

# THE COMMUNICATION CORD



60163 TORNADO

New Steam for the Main Line

No. 21 Winter 2011

David Elliott

**Below: A trick of the eyes?**  
Tornado, as A1 No.163 in LNER  
livery, stands resplendent  
outside the NRM.  
**Right: Andrew Hancock of**  
*Simply Stripes Sign Makers*  
supplied and fitted the vinyls.



David Elliott



## WINTER MAINTENANCE EXTENDED

By David Elliott

It is with sadness that we have to report a new problem (over those we already knew about) with the firebox. On carrying out an inspection immediately before Christmas through the washout doors we discovered very distinct cracks in the two back corners of the foundation ring and evidence possible cracks in the front corners (later confirmed). As the welds between the back of the foundation ring

and the corners are directly over the outer (Cartazzi) frame plates and given the other problems with stays on all sides of the box and evidence of minor deflection of the steel plate between rows of stays of the inner sides, we had little choice but to lift the boiler to repair it.

After assessing the alternatives, the Trust has decided to return the boiler to its manufacturer due to their intimate

knowledge of the construction of this type of firebox and the resources they have available to rapidly effect the agreed repairs. The firebox has already been inspected by the Trust's boiler inspector and representatives from its VAB, insurance company and operators.

Although the full extent of the repairs has yet to be agreed with DB Meiningen, they will include the replacement of



**Left: The support crew worked hard in arctic conditions at Hither Green thawing out *Tornado* during the big freeze.**

**Below: *Tornado* even froze to the track!**



## From the chair by Mark Allatt



Although I would like to begin by wishing all of *Tornado*'s supporters a (belated) happy New Year I'm disappointed to say that it hasn't started too well for 60163. As you will read elsewhere in this issue of TCC, just before Christmas we discovered that more extensive work on *Tornado*'s firebox was needed than expected

and therefore her winter maintenance period at the National Railway Museum (NRM), York, has been extended until the end of April. The Trustees have made the decision to return the boiler to its manufacturers, DB Meiningen in Germany, and following the dismantling of the locomotive in early January the boiler was lifted on Friday 14th January and arrived at the works on Tuesday 18th January. It is planned that engineers from the Trust will go to Germany the following week to agree a repair programme with DB Meiningen. Although it remains our intention to get *Tornado* back on the main line as soon as possible, the extended maintenance period means that *Tornado*'s debut in her new Brunswick Green livery with 'The White Rose' from London King's Cross to Leeds and back has had to be postponed and a new date has yet to be decided upon.

2011 marks the 20th anniversary of my involvement with the Trust. A lot has happened since the meeting at the Great Northern Hotel at King's Cross that spring where I volunteered to help with marketing, fundraising and PR and I'm delighted to see so many people who were at that meeting still helping the Trust and covenanting their "price of a pint". Without your long-standing determination and generosity *Tornado* would still be an unachievable dream.

At the time of writing we don't know how much *Tornado*'s firebox repairs are going to cost. This combined with the delay to the start to the 2011 season due to these repairs and the unexpected stoppage last summer means that our reserves are significantly depleted. We can't "work" our way out of this at the moment, meaning that revenue from operations and

on-train sales is not currently available.

There are, however, many ways in which you can help to get *Tornado* back into revenue earning service. You could consider forgoing another pint of beer a week and increase your regular covenant (beer is now more than twice the £1.25 a pint it was in the North East when the project was launched in 1990), you could sponsor either a component on *Tornado* (yes I know the locomotive is finished but there are still plenty of bits available to sponsor at all prices), support a 'slice' of the support coach (we are making good progress here but we still have a long way to go), make a donation (all sums gratefully received) and/or take part in our new legacy giving scheme (although we hope that it will be some time before the Trust benefits from your estate).

As usual we are also looking for volunteers across all disciplines. It takes a lot of people to keep *Tornado* on (and get back on!) the rails, not just those who travel with the locomotive as support crew or merchandise team 'trolley dollies' but also those in the back office doing administration, marketing, finance, engineering support etc, the list goes on – and there is always so much more that we could achieve with the right volunteer with the right skills and a can-do attitude. Please email [volunteer@a1steam.com](mailto:volunteer@a1steam.com) if you think you can help – we don't bite and we have a lot of fun.

With *Tornado* currently out of action the Trust is seeking to raise funds from as many sources as possible. Be it for a birthday or Valentine's Day present, please remember *Tornado*. In addition to the schemes above (the dedicated donations and support coach 'slices' can be assigned to someone else) there is of course a huge range of *Tornado* merchandise available, all of which make ideal presents for boys and girls of all ages. Please either use the enclosed order form or shop on-line at [www.a1steam.com](http://www.a1steam.com).

And finally, please keep an eye on [www.a1steam.com](http://www.a1steam.com) for the latest news on *Tornado*'s progress back to the main line.

TCC



**Taking the strain.  
The crane lifts  
Tornado's boiler  
clear of the frames  
on the 14th January  
in preparation  
for its journey to  
Germany.**



several hundred fixed stays and a number of flexible stays as well as repairs to cracks in the two back and two front corners of the foundation ring. Only a very small number of weeping stays were identified out of the more than 2,000 in the firebox and therefore the overwhelming majority of the firebox stay replacements are precautionary to prevent further unplanned work during periods in traffic.

The boiler was lifted from *Tornado's* frames on Friday 14th January at the NRM, York, and sent by road and ferry to Germany where a full assessment of the required work will be made and a rectification plan agreed with Trust engineers.

Soon after the locomotive arrived at York on 14th December, a boiler washout was done and steam cleaning of the underframe was undertaken. However the extremely low temperatures experienced in common with many parts of the country played havoc with the cleaning work with the boiler washout having to be abandoned before completion as the lowest washout holes froze over preventing the mud and scale from being completely removed. The degreasing solution from the steam cleaning machine froze onto the underframe causing areas of the frames to turn white. The fire arch was broken up and removed. On 21st December the NRM's forklift was used to remove the smoke deflectors (to assist in painting) and the chimney assembly (to



**Three generations of East Coast power share the NRM workshop.**

enable the lipped chimney to be refitted in anticipation of the loco going into BR Brunswick Green). After that the tender was moved into the paint shop and the loco into the works. Once in the works, the cylinder covers and pistons were removed and the pistons sent to MultiTech at Featherstone for building up with weld and new ring grooves machined to suit the re-bored cylinders.

Immediately after the New Year, the team comprising Peter Neesam, Jon Pridmore, Mick Robinson David Anderson, Paul Depledge, Chris Walker, Tony Lord, Sara Lygo, David Hurd's cleaning team and other much appreciated volunteers set about preparing the locomotive for the

boiler lift, which included removing cab boiler fittings including the regulator shaft, removing the cab, dismantling the self cleaning smokebox screens and Kylchap cowls, removal of the blower ring and pipework, breaking up the concrete floor in the smokebox, removing the blast pipe and three main steam pipes, extracting all the smokebox saddle bolts, which in common with most bolts subject to soot, smoke and steam had rusted in solidly.

Externally the handrails had to come off along with the steam pipes to the vacuum brake ejector, the ejector itself, the ejector exhaust and drain pipes plus the exhaust pipe from the turbo-generator.

At this stage the engine was moved



back into the preparation bay for a day to complete the boiler washout and steam cleaning underneath.

On return to the workshop it was placed on the road furthest from the balcony where the 7 ½ ton overhead crane could be used to lift off the sections of cladding. Meanwhile the grate was extracted in sections through the fire hole and the rest of the boiler supports including the diaphragm plate which holds the back of the firebox down were disconnected, along with the cotters and brackets which attach the ashpan to the foundation ring. The boiler was hacked clear of its mountings and lowered on to steel blocks to ensure that it was truly disconnected from the frames.

The NRM have kindly made available half the space in the GUV bogie parcels van which has been used for storage of parts off *Flying Scotsman*.

On Wednesday 12th January the engine was moved outside to have the ceramic fibre insulation removed as this material is very itchy and requires use of disposable overalls, masks and gloves to for handling. Further opportunity was taken in a 20°C warmer temperature compared with before Christmas to use the steam cleaner.

Allelys were contracted to transport the boiler to Meiningen – a move complicated by Leeman Road bridge next to the Museum which has a height limit of 12' 6". The move was done using a low loader from York to their Reddich depot where the boiler was trans-shipped to a curtain sided step floor jumbo trailer, as the low loader was too long to go through continental Europe without having to apply for exceptional load licences.

On Friday 14th January the engine was placed in the NRM car park and Emsley Crane Hire expertly lifted the boiler off the locomotive, lowered it to ground level to enable the carrying frame to be fitted and then lifted the boiler again to enable the low loader to reverse under the boiler, finally lowering it onto the trailer.

Other than the work on the firebox, the main activities in the winter maintenance plan are as follows:

- Boring cylinders in situ (ordered from Riley) and building up and re-machining the pistons including truing up the piston rods (as mentioned above)
- Fit class 66 sand traps and extensive modifications to sander pipework to improve air distribution
- Modifications to air and steam pipework under cab to make removal of boiler backhead cladding and injectors easier
- Full C exam with arising repairs
- Return OTMR to Arrowvale for new batteries and updating
- Some detail lighting modifications

**Tornado's boiler gingerly approaches the low railway bridge in Leeman Road, York, as it begins its long journey to DB Meiningen, Germany.**



#### ● Full repaint into Brunswick Green

There was already a plan to replace up to 300 rigid stays and 20 flexible stays in the firebox depending on the findings of the preliminary spot removal of stays before Christmas. However, this will now form part of the work to be done at DB Meiningen.

It is intended that the tender will be painted during the first three weeks in January as there is little engineering work required on it. It had been intended that preparation of the locomotive would take place during the later stages of engineering towards the end of January allowing two weeks in the paint shop in for painting and lining, however the boiler removal has resulted in a re-cast of the painting plan. The cladding sheets have been moved into the paintshop and will be prepared and undercoated off the boiler, the cab can be repainted in its entirety prior to refitting to the locomotive, the underframe and wheels will be painted whilst the engine is undergoing the winter maintenance programme in the workshop so that once the boiler and cladding is refitted, application of finish coats, lining and varnish can be done as quickly as possible.

The removal of the boiler has provided something of a silver lining insofar as the routine maintenance of equipment between the frames is easier as an overhead crane can be used and the illumination is much better. The extra time enables us to plan the work more efficiently as we can separate mechanical, plumbing and electrical work which has proven difficult to integrate in the past when all the trades are trying to get access in the limited space between the frames at the same time.

Meanwhile, before Christmas, the two Polish air pumps obtained earlier last year were dismantled for examination and sent to Ian Riley's workshops at Bury, initially to provide one spare overhauled pump as experience has shown that trying to maintain the air pumps in situ between the frames is difficult – the solution when a pump needs repair or maintenance is to swap it for a fresh one and do the repairs on the work bench.

It will be seen from the list of names in the team mentioned above that we are using our regular workforce of Pete and Jon plus assistance from our contractors, Mick (fitting), David (fitting) Paul (electrician) and Tom Snowball (plumbing) as required and our volunteers, who even if I have not mentioned in name, have rallied round splendidly at our time of need – thanks to you all! Having those around who built *Tornado* has considerably helped in dismantling it quickly.

The Trust would like to express its gratitude to the National Railway Museum and its staff for making its facilities available for *Tornado's* winter maintenance period, especially for the exceptional cooperation and assistance given once the need to remove the boiler was identified. This has resulted in several extra shunts of our locomotive and in turn the other rolling stock in the workshop/triangle area of the NRM as well as giving us precious space under the workshop crane. In particular we would like to thank Steve Davies (Director), Helen Ashby (Head of Knowledge & Collections), and from the operations/workshop Ray Towell, Chris Beet and Rod Lytton plus his staff who have gone out of their way to accommodate our needs. **TCC**

# PRELIMINARY 2011 TOURS DIARY

Below are the future operations *Tornado* is confirmed to be involved in. More details of the 2011 programme will be published on [www.a1steam.com](http://www.a1steam.com) as trains are finalised.

● **Saturday 26th February** - 'The White Rose' - London King's Cross to York and return - promoted by AISLT (booking agent Steam Dreams)

● **Thursday 28th April** - 'The Cathedrals Express' - London King's Cross to York and return - promoted by Steam Dreams

● **Wednesday 4th May** - London Euston to Liverpool Lime Street and return - promoted by HF Railtours

● **Friday 6th May** - 'The Cathedrals Explorer' - London Victoria to York (One Way) - promoted by Steam Dreams

● **Saturday 7th to Sunday 8th May** - North Yorkshire Moors Railway, Pickering

● **Thursday 12th May** - 'The William Shakespeare' - York to Stratford-upon-Avon and return - RTC

● **Tuesday 17th May** - Sheffield (*Tornado* from/to York) to Edinburgh and return promoted by Pathfinder

● **Thursday 19th May** - London King's Cross (*Tornado* from York one way only) to Carlisle and return - UK Railtours

● **Saturday 21st May** - Gloucester to Carlisle to Crewe (*Tornado* from Carlisle, one way only) - promoted by Pathfinder

● **Tuesday 24th May** - Liverpool South Parkway to London Euston and return - promoted by HF Railtours

● **Thursday 26th May** - 'The Cathedrals Express' - London to Bath & Bristol - promoted by Steam Dreams

● **Saturday 4th June** - 'The Cathedrals Express' - London King's Cross to York and return - promoted by Steam Dreams

● **Saturday 11th June** - 'The Cathedrals Express' - London to Shrewsbury and return - promoted by Steam Dreams

● **Saturday 18th June** - Poole (*Tornado* from Willesden) to Canterbury and return - promoted by Pathfinder

● **Saturday 2nd July** - 'The Cathedrals Express' - London Paddington to Minehead (with Exeter & Plymouth behind LMS 8F 48151) and return - promoted by Steam Dreams

● **Thursday 7th July** - 'The Cathedrals Express' - London to Gloucester & Cardiff and return - promoted by Steam Dreams

● **Sunday 10th July** - 'Torbay Express' - Bristol Temple Meads to Paignton & Kingswear - promoted by Torbay Express Limited

● **Sunday 17th July** - 'Torbay Express' - Bristol Temple Meads to Paignton & Kingswear - promoted by Torbay Express Limited

● **Sunday 24th July** - 'Torbay Express' - Bristol Temple Meads to Paignton & Kingswear - promoted by Torbay Express Limited

● **Sunday 31st July** - 'Torbay Express' - Bristol Temple Meads to Paignton & Kingswear - promoted by Torbay Express Limited

● **Thursday 4th August** - 'The Cathedrals Express' - Cambridge to

Bath & Bristol and return - promoted by Steam Dreams

● **Saturday 6th August** - 'The Cathedrals Express' - London to Severn Valley Railway & Worcester and return - promoted by Steam Dreams

● **Saturday 13th August** - 'The Cathedrals Express' - London King's Cross to York and return - promoted by Steam Dreams

● **Wednesday 17th August** - 'The Cathedrals Express' - London to Weymouth and return - promoted by Steam Dreams

● **Sunday 21st August** - 'The Cathedrals Express' - London King's Cross to Norwich and return - promoted by Steam Dreams

● **Thursday 25th August** - 'The Cathedrals Express' - London to Sheffield & Manchester and return - promoted by Steam Dreams

● **Saturday 10th September** - 'The Cathedrals Express' - London Euston to Chester and return - promoted by Steam Dreams

● **Sunday 11th September** - Private hire

● **Thursday 15th September** - 'The Cathedrals Express' - London King's Cross to Lincoln and return - promoted by Steam Dreams

● **Saturday 8th October** - AISLT Annual Convention at Barrow Hill, Chesterfield

**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**

## The following tour operators are running the trains listed above

### Steam Dreams

Web: [www.steamdreams.com](http://www.steamdreams.com)  
Tel: 01483 209888  
Email: [info@steamdreams.co.uk](mailto:info@steamdreams.co.uk)

### Pathfinder Tours

Tel: 01453 835414  
Web: [www.pathfindertours.co.uk](http://www.pathfindertours.co.uk)  
Email: [office@pathfindertours.co.uk](mailto:office@pathfindertours.co.uk)

### HF Railtours

Telephone Pathfinder Tours:  
01453 835414  
Web: [www.hf-railtours.co.uk](http://www.hf-railtours.co.uk)

### UK Railtours

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

### Barrow Hill Roundhouse

Web: [www.barrowhill.org](http://www.barrowhill.org)  
Tel: 01276 472450

### Torbay Express Ltd

Web: [www.torbayexpress.co.uk](http://www.torbayexpress.co.uk)  
Tel: 01453 834477  
Email: [contact@torbayexpress.co.uk](mailto:contact@torbayexpress.co.uk)

### Railway Touring Company

Web: [www.railwaytouring.co.uk](http://www.railwaytouring.co.uk)  
Tel: 01553 661500  
Email: [enquiries@railwaytouring.co.uk](mailto:enquiries@railwaytouring.co.uk)

### Mid Hants Railway

Web: [www.watercressline.co.uk](http://www.watercressline.co.uk)  
Tel: 01962 733810

### West Somerset Railway

Web: [www.west-somerset-railway.co.uk](http://www.west-somerset-railway.co.uk)  
Tel: 01643 704996  
Email: [info@west-somerset-railway.co.uk](mailto:info@west-somerset-railway.co.uk)

### East Lancs Railway at Bury

Web: [www.east-lancs-rly.co.uk](http://www.east-lancs-rly.co.uk)  
Tel: 0161 764 7790

### North Yorkshire Moors Railway

[www.nymr.co.uk](http://www.nymr.co.uk); Email: [info@nymr.co.uk](mailto:info@nymr.co.uk)  
Tel: 01751 472508

### VSOE 'British Pullman'

Tel: 0845 077 2222  
Web: [www.orient-express.com](http://www.orient-express.com)

## SUPPORT COACH PROGRESS UPDATE *by David Elliott*

With a cautious re-start on the support coach, efforts have concentrated on electrical and plumbing installation, with some work finishing the external preparation of the body.

Paul Depledge continued until early November to install electrical wiring including underframe lamps. Results of the flash tests on the ex LNERCA alternator are awaited. Mick Robinson has almost finished the battery boxes at his workshop at Methley and has made the framework which will support the Fischer Panda 4000i 3.5kW diesel generator along with its radiator and starting battery.

The air system pipework is almost complete with all the main components located and bolted on. The coach air reservoir obtained from the Mid Norfolk Railway has been condemned as although it passed a hydraulic test, internal examination has shown an unacceptable level of corrosion. However it has been used to position the pipework connected to it. Since then another reservoir has been spotted at

Ian Riley's works at Bury and secured for a reasonable sum. It will be collected shortly.

David Elliott has designed a hydraulic hand brake mechanism from readily available components which meets group standard requirements and will order parts shortly.

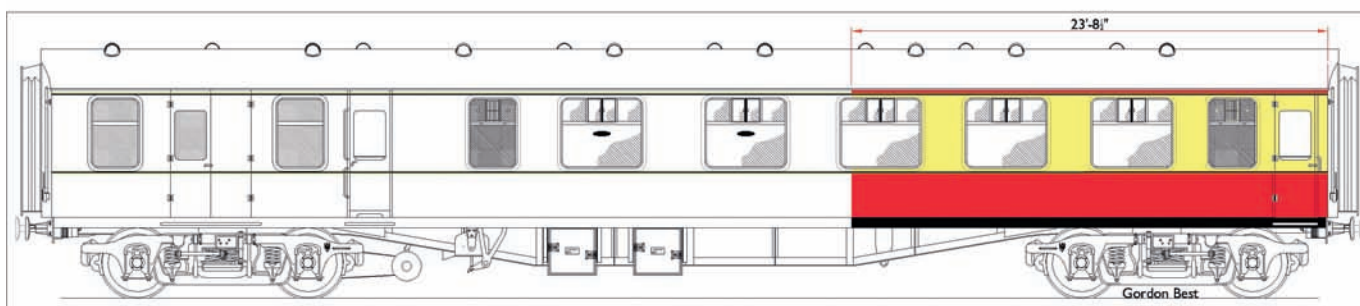
As you may be aware from earlier reports, one of the bogie wheelsets has been condemned due to a crack in a wheel centre. Paul Ramsden of Rampart Carriage and Wagon is confident that Serco can exchange the good bearings from our defective wheelset to a spare wheelset in his possession which is sound other than the bearings – we are awaiting costs and further information.

All the heat exchanger components have been supplied and Tom Snowball has made substantial progress on installing the pipework for the radiators. He has also made the two long shallow tube radiators for the corridor heating. Tom has also making the tube radiators to go under the seats in the compartments. David Elliott

had identified a commercially available "Designer" tube radiator for this role, but it is a bit of a tight fit. Tom is now making them out of 3/4" steel water pipe which is producing a much more robust item which is tailored to fit. They are also working out slightly cheaper than the bought-in radiators. David is working up a detailed design for the heat exchanger/boiler cabinet the frame for which has already been made by Mick Robinson.

Ian Matthews has completed the filling and preparation of the south end of the coach and removed the remaining external water filler pipes from the ends and roof and plugged the remaining holes – the new water tanks will be filled using pipes running inside the body to avoid having potentially leaky holes in the roof.

Our small volunteer labour force has continued refurbishing light fittings, and making some wood details for the compartment walls and spacers and bushes for the brake gear. We could still do with more! **TCC**



The 'Use Your Loaf' campaign has now funded 508 slices raising £28,400 for the Trust's support coach.

### SUPPORT COACH FUNDRAISING

There is still an awful lot of work to be done to complete the coach, and there are a number of ways that you can help.

- Volunteers to help with the work are always welcome, but you need to be available at the works during normal working hours. Please email [volunteer@alsteam.com](mailto:volunteer@alsteam.com) for more information.
- Make a personal subscription to 'Use Your Loaf'
- Introduce Friends & Family to 'Use Your Loaf' and more people hooked on Tornado.

**Use Your Loaf:** Following the success of our dedicated donation scheme for the construction of *Tornado*, "an AI 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';**

**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.

As of 4th January the 'Use Your Loaf' campaign has funded 508 slices raising £28,400 which translates to 23' 8 1/2" of the coach's length, an increase of 3' 2" since the last TCC was published, as illustrated on the diagram. Good progress but we still have a very long way to go. We look forward to reporting progress in future Trust communications as coloured section grows to the full length of E21249.



## MERCHANDISE UPDATE *by Gill Lord*



Courtesy of Hornby

When Mark Allatt asked me to help with *Tornado* merchandise, I must say I was very excited, and enthusiastic. Over the last 20 months, the enthusiasm and excitement has not waned but I am overawed by the amount of merchandise we sell in our running season. Since April 2010, we have sold over 3,000 fridge magnets, 3500 postcards, 2500 pens, 550 teddies as well as Bachmann models, coal models etc.

I have lost count now of how many events and trains we sold at during 2010; we had a very busy year. The highlight for me was the Edinburgh three-day run in November, especially the middle day when we travelled from Edinburgh to Carlisle. The majority of the passenger had not travelled behind *Tornado* before and the atmosphere was fantastic - we had very good sales figures that day! Another event that was something out of the ordinary was the week we spent at the East Lancs. Railway in Bury. It was good to get involved with their Halloween event on the Saturday, *Tornado* pulling two specials in the evening both trains full of witches, wizards, werewolves and ghouls!

With the running season for *Tornado* starting later this year due to the extended maintenance period, I have been looking for alternative venues to which we can take our merchandise. So far we will be attending the Southampton Model Show at Eastleigh 29th/30th January 2011. Plans are being made to attend Doncaster 12th /13th February, Alexandra Palace 26/27th March and York 23rd – 25th April.

From 1st January 2011, the merchandise arm of the Trust is operating under the name of 'Tornado Merchandising Ltd'; this is to protect the Trust from any potential risks from retail and allow us to broaden our activities but all profits will still go towards *Tornado*. As part of this change, we have set up our own fulfilment house for the online store, all our stock and stand paraphernalia will now be in stored in one central building allowing us better stock control. All our



Courtesy of Hornby

online sales will be sent from there.

If anyone reading this and is living in the South Staffordshire area, we will be looking for assistance later in the year, if you think you can spare a couple of hours a week to pack parcels etc please contact me at [gill.lord@alsteam.com](mailto:gill.lord@alsteam.com).

Due to *Tornado's* extended winter maintenance period we have decided to attend a number of model railway exhibitions with our sales stand. Although most have yet to confirm if space is available (so please keep an eye on [www.alsteam.com](http://www.alsteam.com)) we will be at the Festival of British Railway Modelling at Doncaster Racecourse on Saturday 12th – Sunday 13th February 2011. If you are able to help please contact [chris.walker@alsteam.com](mailto:chris.walker@alsteam.com).

Hornby has announced that they will be producing in 2011 an 'OO' gauge model of *Tornado* as a special edition in the main range and primarily in their Railroad range. The model will also be available in BR Brunswick Green in a train pack. The Trust is taking pre-orders (please see enclosed form). We will also be selling them on-line, at events and on trains.

Other items, which will be appearing in 2011, are car stickers, wooden toy *Tornado*, cufflinks, plus our usual items with *Tornado* in her new Brunswick livery.

Finally, I have to tell you that there is a misprint in the 2011 *Tornado* calendar; the dates for October are incorrect. A notice was placed on the web site as soon as it was spotted but unfortunately it was too late to add to the last TCC. If you purchased the official *Tornado* calendar before 10th October 2010, and that includes the convention weekend at Barrow Hill, you can return the calendar to the Darlington Freepost address, remember to include a return address, and we will forward a new corrected copy to you.

I now wish to thank all the volunteers who attended the events, and worked as trolley dollies over the last year selling *Tornado* merchandise, it could not have been done without your dedication, enthusiasm and sense of humour! Anyone wanting to join our band of merchandise volunteers please do not hesitate to contact me. **TCC**

## Covenantors' Diary *by Alexa Stott*

Please note that due to a family bereavement this column will reappear in the next edition of TCC.









**In glorious autumn sunshine on Friday 19th November 2010, AI 60163 *Tornado* passes Milecastle on the Tyne-Valley line with 'The Christmas Coronation.'**



## TORNADO ON TOUR *by Graham Nicholas*



Ian McDonald

*Tornado's plume of smoke perfectly frames Ely Cathedral.*

### **'Armistice Day Special', 11th November 2010**

*London Waterloo - Norwich (1Z96); Norwich to London Victoria; charter for Steam Dreams 297 miles*

After her sojourn in East Lancashire, *Tornado* returned to London to complete the rest of her 2010 programme, starting with this Armistice Day special in East Anglia. Suitably adorned with a poppy headboard, the tour was routed via Cambridge and Ely, which gave some participants the option of visiting the impressive aviation collection at Duxford airfield. Timekeeping was very commendable, being only two minutes late arriving back, despite the tortuous routing around the London suburbs.

### **'The British Pullman', 13th November 2010**

*London Victoria - Guildford/Shalford (1Z84); Shalford - London Victoria (1Z85); charter for VSOE 84 miles*

Once again deputising for the unavailable Clan Line, the AI is beginning to get to know her way round the Surrey Hills circuit with the legendary VSOE Pullmans in tow. Arrival back in Victoria was exactly to the booked time of 1605 – naturally!

**AI 60163 *Tornado* approaches Clapham Junction with the VSOE 'British Pullman.'**





## 'The Christmas Coronation', 18th November 2010

London King's Cross  
– Edinburgh Waverley  
(1Z30); charter for  
Steam Dreams  
424 miles

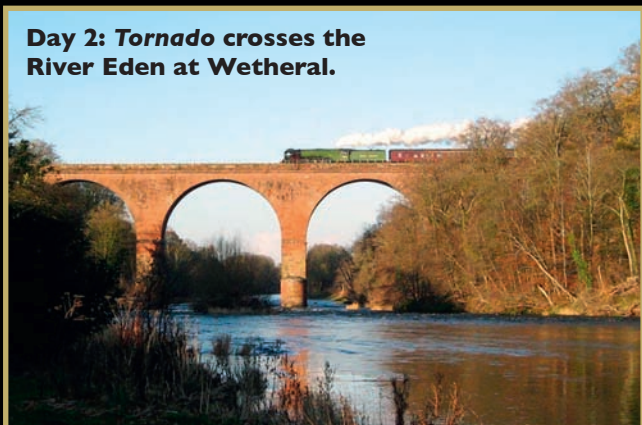
This was the 'big one' of the autumn programme and for two and half days our locomotive performed impeccably, with too many highlights to give full justice to here. The northbound run up the East Coast Mainline was an exact repeat of the 'Top Gear' filming special and, despite having two extra coaches, *Tornado* managed to improve on her legendary 2009 run, making it to Edinburgh in 7hrs 54mins, inclusive of four servicing stops.



Day 1: AI 60163 *Tornado* storms northwards through Doncaster.

Alan Weaver

Day 2: *Tornado* crosses the River Eden at Wetheral.



Harry Whitaker

## 'The Christmas Coronation' (via Newcastle), 19th November 2010

Edinburgh Waverley – Carlisle (1Z34); Carlisle –  
Edinburgh Waverley; charter for Steam Dreams  
325 miles

The rather overcast conditions of the previous day now gave way to some altogether more favourable photographic conditions as *Tornado* retraced her steps as far as Newcastle, before striking out into new territory, following the route of Hadrian's Wall over to Carlisle. But the most eagerly anticipated challenge of the day was to be under cover of darkness as 60163 had her first 'crack' at the West Coast Mainline's other legendary incline – Beattock. No records this time but she kept to her path in less than ideal conditions and followed that by nonchalantly dismissing the awkward climb to Shotts on the final leg back to Edinburgh.

Day 3: Heading south, 'The Christmas Coronation' is pictured at Docker.



Andrew Fowler

## 'The Christmas Coronation', 20th November 2010

Edinburgh Waverley – Rugby\*terminated (1Z38);  
charter for Steam Dreams 309 miles

With very little rest for locomotive or support crew, *Tornado* headed southwards to pick up the West Coast Mainline at Carstairs for the return to London on the third and final leg of this mammoth tour. With no inkling of the problems to come, *Tornado* put in good performances on the less arduous southbound climbs of Beattock and Shap, topping the former at an impressive 60mph. But it all started to unravel thereafter as not even the AI's generous grate, designed for burning inconsistent post-war coal, could cope with a particularly rough batch (from Russia!) and the train was terminated prematurely at Rugby with the fire completely clinkered up. Good cooperation from Virgin Trains saw to it that passengers were transferred to other trains to minimise the disruption but it was an ignominious and undeserved end to a great adventure.



## TORNADO ON TOUR *by Graham Nicholas*



### **'The Cathedrals Express', 25th November 2010**

*London King's Cross – York (1Z82); York – London King's Cross (1Z86); charter for Steam Dreams 463 miles*

Disappointingly, Tornado's very next trip was also blighted by steaming problems and the normally trouble free sprint up the East Coast Main Line turned most unusually into something of a battle north of Peterborough, eventually arriving at York two hours late. The return run was less problematical but operational problems saw to it that arrival back at King's Cross was some 41 minutes late. Not one of her better days.



### **'Bath Christmas Market Special', 3rd December 2010**

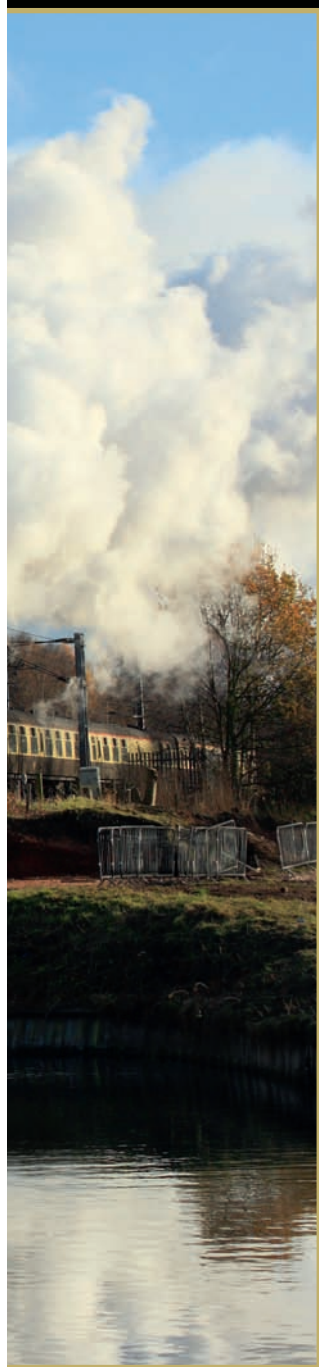
*Bedford/Woking – Salisbury/Bristol (1Z60); Bristol/Bath – Reading/Bedford (1Z63); charter for UK Railtours 511 miles*

It was a bitterly cold morning as the hardy tour participants waited for their train at Bedford station; despite it being 40 minutes late they must have been somewhat relieved to see that it had turned up at all! In such conditions, it was no day for records and it was great credit to both loco and support crew (who had to endure harsh conditions immediately before and after the run) that the day was completed as planned

Right: Tornado passes Baths Sydney Gardens in freezing temperatures.







Alan Weaver

Above: Sun & steam. A1 60163 Tornado makes a fine sight powering her way to York.



James Billingham

Tornado's penultimate trip of 2010 saw some fine running on the WCML.

### **'The Cathedrals Express', 11th December 2010**

*London Euston - Chester (1Z61); Chester - London Euston (1Z63); charter for Steam Dreams 480 miles*

As if to prove that her poor run of form was nothing more than a sequence of bad luck, this trip saw the A1 back to her brilliant best, producing a model performance that firmly laid to rest the ghosts from just a fortnight before over the very same piece of railway. Running up to 16 minutes ahead of schedule at times, arrival in Chester was two minutes early and the corresponding arrival back in Euston was three minutes early. A most satisfactory day on one of Britain's busiest mainlines.

**A1 60163 Tornado passes Charing on 13th December.**



Brian Stephenson

### **'The Cathedrals Express, 13th December**

*Hedge End-Woking-Ashford-Hastings (1Z94); Hastings-Tonbridge-Woking-Hedge End (1Z95) charter for Steam Dreams 340 miles*

The final working of the year was characterised by murky, overcast conditions as Tornado made her way round a circuitous route through Sussex to the Kent marshlands. After arrival back at Eastleigh and a quick overnight stay, the very next day she headed straight back up to York to be tucked away for her winter makeover.



## THE ORIGINAL PEPPERCORN PIONEERS *by Bruce Robinson*

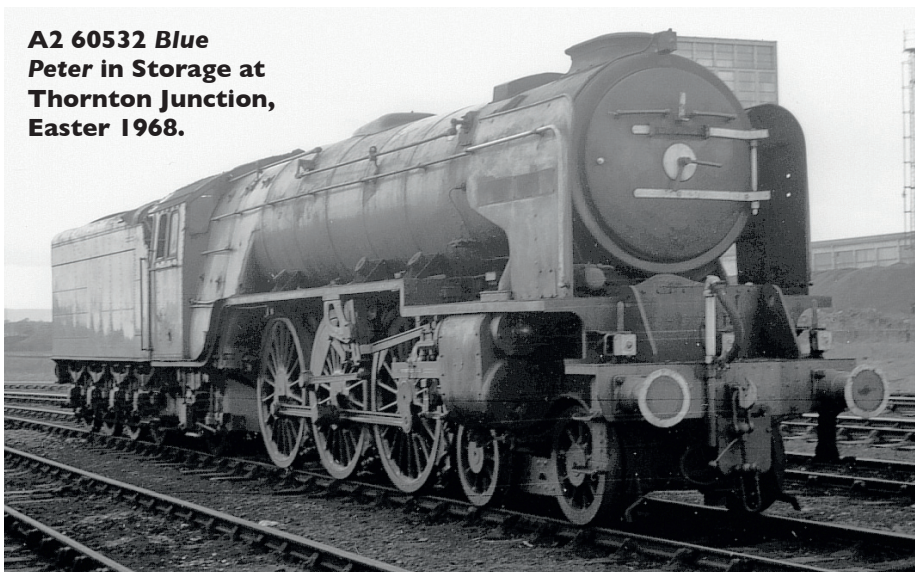
It is apparent that following its introduction into service and through media coverage, the new build A1 *Tornado* has apparently broken new ground through raising awareness and a following by children. Forty years ago, *Tornado's* near cousin A2 *Blue Peter* achieved a similar following amongst an equivalent age group thanks to coverage by the BBC's 'Blue Peter' magazine programme. The parallel between the A1 and A2 is further apparent when one takes stock of the original scheme to preserve A2 *Blue Peter* being provided by the final A1 in service, 60145 *Saint Mungo*.

This short article examines the parallels between various machines and the circumstances behind the original scheme to preserve the A2 undertaken by then teenagers who were, arguably, the original 'Peppercorn Pioneers'.

The beginning may be traced to early 1966, when the then schoolboy Tim Littler and a group of friends at the Altrincham Grammar School commenced operating rail tours under the banner of the Altrincham Railway Excursion Society or ARES. Their desire to run trains, which coincidentally provided a surplus over revenue was matched by a partner organisation the offshoot, Altrincham Railway Preservation Society, a mirror organisation who's objective was to preserve items of steam age hardware from the surplus of their tours. It was during the ARES's Waverley special the organisers caught sight of a just withdrawn A1 *Saint Mungo* awaiting its fate outside of York MPD. It was clear that with *Saint Mungo* facing scrap, the life of the remaining Peppercorn Pacific's, albeit A2s was drawing to a close. The ARES Committee therefore decided that an attempt be made to secure an A2 and that as the Waverley had just used *Tudor Minstrel*, that an attempt should be made to preserve her.

Coincidentally, in May 1966, a teenage enthusiast from the other side of the country, Charles Roads, visited York shed observing the last two A1s, 60124 *Kenilworth* and 60145 *Saint Mungo* laid up pending their fate. As was the case with the ARES, the sight of the A1s caused Charles to similarly galvanise action to preserve an ex-LNER Pacific of a class so far not secured for preservation. Speculating that it was too late to organise a bid to save an A1, attention was turned to the A2s of which three were still in service. That focus became *Blue Peter* on account of the fact that she was a double chimney variant and the sole remaining one at that and 'her' name made her

**A2 60532 *Blue Peter* in Storage at Thornton Junction, Easter 1968.**



Greene Fraser



Tim Littler

***Blue Peter* replaced A2 60530 *Sayajirao* on the ARES Holyhead & Brymbo Tour, 21st August 1966.**

standout from the others.

Incidentally, Charles had participated in the LCGB Farewell A2 rail tour working out of Waterloo in the August of 1966. It was during this tour that Charles met Richard Hadingham, it was this meeting that resulted in Richard taking Charles examples and establishing his own attempt to save a locomotive under the name of the B1 Preservation Society. A pattern was beginning to emerge, the final A1 resulted in a scheme to preserve an A2 which in turn spurred on the preservation of a B1 and as we shall see later, a further locomotive!

Meanwhile in Cheshire, the ARES began in earnest to plan their scheme to preserve an A2, the chosen locomotive being 60528 *Tudor Minstrel*. However, shortly afterwards this locomotive was withdrawn and as a consequence, the society turned their sights upon acquiring the last remaining

example, none other than 60532. Thus, two groups of teenagers, were targeting the same quarry! In the meantime, Charles had joined the LCGB. By way of a further coincidence, whilst returning north, *Blue Peter* was redirected to Manchester to work the ARES Holyhead and Brymbo tour, replacing A2 60530 which was deemed not fit to allocate. Their individual desires became apparent when both in October 1966 met during the ARES 'Elizabethan' rail tour. It was during this tour that the erstwhile preservationists became aware of one another's schemes and agreed to cooperate on a joint bid.

Also, at this time and in recognition of their quarry, the society was renamed the A2 Preservation Society. The aim of the society was to preserve the locomotive in BR colours and after some maintenance use her on steam rail tours until the official end of steam on BR. Thereafter, it



was hoped to relocate her to a preserved line in the south of England. Fund raising was largely by rail tours and visits to Motive Power depots. Negotiations were opened with the BR disposals officer in Evershott street London. Although the asking price for an A2 to the scrap dealer was £3,000, BR pegged the price to the would-be preservationists as £3,500 - a not inconsiderable sum in those days. As a result of these negotiations with a society actively seeking to raise the necessary funds, Blue Peter won a reprieve to an early visit to the scrap yard.

Mr Roads commenced an advertising campaign to promote the society, attract members and hence raise the necessary balance to secure the purchase price. Adverts were placed in the contemporary magazine's of the period in a hope of attracting the kind of patronage. The appeal went nationwide with an advert placed in the December 1966 edition of *Railway Magazine* appealing for donations and seeking to raise other funding through sales of photographs. Also, a proposed rail tour, over the Waverley route using 60532 was being planned for the early part of 1967.

By early 1967, rail tour profits, pledges and miscellaneous small donations to the value of £1,500 had been realised although this was pitifully short of the target. Although, a businessman offered a short term loan to make up the difference, this was on the proviso that it was repaid by the end of 1967. Clearly, funding still had to be secured.

What these pioneering enthusiasts lacked in financial resources was to some extent balanced by (and with parallels to the later AI Trust) drive, perseverance and determination to succeed. Further innovative attempts at fundraising which again may have parallels drawn with the AI Trust saw overtures made for



**Charles Roads pictured at Dundee MPD holding 60532's number plate which had been removed by shed staff.** *Charles Roads*

commercial sponsorship or support. Firstly to a tyre firm in Basingstoke that shared the same name. Secondly to the BBC whose children's magazine programme, 'Blue Peter' had, when founded some years earlier, billed itself as a "programme about dolls and trains". Unfortunately for these Pioneers, the rules of the BBC forbade any formal financial support and even TV coverage was limited. However, the BBC broadcast of 12th January 1967 provide some limited coverage describing the withdrawal of the loco and making reference to the preservation scheme. It was during this broadcast that the BBC offered a postcard showing the loco provided the audience provided the proverbial Stamped Address Envelope.

However, the enthusiasts were somewhat young and eventually pressures led to Tim's efforts subsiding as oncoming O-level examinations took precedence.

Charles however soldiered on along with his own offshoot that became the Peppercorn Preservation Society (PPS). This change had an unexpected benefit in that the change in name led to negotiations with BR commencing from afresh, a move that resulted in further deferral of a one way visit to the scrap yard. Charles was joined in this venture by Dave Taylor who provided much of the stimulus and drive to continue the scheme despite the odds being stacked against them.

It was during this time that the PPS formally joined the ARPS. Although they included the locomotive in one of their shopping lists of stock, the necessary funds fell short of the original target and in the meantime BR had raised the purchase price as a result of the general rise in the price of copper on the world markets. It was during this time that during the BBC 'Blue Peter' broadcast of 10th July 1967 one of *Blue Peter's* nameplates was displayed in the studio. Quite who organised this is something of a mystery and lost in the mists of time although one possibility may lie with the ARPS as by this point, they were acting to chaperone the bids under an umbrella organisation entitled the Blue Peter Preservation Society.

In the final analysis, although they failed to achieve their primary objective, all that was lost was a battle; the war had yet to be won! Their respective efforts succeeded in as much as their actions alone deferred the scrapping of the locomotive and thus bought valuable breathing space until the coordinated efforts of Geoff Drury and Brian Hollingsworth were in a position to step in and effect final salvation.

One final twist to the tale of these pioneers and parallels is that the previously mentioned spawned attempt to save a BI succeeded directly by saving former Hull based 61306. Readers may note that 61306 is of course 60163 reconstituted! Indeed the BI Preservation Society eventually spawned its own offshoot, the East Anglian Locomotive Group and organisation that stepped in to save the BR Standard 7MT *Britannia*. This becoming necessary after and according to anecdotal evidence, this iconic engine had been removed from the official preservation list and in a twist of fate being offered to none other than Albert Draper whose firm had scrapped the final AI *Saint Mungo*!

Later still, Tim founded the luxury rail travel firm GW Travel, an organisation whose own locomotive bears the number P36.0032, the "32" perhaps possessing an incongruous link to 60532! **TCC**

Brian Egan

**AI 60145 Saint Mungo in the yard of Drapers of Hull, 25th September 1966, one day before she was scrapped.**



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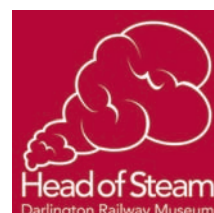
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#### **THE A1 STEAM LOCOMOTIVE TRUST CONTACTS**

President **Dorothy Mather**

Vice Presidents **Malcolm Crawley**; ([malcolm.crawley@a1steam.com](mailto:malcolm.crawley@a1steam.com))

**Peter Townend**

#### **Board of Trustees**

**Mark Allatt** Chairman ([mark.allatt@a1steam.com](mailto:mark.allatt@a1steam.com))

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**David Burgess** Company Secretary ([david.burgess@a1steam.com](mailto:david.burgess@a1steam.com))

**David Elliott** Director of Engineering ([david.elliott@a1steam.com](mailto:david.elliott@a1steam.com))

**Gill Lord** Merchandising ([gill.lord@a1steam.com](mailto:gill.lord@a1steam.com))

**Rob Morland** Electrical ([rob.morland@a1steam.com](mailto:rob.morland@a1steam.com))

**Graham Nicholas** Quality and Certification ([graham.nicholas@a1steam.com](mailto:graham.nicholas@a1steam.com))

**Alexa Stott** Sponsorship & Events ([alexa.stott@a1steam.com](mailto:alexa.stott@a1steam.com))

**Barry Wilson** Finance ([barry.wilson@a1steam.com](mailto:barry.wilson@a1steam.com))

#### **Advisers to the Board**

**Julian Birley** Grants and Big Ticket Fundraising ([julian.birley@a1steam.com](mailto:julian.birley@a1steam.com))

**Roger Dye** Special Projects ([roger.dye@a1steam.com](mailto:roger.dye@a1steam.com))

**Richard Peck** Commercial Manager ([richard.peck@a1steam.com](mailto:richard.peck@a1steam.com))

**Duncan Ross** Director of Administration ([duncan.ross@a1steam.com](mailto:duncan.ross@a1steam.com))

**Tony Streeter** Publications ([tony.streeter@a1steam.com](mailto:tony.streeter@a1steam.com))

#### **Acting Editor**

**Mark Allatt** ([mark.allatt@a1steam.com](mailto:mark.allatt@a1steam.com))

Designed by Debbie Nolan

\* All information correct at the time of going to press on 25th January 2011. For up-to-date information and dates please check the website [www.a1steam.com](http://www.a1steam.com).

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

● e-mail: [enquiries@a1steam.com](mailto:enquiries@a1steam.com) ● website: [www.a1steam.com](http://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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