

Top Link

Issue 13
Winter 2005/6



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John Larke (Administration) (john.larke@a1steam.com)

Graham Nicholas (Quality Engineering) (graham.nicholas@a1steam.com)

Wreford Voge (Taxation) (wreford.voge@a1steam.com)

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

Advisers to the Board

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

George Norrie (Engineering) (george.norrie@a1steam.com)

The A1 Steam Locomotive Trust

Darlington Locomotive Works

Hopetown Lane

DARLINGTON DL3 6RQ

daytime hotline: 01325 4 60163

Works: 01325 4 60022

e-mail: enquiries@a1steam.com

website: www.a1steam.com

Darlington Locomotive Works

Normally open to public on the 2nd Saturday each month (11am – 4pm);

entry by valid entry ticket for Darlington Railway Museum (nearby)

Covenants *only* at other times by prior arrangement.

Ring 07790 012410 (mobile)

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Publications Editor (Top Link/Communication Cord) (john.hartley@a1steam.com)

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Editor: John Hartley

JOURNAL OF THE A1 STEAM LOCOMOTIVE TRUST

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				© <i>David Elliott</i>	



Leeds Central: 60134 with Bradford portion of a Kings Cross train on 16th March 1962 *Photo: © Gavin Morrison*

Rear Cover : 60143 heads south through Durham in 1953

Photo: © Maurice Henderson

Tornado in the Press

Starting with the January 2006 edition of *The Railway Magazine* (published in early December 2005), The Trust has a column in the Headline News section in which progress on *Tornado* will be published. The January and February editions both carried reports on progress on 60163's boiler. Even better for The Trust: *The Railway Magazine* is donating £100 each month to the boiler fund! We thank the Editor for his invaluable support.

Perhaps the most important message from the two columns so far published is the report, in the second such column, that approximately £177,000 remains to be subscribed which means that work on the rolling chassis in preparation for fitting the boiler, when delivered, is being delayed by lack of funds. We are identifying further Dedicated Covenants, with a range of values, relating to components and associated work in this and other areas. Directing such donations in this way would help keep the timetable for *Tornado's* construction on track. More information may be obtained by those who may be considering making a specific donation by calling the hot line: 01325 4 60163.

Boiler Construction Gets the Go-ahead 3 Weeks Early

As reported in full elsewhere in this issue (page 7), armed with a letter of 'letter of no objection' from Her Majesty's Railway Inspectorate and with the approval of our Vehicle Acceptance Body, we formally instructed Meiningen to commence manufacture of *Tornado's* boiler on 16th October 2005 – 3 weeks before Meiningen planned to start construction! *Steam Railway* magazine, in its January 2006 edition, reports that the boiler barrel may be rolled this month (*but see Stop Press at page 13*).

Reverser Mechanism Fitted

Tornado's reverser mechanism has been installed on the rolling chassis and is in working order.

Tender Frame Castings Delivered

The frame castings for *Tornado's* tender have been delivered, fully-machined, by William Cook Cast Products Limited. A full report on construction progress on the tender is at pages 7 and 8 of this issue.

'Covenantor' title retained

In response to several recent queries, it is confirmed that, despite the replacement of Deeds of Covenant by Gift Aid Declarations, The Trust decided some time ago to retain the title 'Covenantor' for its many individual financial supporters who subscribe monthly towards the cost of *Tornado's* construction. *Please also see David Bedding's thoughtful piece at page 10.*

Tender Sponsor Buys his own Locomotive

Andrew Cook, sponsor of *Tornado's* tender, has acquired a French 2-8-2 locomotive in full working order for use on steam specials in Switzerland.

Diary Dates for Spring and Summer 2006 (*Full details are given at page 11*)

Meiningen Visit on Saturday 18th March

Romney, Hythe & Dymchurch Railway on Sunday 7th May (footplate rides)

Ryedale Society of Model Engineers 5" Gauge Railway, Gilling, North Yorkshire on Saturday and Sunday 17th & 18th June (driving opportunity)

We hope to be able to run a main line steam special again this year. Saturday 22nd July is the preferred date if the proposal proves viable



60163 Foxhunter stands at Leeds Holbeck on 5th September 1963 waiting for work which seldom came. After transfer to Neville Hill in July 1965, it filled its time working Summer-Saturday specials to Glasgow over the Settle & Carlisle. © Gavin Morrison

Engineering News by David Elliott

Motion Outside motion machining is almost complete. However with the expected arrival of the boiler in July 2006, efforts are being redirected between the frames to complete tasks which would be difficult with the boiler on the engine. To this end, I D Howitt Ltd has been contracted to make fixtures for, and to machine, the inside big end brasses. As the big end brasses will require the white metal lining replacing regularly, the decision was made to make a proper fixture to clamp the two halves in place for boring the white metal to finished size.

Pipe Work Manufacture and installation is under way for the long 4” diameter steel pipe that carries exhaust steam from the inside cylinder casting back to the exhaust steam injector under the cab. This will also be used to carry the exhaust steam from the air pumps. (see front cover photo and photo right)

Air System A full sized wood and cardboard model of an air pump has been made to enable us to decide where to mount the pumps and to design brackets to fit them to. (see photos below):



Exhaust injector steam pipe
© David Elliott



Air Pump – front
© David Elliott (both images)



Air Pump - rear

One will be fitted on the front firebox support stay (which is where they are on other air braked LNER Pacifics). It had originally been hoped to install both pumps in this area, but the presence of the cannon box around the rear axle would make access for maintenance very difficult. Thus we will mount one pump in this location (5” off centre to facilitate access) and the other one on the front of the rear frame stay and boiler support (see bottom right hand photo on page 6).

It had been assumed that the fitting of air brake cylinders would be a direct replacement for the original steam brake cylinder, however on obtaining some details of the 12” diameter 12” stroke air cylinders it became immediately apparent that they are too long to fit on the front firebox support stay. A trip was organised to the NRM just before Christmas and an interesting hour spent under 4472 Flying Scotsman examining and measuring the similar brake cylinders and other details.

As a result we need to undertake some surgery on the rear frame stay and boiler support which would have carried the steam cylinder to mount the air brake cylinders. At the same time provision will be made to mount the second air pump.

The Boiler Major news has been the receipt of a ‘letter of no objection’ from Her Majesty’s Railway Inspectorate (HMRI) to cover Meiningen’s design for the boiler. With this and the approval of the VAB, we were able to formally instruct Meiningen to commence manufacture of the boiler on 16th October 2005 – 3 weeks before Meiningen’s planned date for the start of construction! Since then Meiningen has received the flanged inner and outer firebox throat plates from its sub-contractor and has made the semicircular channel section for the rear part of the “banjo” dome.

The contract with Meiningen includes hydraulic and steam testing of the boiler prior to delivery. Note that this does not start the 10 year boiler overhaul clock ticking. After the tests, the boiler will be comprehensively cleaned, dried and inhibited, and the hydraulic and steam tests will be repeated as late as possible with the boiler on the locomotive for insurance and certification purposes.

To comply with the European Pressure Equipment Directive (PED) which is embodied into the EU member states individual legislation on pressure vessels, the boiler will be CE marked on delivery. The PED requires that in addition to the boiler itself, certain fittings have to be CE marked to maintain the certification integrity of the boiler. These include safety devices (in our case, this means safety valves) and steam take off points over a certain size. For our boiler, this is limited to the regulator valve and internal main steam pipe.

We are in the process of finalising an order with Meiningen to machine and install our existing regulator valve castings and to make and install the operating

mechanism inside the boiler. We are providing it with the regulator stuffing box on the back of the boiler, the regulator cross shaft, handles and bearings. We are also providing the water gauges and safety valves which have been made (along with the stuffing box) by South Coast Steam Ltd of Portland. The regulator equipment and water gauges will be included in the CE marking process; however, the safety valves are not so straight forward.

The PED specifically excludes steam locomotive boilers as they differ significantly from modern industrial boilers; however, it is being followed as far as possible as it is an internationally recognised standard. One area where we will not be fully compliant is that of our safety valves. The PED requires that safety valves shall be capable of discharging the maximum output of the boiler. This is not the case for steam loco boilers.

For locomotives, the boiler output is largely dictated by the draught generated by exhaust steam creating a small vacuum in the smokebox by employing the Venturi effect in the blast pipe/chimney assembly. Thus maximum boiler output is only available when large quantities of steam are being used by the cylinders. In practice the maximum continuous steaming rate the safety valves are required to handle is that which is created with the blower full on and a bright fire with the locomotive stationary. Empirical formulae were derived in the 1920s and 30s to size safety valves and presumably these were used when the A1 boiler was designed. However, as the Ross type safety valves are not known in German practice, it is necessary to demonstrate by calculation or practical means that they are adequate for safety. It would be difficult to accurately calculate the likely draught and combustion rate achieved using the blower, so a practical test is the most likely alternative.

The obvious contender for this would be 60532 *Blue Peter*. However, as it is unlikely to be capable of steaming in the near future, an alternative is being sought in the form of an A4 Pacific. Boiler pressure at 250 lb/sq in and the safety valve design are the same, and whilst the grate area is somewhat smaller, with a slightly longer boiler barrel the heating surface is greater. However the biggest variable is likely to be the blower, which on the double Kylchap fitted A4 is virtually identical to the A1 design. Enquiries are in hand to find an available locomotive to conduct the test in the presence of a UK Notified Body to confer the CE marking on our safety valves.

In order to conduct a steam test at Meiningen, the firebox will require a grate. NELPG have kindly lent us some firebar patterns from *Blue Peter* and these are currently being overhauled and new patterns for the remaining components made by Elsfield Patterns Ltd at Keighley. Quotes have been sought for casting what will be 165 separate cast iron components weighing about one and a quarter tons. Further quotes are being sought for the rocking grate fabricated supports and operating mechanism, so that these can be made and dispatched to Meiningen in time for the steam test.

Tender Ian Howitt is making good progress with the tender frames at Crofton having received the first batch of fully machined castings from our major principal sponsor, William Cook Cast Products. These items comprise the spring safety brackets which also serve as support brackets for the tender tank and the spring hook brackets which support the spring hangers. (*see photos*)



Spring Hook Brackets
And Rubber Spring Cups



Spring Safety Bracket
© David Elliott (both images)

The machined hornblocks are currently with North View Engineering Ltd in Darlington which has been contracted by Ian Howitt to weld on the manganese steel liners. North View have also been contracted by Ian to fabricate the front and back tender drag boxes, and this work is well under way.



Tender Frames and Castings © David Elliott

Inflation and the price of a pint by David Bedding

Those who attended the Annual Convention may remember two comments made there: firstly, that it had been broadcast that very day that the average price of a pint of beer in the UK was now £2.43, and second, in the “Q & A” session, the Covenantor’s remark that he had never been asked to increase his monthly contribution.

These comments, and the fact that the previous evening I had paid for a round of drinks the bill for which provoked a good Yorkshire “HOW much?!!” reaction, led me to investigate. Needless to say in this computer and internet age there was endless information available – and none exactly what I was looking for!

The Retail Price Index suggested an increase – excluding Mortgage Interest – from 122.1 in January 1990 to 189.7 now. This suggests that the £1.25 pint would now be £1.94, closer to £8 per month rather than the £5 so long used as our reference.

I made the point at the Convention that we very much do not want our Covenantors to feel continually badgered for yet more money, but if all our £5/month contributors increased their donation to just £8 to simply keep up with inflation this would significantly increase our income - a big help in closing the funding gap.

How do you do it? Very easy. Just tell your bank to increase the value of your standing order to what ever you would like it to be and please tell us so that we then know what to expect.



60139 Sea Eagle at its home shed, Doncaster, on 15th September 1963
© Gavin Morrison

Sales and Marketing by David Bedding

A review of 2005 brings to mind many significant events for The Trust with some notable achievements by a great team – looking forward to 2006 suggests that it is going to be even better ! The major event of the year will of course be the arrival of the boiler, and more information will follow about how we will ‘mark’ that occasion.

2006 will see us with a significantly increased presence at shows and events around the country; we will continue our practice of deciding where we wish to go rather than react to invitations. More details and a full schedule will be in the next issue of *The Communication Cord*, but well before that Jon Pridmore (who is driving this activity for us) will contact those who volunteered to agree who will be where and when.

This last year the Locomotive Works was open to visitors on both the 2nd and 4th Saturday’s of each month, but in the last few months we found that this was not justified. From January, therefore, we will revert to just the 2nd Saturday – plus any other days when Darlington Railway Museum has ‘special events’ likely to attract significant numbers of people. Of course, we will keep the situation under review and, if appropriate, increase the number of openings.

Meininghen Trip The possibility of an organised visit to Meininghen to view both the impressive works there and progress on *our* boiler has been raised several times. After investigation, we concluded that it is not feasible for The Trust to organise such a trip (but we have learnt about the issues around chartering aircraft along the way!) We have, therefore, agreed with Meininghen that it will organise a special tour of the works for us on Saturday 18th March. We invite all supporters to join us there – *having made their own travel arrangements to get there*. The enclosed sheet gives more details; please use the tear-off slip to let us know if you will be coming.

Spring Day(s) Out As in previous years we are organising a ‘Spring Day Out’ – in this case actually 2 days out ! The first will be at the Romney, Hythe and Dymchurch Railway on 7th May where we plan a day which will include footplate rides in the station area, a tour of the facility and a non-stop round trip of the whole railway hauled by a locomotive looking very much like a small A1 ! Details and a booking form will be with the next *Communication Cord* but put the day in your diary now.

For the weekend of 17th and 18th June we will be at the Rydale Society of Model Engineers’ track at Gilling in North Yorkshire - a quite superb 5” gauge ground level double track system. Here there will be the chance to prepare a locomotive, get steam up and learn to drive it ! They may only be small but it’s quite an exciting experience and very realistic. Since everyone will be driving there are limited places on this event – again, details will be in *The Communication Cord*.

Publications Editor, John Hartley, writes:

I hope all readers of *Top Link* will enjoy a happy and peaceful 2006 for which we have some high expectations. The highlight will undoubtedly be the delivery of *Tornado's* boiler in the summer, but there are other good things to look forward to, and I commend David Bedding's announcements on page 11 to your attention.

I am pleased to say that, with the kind assistance of pre-eminent railway photographer, Gavin Morrison, 2 of the 3 A1s never to have had their photograph published in earlier issues of The Trust's journals are included. I will try to include the other one – 60142 – next time. The enhanced photo of 60143 (the 'big picture' in *Top Link* 6) on the rear cover shows the work of The Trust's Photographic Library and Archive which is now up and running. As promised, we include a profile and photo of the last of the first batch of Doncaster-built A1s, 60129 *Guy Mannerling*.

I am indebted to Malcolm Root GRA for his kind permission to reproduce his famous painting of 'The Blue Pacific' on a snow covered East Coast Main Line as our centre fold 'big picture' - wholly appropriate for the Winter Edition!

We offer hearty congratulations to Andrew Cook, sponsor of *Tornado's* tender, on his recent acquisition of SNCF 4-8-2 No 141R-568. The locomotive is in full working order and is being moved from southwest France to Switzerland where it is to be used for enthusiast specials, corporate functions and private charters.

Shortly before the planned delivery of *Tornado's* boiler we will reach the 40th



anniversary of the end of the original A1s. *Top Link* 14 will, therefore, bring previously published articles on that sad event together with, hopefully, new pictures and information by way of a commemoration of that sad event – the catalyst for what The Trust has engaged itself to achieve! I am sure that a re-statement of what we are doing, and why, will not come amiss as we get ever closer to realising our dream.

60139 on 10th August 1957 with an up express near Tollerton on the East Coast Main Line

Photo: © Gavin Morrison

Mark Allatt writes:

Firstly I'd like to wish you all a happy and prosperous New Year, a year that will be crucial in the life of this project. Last year saw some major steps forward by The Trust, especially with the start of work on the boiler and running our first special. *The Talisman* was rated by Mike Notley in *Steam Railway* not only as the best railtour of 2005 but, in his words "arguably the finest steam railtour yet"! We have a lot to live up to in 2006 and beyond.

As you will read elsewhere in this issue of *Top Link*, progress on the 'bottom half' of *Tornado* is steady but falling behind where we would like to be if we are to have *Tornado* in service in 2008. We are now raising around £120,000 per year through covenants, dedicated covenants and donations – thank you all for your continued contributions. Although many supporters have subscribed to our Bond issue - and I thank you again for your support – the amount subscribed to is still well below the issue total of £500,000. In this issue of *Top Link* you will also read about components that can be sponsored and how the price of beer has changed since the launch of the project in 1990. I urge you to give as much support to the project as you can – and to encourage interested family, friends and colleagues to do so as well.

We have a huge amount to do in 2006 – with your continued support I have every confidence that we can achieve our objectives.

Stop Press! Stop Press! Stop Press! Stop Press! Stop Press

Just before the printers were sent proof-reading amendments and authority to print this issue we learned that *Tornado's* front boiler ring has been rolled, and its middle ring has been rolled to a circle and is about to be re-rolled into a cone for the taper. The ring for the front tube plate is being drilled for the superheater header flue holes (43 large holes and many smaller ones for the tubes). The firebox throat plates are already in hand, and Meiningen is now pressing the curved portion of the back plate. The pressing tool for making the dome lid is in hand. The round part of the banjo dome is now complete; the four main sides for the foundation ring have been cut and are being machined and Meiningen has started machining the rear tube plate.

Picture overleaf: 'The Blue Pacific' featuring 60127 *Wilson Worsdell*, the first A1 to be outshopped from new in the British Rail blue livery albeit of a darker shade to that applied to the A4s. The scene is set in the period between September 1950 when the locomotive was named and March 1952 when it was repainted in Brunswick Green. © Malcolm Root GRA



The Man with the Clipboard by Graham Nicholas

To gain certification for any mainline locomotive there have to be standards against which its suitability can be judged. In this issue, we consider how these are appropriate for a locomotive such as *Tornado*.

Beyond ISO9001 (Quality Standard) and national safety legislation (the law of the land), the railway industry has its own set of standards, known as Railway Group Standards (RGS). These sound like extra post-privatisation bureaucracy, but such standards existed in BR days (pre-1994) and some remain valid today. Today’s guardians of the RGS are the Railway Safety & Standards Board (RSSB) - originally a division of Railtrack but now an independent organisation funded by the industry.

Standards issued are categorised in broad terms according to the nature of the industry (i.e. Signalling, Rolling Stock, Track, Operations and Electrification). Each category has a series of standards covering specific technical areas and the specifications contained within are referred to as the **mandatory requirements**. To give an idea, a list of relevant technical areas for rolling stock is given opposite. For those so inclined, the standards today are available for viewing free on the Internet at www.rgsonline.co.uk.

As explained last time, *Tornado* is just another rail vehicle for certification purposes, and we must fit into this world of standards somewhere. In fact, there is a RGS dedicated exclusively to steam locomotives [GM/RT2003] and several others mention steam by name when referring to specific issues, giving us some ‘case law’ upon which to base our application. But, as a completely new locomotive, we are pushing the boundaries further than they have yet been in many areas (e.g. the manufacture of completely new wheelsets) and for the boiler there are no Group Standards at all!

To make sense of this, RSSB operates a system of derogations that allows organisations to apply for exemption from all or part of a RGS, by demonstrating why it is impractical or inappropriate to attempt to apply the standard concerned. An example is the mandatory requirement for a certain minimum area of the front of a locomotive to be painted yellow under GM/RT2483. Previous derogation applications for steam locomotives successfully argued that this was inappropriate for steam – to the extent that the RGS now states that steam locomotives are exempt from this particular requirement.

A major activity ‘behind the scenes’ recently, therefore, was the compilation of our derogation application written up by Tony Broughton and presented to the RSSB’s Traction & Rolling Stock Subject Committee for the first time on 21st October. We are now required to make a further submission in the new year to provide further information it requested.

In fact this could well yet turn out to something of an iterative process, as the Committee must satisfy itself that the appropriate mandatory requirements are being applied to our locomotive. It is reasonable to expect the industry to fully consider a ground-breaking concept such as a completely new steam locomotive - clearly something that the original authors of GM/RT2003 did not have in mind!

List of technical areas of a railway vehicle considered critical to safe operation (from GO/RT3260)

- Wheelsets, bogies and suspensions
- Brakes
- Power controls
- Speed indicating systems
- Inter-vehicle couplings and connections
- Fuel systems
- Train-borne equipment – AWS, TPWS
- Head, marker and tail lamp systems
- Fastenings that secure/retain hatches or covers or which prevent loads from becoming detached from a vehicle
- Bolts and other retaining devices that prevent underfloor equipment from falling to the ground (e.g. electrical machines, brake gear)
- Steam locomotive boilers, valve motion, etc
- Air pressure vessels
- Warning horns (a.k.a. whistle!)

*Editor’s note: I am sure that readers will join me in expressing our gratitude to Graham Nicholas for producing this interesting series of articles about the processes through which we must negotiate our way if we are to achieve our objective of seeing **Tornado** operating to its full potential on the main line and elsewhere. The detail he is pulling together in these articles will be invaluable when the chapter of The Trust’s history that covers certification comes to be written. It also occurs to me that other ‘new build’ teams, which the railway press report are now swinging into action, could do worse than ask for a set of the articles! I am sure that they will save themselves a lot of time and heartache even though their projects differ from ours in many ways.*

Our Photo Library by Keith Drury

The A1 Steam Locomotive Trust is building a library of photographs. It will contain:

- exclusive photos of *Tornado's* construction,
- pictures showing The Trust's members and its activities
- images of the first 49 Peppercorn A1s
- photos of other railways and locomotives

We will, of course, add a future section for '*Tornado Operation*'! All the photographs are donated to The Trust, or licensed to it for its use. The Library acts as a fully catalogued source for Trust publications, such as Top Link, but will also offer pictures for commercial licensing to third parties.

Since my appeal at the last Convention for donation of images, 15 offers have arrived, and we offer particular congratulations to Peter Helm of Manchester and John Pearse of Bradford-on-Avon who together provided 6 photos from the 1940-1960s. They were first to complete the documentation formalising ownership and copyright between donor and The Trust, allowing their photos to formally enter the Library - held as digital images on computer. We are, of course, grateful to all contributors.

Donations come in many forms. To date we have black and white negatives (up to 57 years old), paper prints, 35 mm slides, and modern digital images. We keep all these originals in our Archive, which is a parallel collection to the working Library. We will keep the Archive material in good condition, and are putting into practice image conservation experience learned from Museums with photographic collections.



Peter Helm's unusual (see cab and tender) photo of 525 on shed with a fireman's shovel on the running plate © Keith Drury and the A1SLT Photo Library and Archive

Locomotive Profile by Phil Champion

60129 *Guy Mannering*

The Edinburgh University Library website tells us that Guy, an enthusiastic amateur astrologer, after whom the Walter Scott novel is named, predicted the future of the newborn 'hero' of the book and was later his colonel when he enlisted in the army in India in adulthood. The novel was an immediate success, the 1815 first edition selling out on the first day. The name paints a picture of an upstanding, resolute man, and if it can give a persona to a locomotive (and the steam engine has been called 'a living machine') then this was one to be reckoned with. With such a name and a number of sightings this became a favourite A1 seen from the platforms of Newcastle Central.

60129 was ordered in November 1945; the last of six in Engine Order No.383, and the last of the initial Doncaster batch of 16 A1s. As Doncaster Works No. 2046, it was the only one turned out in June 1949 (Darlington completed 60150/1 that month) and was noted complete at the Works on the 11th and 12th. It moved to York shed as part of its allocation of six A1s, joining 60121/38/40/41 with 60153 arriving a couple of months later. Resplendent in BR express blue with blue, broad black and narrow white lining, double white lines on the outside cylinders and a lion straddling the wheel on the tender side, the plain-chimneyed 60129 entered service on 15th June. Most work was on the NER part of the Main Line with some workings by the Durham coast. The first sighting was at Newcastle on 21st June; it was then seen hauling the 10.05 am Kings Cross-Glasgow into Newcastle on 20th July, passing Stockton with nine carriages at 1.43 pm with the Liverpool-Newcastle train on 18th August and five days later taking the 12.15 pm Newcastle-York via the coast.

After three months it was transferred to Gateshead to join 60151 which had earlier moved from Heaton. Eight days later, on 12th September, 60129 hauled what seems to be its first named train: the Up 'Tees Tyne Pullman'. Not surprisingly, there were many sightings of it at Newcastle that winter. On 18th March 1950 it was seen at Edinburgh Waverley, on 22nd April it was on Haymarket shed. The Up 'Flying Scotsman' was hauled from Newcastle-Grantham on 17th May. Double-heading with B1 61237 on the Delaval-Holloway ecs 60129 was seen passing through Stockton with 13 coaches and one six wheeler on 30th May then with 61069 and seven coaches, three six-wheelers and four four-wheeled vehicles on 2nd June (the B1s were added merely for a positioning move). 60129 was noted passing Barnet on 14th August. Naming as *Guy Mannering* took place in November, along with 60128, presumably when it was undergoing heavy intermediate repairs at Doncaster Works. Not long after naming a lipped, cast chimney was fitted.

The 'Flying Scotsman' was again worked from Newcastle on 24th March 1951 while on 15th May *Guy Mannering* took it into Kings Cross. 60129 was one of a trio repainted into brunswick green with orange and black lining in February

1952. The engine was working along the Main Line between the two capitals with sightings at Edinburgh predominating but it hauled the Down 'Heart of Midlothian' from Peterborough to Newcastle on 18th July 1953. Earlier that year it was one of 10 A1s hurriedly fitted with a modified form of Automatic Train Control after the Harrow disaster. A prestigious working came on 12th September when *Guy Mannering* hauled the Down Royal Train into Doncaster then later took it back south. Travelling further, 60129 departed Dundee with its portion of the Up 'Heart of Midlothian' on 16th April 1954 while on 2nd December it arrived at Kings Cross at 11.25 am from Leeds. In the November the smokebox numberplate and handrail were transposed in a similar manner to 60116. Named trains hauled from 1954-57 included occasional runs noted at Newcastle on the Up 'Flying Scotsman', 'Queen of Scots', 'Teesside Pullman' plus the Down 'North Briton'. The first recorded non-passenger working was the York-Edinburgh parcels from Newcastle on 24th September 1955. The first goods turns recorded were the Colwick-KX goods on 6th November 1956 and 1st January 1957, an Up fish at Little Benton on 25th June 1957 followed by the 12.10 am Aberdeen-Edinburgh goods on 8th October after working the 6.45 pm passenger from Waverley the previous day. By contrast 2nd August 1958 had 60129 hauling the 'Cambridge Buffet Express' from Cambridge to Kings Cross while a fortnight later it double-headed "Britannia" class 70035 on the 12.05 pm Newcastle-Colchester from York. More 'namers' hauled were 'The Talisman' (Up morning) from Newcastle on 6th April 1959 and a couple more times in the following nine months plus the Down 'Night Scotsman' from Kings Cross on 18th February 1960. Going even further afield were an Up special from Aberdeen-Edinburgh on 4th January 1960 and the 2.15 pm Glasgow-Perth of 10th September. A Thompson Diagram 117 boiler was fitted between November 1957 and September 1959 then again between March 1961 and December 1963. The later BR crest had been applied to the tender in July 1958.

After 11 years 60129 moved across the river to Heaton in September 1960 just as 60124/32/37/42/47/ 51/55 were similarly transferred. Workings continued along the Main Line including odd forays on 'The Northumbrian' and 'The Teesside Pullman'. More unusual trips were noted; in 1961 it was stand-by loco at York on 8th June for the Royal Train; it ran via Lincoln on an ECML diversion on 5th November; and on 28th December it hauled the 12.00 noon Edinburgh-Carlisle via the Waverley route. A mixture of workings characterised 1962 ranging from arrival at KX on 3rd March; pulling the 3.30 pm Edinburgh-Berwick a fortnight later; bringing the Up CTAC passenger special into Newcastle on 16th June; and hauling an Up goods past Longhoughton (Northumberland) on 7th July.

With Heaton's nine A1s move to Tweedmouth, *Guy Mannering* duly transferred in September 1962 for use on a mixture of goods and regular passenger trains plus covering for diesel failures on expresses. Typical of these was 60129 seen on the 2G85 7.28 am Berwick-Newcastle stopping train. Uncommon was the sight of 60129 seen at Newcastle on the morning of 19th December towing V2s 60818/36/44 southbound probably on a positioning move. Expresses hauled

included the Down 'Aberdonian' from Newcastle to Edinburgh on 12th April. Three days later it departed the granite city with the 6.25 pm extra for KX. Clearly of importance to some was the arrival at Newcastle with the Up Class C pigeons on 10th June.

A move back to Gateshead beckoned in December 1964, meeting other A1s moved from Tweedmouth and Ardesley. These are reputed to have been active on special goods trains but there are no specific records of this for 60129. On 11th March 1965 it moved back to Tweedmouth for storage where it was seen until 13th June. Next month it was reinstated at York. By this time it was grubby and missing worksplates and nameplates. Workings included the arrival into Newcastle of the 1N74 from Great Yarmouth on 23rd July, then coming off York shed the next day to pull the 3S46 parcels from York to Edinburgh and an Up passenger at Darlington on 20th August. Exactly a month later it worked a Down unfitted goods into Newcastle. It was towed through that city on 7th October, being withdrawn from traffic four days later; one of nine taken out of service that month. This twilight period of 60129's life closed on 4th December when Brush Type 4 D1536 was seen towing it through Peterborough, en route to R A King at Norwich to be the only A1 scrapped at that yard.

With a working life of some 16 years 60129 lasted a year longer than the average for the rest of the class. It is 40 years since it has gone but the memory of this competent, impressively named machine lives on!



60129 *Guy Mannering* - run down, shorn of its name and works plates, and 2 months short of the end of its life - at its home shed, York, on 9th August 1965 © Gavin Morrison

The next A1 profile will, exceptionally, be of 60145 Saint Mungo as Top Link 14 will commemorate the 40th anniversary of its withdrawal and scrapping. If anyone has any particular memories of this engine please forward them to me c/o The Editor and I'll try to incorporate them.

Locomotive Profile

Note on A1 Locomotive Profiles Omitted from Top Link 12 for space reasons at the editorial stage were my acknowledgements. I have interpreted the tabular information supplied by Tommy Knox compiled from many peoples' records, set against a background of published works like the RCTS book on LNER Pacifics. Since I started the series a decade ago much more information has come in, especially on early workings, giving a much fuller picture of each engine's life. As well as covering A1/2/3/4 and the W1, Tommy now covers the V2s. Selections appear on his website (www.lner-pacifics.me.uk): such as 60128's workings to Aberdeen, recently added. All his information is ultimately destined for the care of the Gresley Society. If you have any sightings of the above classes please send them to Tommy at 22 Coverley, Great Lumley DH3 4LS or Tel: 0191 388 7545. Phil Champion

Obituary

Doctor Peter Beet, A1 Steam Locomotive Trust Covenantor No 1214

It is with great sadness that we record the death of one of the great characters of the railway preservation movement. Doctor Peter Beet, a GP who hailed from Kendal, was behind the formation of The Lakeside & Haverthwaite Railway, the creation of Steamtown, Carnforth and the preservation of 18 mainline steam locomotives no less than 8 of which were for himself!

Peter was born in 1937, the son of a chemist, and the grandson of a LMS Carriage & Wagon Engineer at Windermere who sparked his interest in railways. After qualifying as a doctor, he worked at Lancaster Royal Infirmary where he met Betty, a nurse, to whom he was married in 1963. He moved into general practice in Morecambe in 1966 a year after the birth of his daughter, Nicola, and a year before his son, Chris was born. He imbued all three with the same love of steam that he felt.

In the mid 1980s Peter left general practice to become medical officer for the DHSS in Blackpool and retired from that post in 2001.

His involvement with The Lakeside & Haverthwaite Railway, Steamtown, Crew Heritage Centre and, latterly, the East Lancashire Railway, and his dealings with so many locomotives both in UK and Europe would fill a book. Indeed, the obituary printed in issue 317 of *Steam Railway* gives a detailed synopsis of his railway activities from the early 1960s until his death. He died at his Hest Bank home on 28th October 2005, aged 68, after a 9 year battle with leukaemia. His funeral was at St Mary of the Angels, Bolton-le-Sands on 3rd November. On behalf of everyone involved in The A1 Steam Locomotive Trust we offer his family our condolences.

William Bowles 1928 - 2002

In mid-2005, The Trust unexpectedly received a donation from Mrs Muriel Bowles in memory of her late husband Bill - a lifelong GWR railwayman who retired from Old Oak Common in February 1993. The money bought a dedicated covenant for cab side screen safety glazing. Mrs Bowles was invited to write about her husband:

Bill was born the survivor of twins in a South Wales village. At 14 he started on the GWR - 'God's Wonderful Railway'. A railwayman through and through, he started as a callboy - in the early hours calling out the men who were on duty - then a cleaner and progressed to fireman. He was very proud of his uniform with a black waterproof cap worn at an angle, and it would take him months to get a new cap into the right shape. He was very conscious of his appearance and would spend a lot of time looking in the mirror doing his curly hair. In later life he lost a lot of his hair but even in his last few days he would ask for his comb.

He had been married for only 6 years when, in 1962, he was knocked off his bicycle - the probable cause of the stroke he suffered when in his mid-40s. During a long married life, Bill bounced back from many life-threatening illnesses without complaint, but with courage and a great sense of humour.

While living in Hayes, Middlesex, Bill, despite his disabilities, was always keen to do things. Once, when Muriel was away, he painted the garage roof despite only having the use of one arm! However, he needed a neighbour's help to descend an unsteady ladder - an escapade Muriel found out about later from the neighbour. Bill would do many things; prepare the vegetables, wash up, drink endless cups of tea and watch the world go by. They moved to Highcliffe in 1993 where he potted round the garden but suffered a number of falls in one of which he dislocated a finger. The doctor said 'No, you won't get out of the washing up. Wear a rubber glove!'

Muriel was with Bill in hospital when he slipped away. She remembers him as a proud man who was always willing to help others. He was always cheerful and quite cheeky with the ladies. She thanks God for his life although he suffered so much, and cannot believe he is no longer here.



Bill Bowles (starred left) on the footplate of Castle Class 5082 Swordfish © Mrs Muriel Bowles

Gift Aid Declarations by Duncan Ross

As you know, every individual who has donated money to The Trust, whether on a regular basis by a Dedicated Donation, or a single donation, has been requested 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 The Inland Revenue. For example, on a donation worth £100, The Trust could claim an additional £28.20 making the donation worth £128.20.

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'*. In practise, we are putting this "date" as the start of the current tax-year - 6 April 2005.

Also contained on the form is the following statement. *'If you have agreed to enable The Trust to claim Gift Aid, please remember to notify us 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'*.

The Inland Revenue has decided that, from November 2005, charities, such as The Trust, must include the following statement on the Gift Aid Declaration: *'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'*.

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. The Inland Revenue calculations are made for each tax-year. Please do not forget to inform The Trust should your Tax situation change.

The good news is that, 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 which in the example above would be 18% of £28.20. The claim must be made specifically but nearly all higher rate taxpayers will be required to complete a tax return which includes a box for Gift Aid payments.

Editor's note: Please see the item on Covenantors under Headline News at page 5.

SAFETY VALVE

My thanks to the Covenantors who wrote with comments on Top Link 12; one looked for more pages with the text in columns while another felt the whole page format was preferable. The latter correspondent, Chris Walker, found that Top Link 12 provided him with just enough reading for the rail journey from Wolverhampton to Euston!

SNIPPETS

'Best Yorkshire Iron'

Covenantors may recall that drawings obtained from the National Railway Museum in the early days of The Trust were deficient in specification of materials for components some of which were described as of 'Best Yorkshire Iron'. No definition was available for that material and, as a recent article (in *Main Line*, The Great Central Railway's house magazine) on The Trust stated, it is probably no longer available and we wouldn't want to use it if it was! However, shortly after that magazine was issued David Bedding found the following in a book on industrial archaeology: 'Once hammered into a rough bloom, the iron is ready for rolling, initially into a puddle or 'muck bar', and subsequently into smaller sections. The muck bar, cut up, stacked in a pile, reheated in a mill furnace and re-rolled would become 'crown' or 'merchant bar'. The same process again produced 'Best Iron', yet again 'Best Best (or BB) Iron' and a still further rolling 'Best Best Best (or BBB) Iron' – the highest grade of all.

As David commented: 'One lives and learns'. (But we still probably wouldn't use it!)

60163 seen on the Midland Main Line!

A recent edition of *Railways Illustrated* had 60163 on its front cover following removal from storage where it had been for over a year. It is now in traffic on the Midland Main Line. The number is that of a carriage in a Class 222 unit! Hopefully, it won't be too long before two 'vehicles' numbered 60163 are seen on that route.

Railway Art

Malcolm Root GRA, whose painting forms the centrefold of this edition, also painted 60535 Hornet's Beauty. Both paintings, as greetings cards, may be obtained from: Rothbury Publishing, Bishops Lane, Bradford Abbas, Sherborne, Dorset, DT9 6RW. *Editor's Note: The picture for the centrefold of Top Link 14 is already agreed with another artist – continuing the recent practice of using non-photographic images.*

MERCHANDISE

SPONSORS

Enamel Badge (shown below) - £2.50 **including** postage and packing (£2.00 if with other item (list below))



Tie (Woven polyester - green - £15.00 **including** postage and packing with orange/black stripes)

Clothing: Sweatshirt - £20.00

)

Polo Shirt - £20.00 **plus** £2 postage and packing

)

Fleece - £30.00

All items Forest Green with badge (actual size – 4½” x 3½”) as shown below:



Clothing Sizes:

Small	Medium	Large	Extra Large	Extra Large
35"	38"	41"	43"	46"

Write with *full remittance* and complete order details (please include phone number and/or E-Mail address in case of query) to **Sales, Darlington Locomotive Works, Hopetown Lane, Darlington, DL3 6RQ**. Cheques payable to The A1 Steam Locomotive Trust. Allow 4 weeks for delivery of Clothing items. Other items will be despatched as soon as possible.

Warning, it is possible that when full implications of cost arising from the new Royal Mail charging structure are known our postal charges may have to alter.

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

