tornado* will be visiting the East Lancashire Railway for the first time. Please do visit the Trust's website www.alsteam.com for up-to-date information on these preserved railway visits and main line tours.

IT'S NOT JUST ABOUT WATERCRESS

By John Martin

Watercress is certainly a feature of the countryside surrounding the Mid-Hants Railway which also carries the name 'The Watercress Line' for this reason. This natural greenery flourishes abundantly in that part of Hampshire where the railway engineers of yesteryear also tackled the rather daunting task of running this attractive line through an area of undulating hills known to many an engineman as 'The Alps'.

Between 5th and 7th March, the Mid-Hants held their 'Great Spring Steam Gala' at which a number of marvellous locomotives appeared including *Bittern*, *Lord Nelson*, the 9F 92212 and, of course, our very own *Tornado*. To say *Tornado* breezed through the weekend would be something of an understatement; she was without doubt the great crowd-puller she was meant to be. So much so that many Mid-Hants volunteers asked if and when she would be returning to their railway.

I was lucky enough to be a member of the merchandising team for *Tornado* at this event. On the Friday morning, the first day, we were met at the gate to Ropley

station by Sue Clements, the Mid-Hants Membership Secretary, who guided us to a safe parking area for the hired van containing the *Tornado* goodies. The task of unpacking and arranging the sales stand was masterminded by Tony Lord with the able assistance of Gill Lord and Bev Sturdy. My initial task was to be tea boy.

However, before I could move a muscle, one of the volunteer station platform team cruised in with a huge pot of tea together with an adequate supply of mugs which would have kept the Hampshire Yeomanry supplied for weeks. We were invited to help ourselves to tea and coffee from the platform staff (Porters) room whenever we wished and this was the style of hospitality experienced throughout the whole event.

Needless to say, *Tornado* performed her magic in the way which is now expected of her; that's not to take away from the other locomotives at all, but to say she was a dream ticket would be fair comment, I think! For those wishing to know more Roger Aves and Chris Ware gave talks about *Tornado* to a large number of enthusiasts at Alresford over the weekend.

As for the merchandising team, we were situated in a cosy room next to the station shop at Ropley which worked

very well indeed for both the Ropley shop volunteers and ourselves. We were able to help each other in a number of ways especially when it came to using the labelling machine to put the sales codes and prices on the goods for sale. This was a technical challenge of the highest order masterminded eventually by Tony and a helpful girl from the railway shop.

There were two highlights for the merchandising team; the marvellous performance of our locomotive and the excellent sales receipts for *Tornado* goods. There are now many folk here in the south who are bearing the name *Tornado* with pride.

On the Sunday we were joined by Mark Allatt who was accompanied by Gerald Howarth, the Shadow Defence Minister and member of Parliament for nearby Aldershot, who had also enjoyed a footplate ride on *Tornado*. Another first for our special A! Throughout the weekend everyone, from the Ropley Station Master through to all the station staff, couldn't have been more helpful. In summary, we worked with a marvellous volunteer team and met with a great number of happy and enthusiastic customers who, it seems, would truly like to see us again. **TCC**

AI 60163 *Tornado* passes Green Lane Crossing during her visit to the Mid-Hants Railway. 7th March 2010.



Ian McDonald

TORNADO ON TOUR *by Graham Nicholas*

Ian McDonald



AI 60163 Tornado storms under Battledown Flyover with Steam Dreams Valentine's Day Cathedrals Express. 14th February 2010.

VALENTINE'S DAY

14th February 2010

After the excitement of the Royal duty, Tornado's mainline season proper got underway with another Valentine's Day jog round the Surrey Hills. With a heavy train there was plenty of performance excitement during the day, perhaps none more so than the short but taxing climb out of Westbury to Upton Scudamore on the Salisbury road. With no chance to gain any impetus before the climb and 550 tons in tow anything in the 'high teens' would have been noteworthy. Yet, with the front end clearly sounding beautifully 'on song' following winter maintenance, Tornado crested this challenging little climb at 32mph. Performance consultant Mike Notley was later seen shaking his head in disbelief...

Ian McDonald

ST DAVIDS DAY

1st March 2010

There was more than just a hint of spring in the air as Tornado most appropriately headed towards Cardiff and Swansea on a St. David's Day blessed with plenty of sunshine. The Great Western mainline provided plenty of opportunities for high speed running and Tornado responded in trademark fashion, making her own contribution to GW175 with a high-speed dash through Swindon in excess of 70mph!



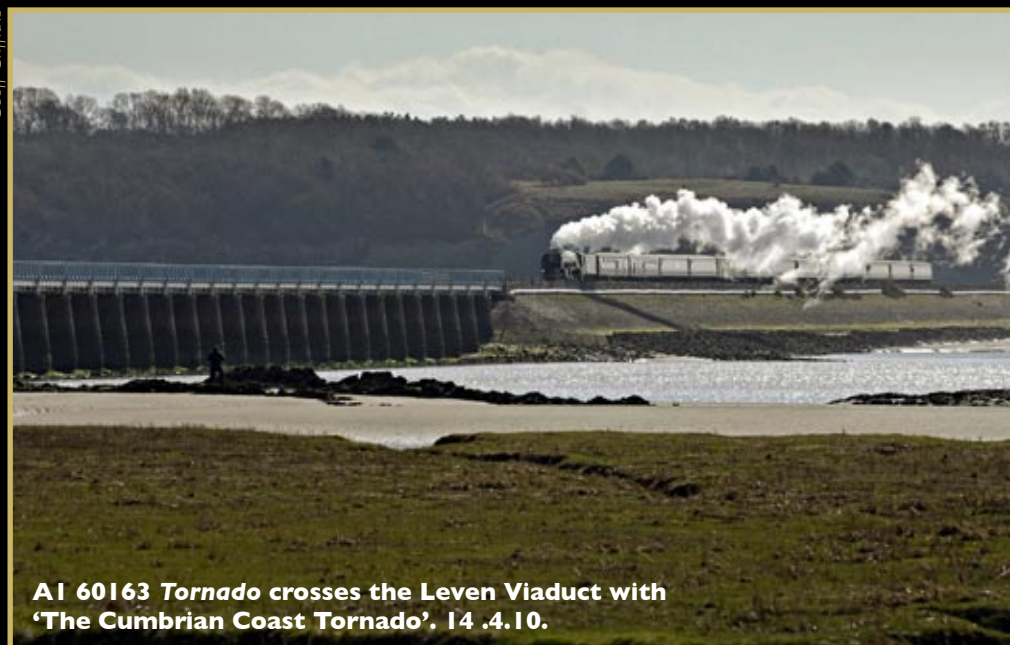
AI 60163 Tornado at Uffington en-route to Swansea with Steam Dreams St. Davids Day Special. 1st March 2010.

Alan Weaver

With the scenic Cumbrian fells as a back-drop, AI 60163 Tornado passes Plumptre with the 'The Cumbrian Coast Tornado,' 14th April 2010.



Geoff Griffiths



AI 60163 Tornado crosses the Leven Viaduct with 'The Cumbrian Coast Tornado', 14 .4.10.

THE CUMBRIAN COAST TORNADO

14th April 2010

After sojourns at the Mid-Hants and Great Central Railways, Tornado returned to the mainline in further 'enemy territory', this time the unfamiliar surroundings of Crewe. Heading the inaugural tour for Hayden Fortune Railtours, further new territory beckoned for our Apple Green Machine in the shape of the Cumbrian Coast route. This includes some spectacular coastal stretches, featuring the shifting sands of Morecambe Bay and precarious sea wall between Whitehaven and Workington - a section that has seen more than its fair share of storm damage repairs over the years. No such problems on this day as the sun again shone and the AI made a beautiful sight against the backdrop of the Irish sea, racking up her 20,000th mile in the process.

THE TYNE-TEES TORNADO

24th April 2010

Given the strange lands covered in the first three tours of the year, it was a delight to return back home to the North East. Whilst the outward leg of this tour was the classic dash northwards from York, the second half of the day brought much interest, with a trip round the normally freight-only Blyth & Tyne north of Newcastle, followed by a 'detour' out to Stockton. This then brought Tornado back through Darlington northbound for the second time in the day to allow her to conclude her work most appropriately at North Road station alongside Darlington Locomotive Works! After detaching from her train, the AI then continued with just her support coach over the old Stockton & Darlington metals to Shildon, ready for the next day's



Jack Beeston

TOUR DIARY

● **Friday 28th May**
‘The Great Eastern Explorer’ - London
Liverpool Street to Norwich and return
- promoted by Amethyst Experience Ltd

● **Saturday 29th May**
‘The Bath & Bristol Explorer’ - *Tornado*
heads west from Kent to Bath and
Bristol - promoted by Amethyst
Experience Ltd

● **Monday 31st May**
‘The Canterbury Tornado’ - London
Victoria to Canterbury and return -
promoted by Pathfinder Tours

● **Thursday 3rd June**
‘The Cathedrals Express’(London Kings
Cross to York and return) - promoted by
Steam Dreams

● **Saturday 12th June**
‘The Canterbury Tornado’ - London
Victoria to Canterbury and return -
promoted by Pathfinder Tours

● **Wednesday 16th June**
‘The Purbeck Tornado’ (London
Waterloo to Swanage and return) -
promoted by UK Railtours

● **Sunday 20th June**
‘The Cathedral Express’ Father’s Day
Luncheon and Dinner – promoted by
Steam Dreams

● **Thursday 24th June**
‘The Border Raider’, *Tornado*’s first
northbound trip over Shap’ (Euston to
Carlisle and return) - promoted by the
A1 Trust, bookings though Steam Dreams

● **Saturday 26th June**
‘The Bristolian’ - (Bristol to London
Paddington and return) - promoted by
Torbay Express Ltd

● **Sunday 4th July**
‘Torbay Express’ - (Bristol to Kingswear
and return) - promoted by Torbay
Express Ltd

● **Saturday 10th July**
West Midlands (*Tornado* from Bristol) to
Carmarthen and return - promoted by
Pathfinder Tours

● **Sunday 11th July**
‘Torbay Express’ - (Bristol to Kingswear
and return) - promoted by Torbay
Express Ltd

● **Monday 12th July -
Friday 16th July**
Tornado visits the West Somerset
Railway

● **Saturday 17th July**
‘The Solent Tornado’ - Bristol to
Salisbury and Eastleigh and return -
promoted by Ranger Trains

● **Sunday 18th July**
‘Torbay Express’ - (Bristol to Kingswear
and return) - promoted by Torbay
Express Ltd

● **Sunday 25th July**
‘Torbay Express’ - (Bristol to Kingswear
and return) - promoted by Torbay
Express Ltd

● **Monday 26th July**
‘The Midland Tornado’ - London Victoria
(*Tornado* from Gloucester) to Leicester
and return via Midland Main Line -
promoted by UK Railtours

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

● **Saturday 14th August**
‘The Cathedrals Express’ (London
King’s Cross to York and return) -
promoted by Steam Dreams

● **Saturday 21st August**
Hampshire (*Tornado* from Bristol) to
Plymouth and return - promoted by
Pathfinder Tours

● **Sunday 22nd August**
‘Torbay Express’ - (Bristol to Kingswear
and return) - promoted by Torbay
Express Ltd

● **Saturday 28th August**
‘The Bristolian’ - (Bristol to London,
Paddington and return) - promoted by
Torbay Express Ltd

● **Saturday 11th to
Sunday 12th September**
Bristol to Penzance and return -
promoted by Pathfinder Tours

● **Monday 13th
September - Friday
17th September**
Tornado visits the West Somerset Railway

● **Sunday 19th
September**
‘Torbay Express’ - (Bristol to Kingswear
and return) - promoted by Torbay
Express Ltd

● **Saturday 25th
September**
Hampshire (60163 *Tornado* and 6024 *King
Edward I* from Bristol) to Plymouth and
return - promoted by Pathfinder Tours

● **Sunday 26th
September**
‘Torbay Express’ - (Bristol to Kingswear
and return) - promoted by Torbay
Express Ltd

● **Friday 22nd October**
Doncaster to Edinburgh & return -
promoted by Pathfinder Tours

● **Saturday 23rd -
Sunday 31st October**
Tornado visits the East Lancs Railway

● **Thursday 18th
- Saturday 20th
November**
‘The Christmas Coronation’ weekend
shopping trip from London King’s Cross
to Edinburgh Waverley, departing on
Thursday and retuirning on Saturday.
Optional Edinburgh - Newcastle
- Carlisle - Edinburgh circuit on Friday
19th November - promoted by Steam
Dreams

**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.**

The following tour
operators are running the
trains listed opposite

Steam Dreams
www.steamdreams.com
tel: 01483 209888
email: info@steamdreams.co.uk

Torbay Express Ltd
www.torbayexpress.co.uk
tel: 01453 834477
email: contact@torbayexpress.co.uk

Pathfinder Tours
www.pathfindertours.co.uk
tel: 01453 835414
email: office@pathfinder.co.uk

HF Railtours
www.hf-railtours.co.uk
bookings through Pathfinder Tours

UK Railtours
www.ukrailtours.com
tel: 01438 715050

West Somerset Railway
www.west-somerset-railway.co.uk
tel: 01643 704996
email: info@west-somerset-railway.co.uk

Amethyst Experience Ltd
www.amethyst-experience.com
tel: 01702 200048
email: info@amethyst-experience.com

Ranger Trains
(Web: www.rangertrainsltd.co.uk
Contact via Pathfinder Tours)

Bluebell Railway
www.bluebell-railway.co.uk
tel: 01825 720800

East Lancs Railway
Web: www.east-lancs-rly.co.uk
tel: 0161 764 7790

THE BORDER RAIDER: THURSDAY 24TH JUNE 2010

As the Trust has already announced the
planned date in April for the ‘The Border
Raider’, *Tornado* will now be tackling
the legendary climb up Shap bank from
the south for the first time on the 24th
June. Alas, operational issues led to the
decision to postpone the run. However,
the change of date means that *Tornado*
will run all the way back to Crewe rather
than un-hooking at Hellifield. This ground-
breaking train cannot be booked online so
please use the enclosed booking form or
‘phone Steam Dreams on 01483 20988,
bookings accepted for the April trip will be
reserved for the 24th June (if this date is
not suitable please contact Steam Dreams
to discuss further).

The A1 Steam Locomotive Trust is
pleased to confirm details of its first tour
of 2010. Book now if you want to join
Tornado as she travels north to Carlisle
over the fearsome Shap Bank and takes
in the fabulous scenery of the Cumbrian
Fells and the Settle & Carlisle railway, all in
one day!

In 2009 *Tornado* ran three sell out tours
over the world famous Settle & Carlisle
line, and to satisfy demand, the Trust is
once again taking the locomotive over
this route on Thursday 24th June 2010. In
addition, the locomotive will also work
for the first time from Crewe to Carlisle
via the West Coast Main Line, having to
compete with the long arduous climb
over Shap Bank before descending down
into the Border city. The tour departs
behind a modern electric locomotive

from London Euston and calls at Watford
Junction, Milton Keynes and Tamworth
along the route to enable as many people
as possible to join us for the day. *Tornado*
joins ‘The Border Raider’ at Crewe and
will haul the train along the West Coast
Main Line direct to Carlisle. With around
two and a half hours in Carlisle to visit the
castle or museum, or just have a relaxing
lunch in one of the local restaurants, the
return tour will depart from Carlisle and
head over the famous Settle & Carlisle
line with its many tunnels, lofty viaducts
and magnificent views. From Hellifield,
our train runs to Crewe where *Tornado* is
unhooked before returning to London via
all outward stations behind a (less!)
modern locomotive. Both these routes
were haunts of the A1 class in the 1950s
when working to and from Scotland, so
once again *Tornado* will be providing a
spectacular day out, and will also recreate
history, all in the same day.

Bookings for this tour are being
handled by the Trust’s agent Steam
Dreams. Ticket prices start at £89 per
person in Standard Class, First Class non-
dining is £129 per person and Premier
Dining is £189 per person. Childrens’
tickets are available at a 10% discount to
these prices. Please note that credit card
bookings will attract a 2% charge and
debit cards a 1% charge. Alternatively you
can complete and return a booking form,
together with a cheque, and your booking
will not be subject to any additional
charges. **TCC**

Gift Aid Declaration

As you know, every individual who donates money to the trust is asked to complete a Gift
Aid Declaration. The reason for this is that a gift aid declaration enables the Trust to claim
back income tax from Her Majesty’s Revenue & Customs (HMRC). For example on a
donation worth £100, the Trust could claim an additional £28.20, making the donation worth
£128.20.

However, the gift aid declaration requires a donor to make the following statement:
“I am a UK tax-payer and would like you to treat this, and all other donations, received
from [date] until further notice as Gift Aid Donations.”

Your gifts will be treated as made under deduction of income tax at the basic rate. To
the extent of which the tax treated as so deducted exceeds the amount of income tax and
capital gains tax with which you are charged for the year of assessment in which the gift is
made, you will be assessable and chargeable with income tax at the basic rate on so much of
the gift as is necessary to recover an amount of tax equal to the excess.

In practise, we use this [date] as the start of the tax-year in which you make your first
donation; currently 6th April 2010.

Put simply, a person who agrees that their donation is made under the provisions of Gift
Aid must have paid sufficient UK income/capital gains tax to cover the tax that the trust
reclaims on the donation. HMRC calculations are made for each tax-year

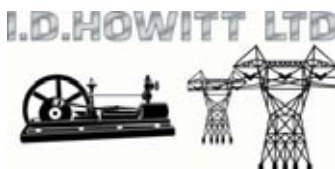
If you have authorised the Trust to claim Gift Aid, It is imperative that you notify the Trust
if you cease to pay an amount of income tax and/or capital gains tax equal to the tax that we
reclaim on your donations.

On a brighter note, providing that you are a higher rate taxpayer, you can claim the
difference between the tax that you have paid and the tax that has been reclaimed by the
trust. Finally, the change in the basic rate of income tax, which came into effect on 6th April
2008, does not require any action by from Covenantors. **TCC**

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



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THE A1 STEAM LOCOMOTIVE TRUST CONTACTS

President **Dorothy Mather**

Vice Presidents **Malcolm Crawley**; (malcolm.crawley@a1steam.com)

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Board of Trustees

Mark Allatt Chairman (mark.allatt@a1steam.com)

Graeme Bunker Operations (graeme.bunker@a1steam.com)

David Burgess Company Secretary (david.burgess@a1steam.com)

David Elliott Director of Engineering (david.elliott@a1steam.com)

Gill Lord Merchandising Director (gill.lord@a1steam.com)

Rob Morland Electrical (rob.morland@a1steam.com)

Graham Nicholas Quality and Certification (graham.nicholas@a1steam.com)

Alexa Stott Sponsorship & Events (alexa.stott@a1steam.com)

Barry Wilson Finance (barry.wilson@a1steam.com)

Advisers to the Board

Julian Birley Grants and Big Ticket Fundraising (julian.birley@a1steam.com)

Duncan Ross Director of Administration (duncan.ross@a1steam.com)

Tony Streeter Publications (tony.streeter@a1steam.com)

Richard Peck Commercial Manager (richard.peck@a1steam.com)

Editor

Stephen Slack (stephen.slack@a1steam.com)

Designed by Debbie Nolan

* All information correct at the time of going to press on 13th May 2010. For up-to-date information and dates please check the website www.a1steam.com.

● The A1 Steam Locomotive Trust, Darlington Locomotive Works, Hopetown Lane, Darlington DL3 6RQ

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

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

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

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

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