



The A1 Steam Locomotive Trust
New Steam for the New Millennium

The Communication Cord

Newsletter of the A1 Steam Locomotive Trust February 2005

BOILER DELIVERY CONFIRMED!!!

Boiler for 60163 Tornado to be completed in June 2006

We are delighted to tell you that the manufacturing contract for the boiler for *Tornado* has now been confirmed with Dampfkloswerk Meiningen (Steam Locomotive Works Meiningen). As you will know, after exhaustive discussions with a number of possible suppliers in the UK and continental Europe as well as with the authorities on certification and quality matters, we placed an initial order with Meiningen for the redesign of the original LNER Diagram 118 boiler. Following a review meeting in Germany and considerable negotiations, your Board took the decision to confirm the construction contract so as to guarantee a manufacturing slot immediately the design is approved. This means that the boiler is due to be completed for delivery to Darlington in **June 2006**.

The boiler is the most expensive component of *Tornado* left to manufacture. The order overcomes the last major engineering hurdle in the construction programme, and is THE one that everyone is anxious to hear has been confirmed. Now there really can be no doubt that it is WHEN not if for completion! Current plans look to a completion date of NOVEMBER 2007 – just 33 months away!! However, while the excellent response to our appeal for support for the Bond issue – now nearing 60% subscribed – allowed the boiler order to go ahead now, to achieve the planned completion of *Tornado* we must still grow our number of covenantors **and** get the Bond fully subscribed. Anything you can do to assist in this will be very much appreciated.

A last word from Herr Jurgen Eichorn, Works Manager, Dampfkloswerk Meiningen: ‘After over three years of negotiation we are delighted and feel very honoured to have received the order for *Tornado*’s boiler from the A1 Steam Locomotive Trust. We feel this might be a significant step into the British market which we consider to be most important for us in the future. We are looking forward to a pleasant business relationship’.

Engineering News

In the Works Work has continued to make and fit new sections of the front footplating over the valve gear (including lids to allow it to be oiled). The original footplate drawing shows a continuous plate from the step behind the smokebox as far as the outside steam pipes. A drawing which came to light later shows removable plates over the front sand boxes giving access to them and the valve gear immediately behind the valve chests. Further parts have been delivered for the raised portions of the footplate over the cylinders. The steam pipe covers have also been ordered to be fitted at the same time as the raised footplating. With wheels out (to finish the footplate/splasher fitting) Ian Howitt has honed the inside crank pin.

In January the routine portable appliance tests were carried out and resulted in no less than 46 items being certificated ranging from the mess room kettle up to a MIG welding set!

Elsewhere Ufone have completed machining of the radius link components and the union links, and these are at Holt Bros, Halifax for case hardening. The outside radius rods and eccentric rods and combination levers are nearing completion of machining.

A start on the tender has been made with manufacture of patterns for the hornblocks and spring guard brackets (which also serve as tender tank mountings)

Enquiries are out for couplings and initial responses suggest that small modifications to current freight vehicle hooks and screw couplings will give us full compliance with the current Network Rail group standards.

Quality Engineering News

Following virtual completion of the Quality System documentation, **Alan Lusby** (the Trust's Quality Manager) is developing the Quality plan which ties this in with actual construction of the locomotive.

Covenantor **Joe Brown** has very kindly agreed to start work on compiling *the maintenance documentation* for Tornado (we won't get onto the mainline without it!). (We have agreed in principle to share this work – as 'best practice' – with others in the mainline steam industry as part of the drive to improve standards in this area).

Trust Vice-President **Peter Townend** and former NRM Head of Engineering **Richard Gibbon OBE** were among a distinguished gathering of technical minds that assembled at Darlington Locomotive Works to discuss a variety of issues relating to *mainline running and ride performance*. A very positive and beneficial session gave us a greater understanding of these issues in relation to the A1 that will inform the process of application for mainline running.

In a meeting on 21st January with AEA Technology (the railway certification body that the Trust works with) our Quality Engineering Director, **Graham Nicholas**, Operations Director, **Graeme Bunker**, Engineering Director, **David Elliott** and Technical Advisory Panel Member, **Tony Broughton**, met one of the most senior and respected experts in the industry to discuss the most appropriate certification strategy for our forthcoming discussions with Network Rail's Acceptance Board and the Railway Inspectorate in applying for approval to run *Tornado* on the mainline. Issues discussed included:

- New loco versus heritage loco
- 75mph v 90mph
- VAB/HMRI/Route Acceptance (NR) v European Interoperability Regulations
- Computer/theoretical modelling v track testing

From this, work is now starting to develop our acceptance strategy document for submission to Network Rail

Editorial

My thanks to all those who wrote to me following the first issue of The Communication Cord (TCC), and for the positive and constructive tone of all those letters. This TCC brings the long-awaited news of when we can expect to see the boiler for *Tornado*. While this steals the limelight in this issue, much else has been going on both on the construction of the locomotive and behind the scenes. The ongoing work in preparation for certification and mainline running approval may not capture the imagination in the same way as the engineering does, but it is fundamental to the success of *Tornado* when it is complete. Our thanks go to all those involved. (see the Quality Engineering News item above)

In the right hand column of this page are short reports on other activities all of which have a part to play in the success of the Trust, and you will see progress is being made in most, if not all, areas.

Finally, I ask you to read the item on the Trust Archive, and give me your support in creating it.

John Hartley

The Marketing Team We are delighted to report a further strengthening of our Marketing Team. Jon Pridmore, known to many of you for organising Railfest for the NRM, will be responsible for organising our presence at appropriate events.

Events In 2005 we expect to be present at a number of exhibitions and events. The first of these is **The North York Moors Railway Gresley Gala from 29th April to 2nd May**. Would anyone who can lend a hand for half a day or more please let David Bedding or Jon Pridmore know – either by e-mail (see below), hot-line or letter to the Works.

Update of Trust E-Mail Addresses All People with an A1 e-mail address may now be contacted with the format:

first name.family name@a1steam.com

Trust Web Site The web site is now subject to a phased revision. The first phase should have been implemented by the time this edition of The Communication Cord comes through your letterbox.

Regional Meetings The first of our planned (pilot) Regional Meetings was held in Darlington on Thursday 27th January. Seventeen people turned out on a cold, wet and windy evening for a progress update followed by a tour of the Works. The second Meeting is in Newcastle on Thursday 24th February. After the second 'pilot' Meeting, we will decide where and when to run similar events.

Covenantor Survey Pressure of more urgent work has delayed preparation of the planned Covenantor Survey. We hope to send it to you towards the end of April with the next issue of The Communication Cord.

Trust Archive In getting to know my job as Publications Editor, I sought copies of all issues of Top Link, The Pioneer and the earlier Newsletters/Journals, but found that the Trust had no formal archive into which copies of its publications were placed for future reference. By limited enquiry and *using my own copies as a basis*, I have obtained copies of virtually all issues of Top Link and its predecessors although some are only Photostats, but **the Trust needs a full set of original issues of these documents and all other material issued in its name. Future historians will be scathing if we don't!**

I am resolved to fill gaps in our historical record, and I seek your help in doing so. I am conscious that many Covenantors will have carefully collected their copies The Pioneer, Top Link and earlier untitled issues, but I am sure that there will be those who do not have the same magpie urge. Any one who has unwanted copies of any printed Trust material or who is prepared to relinquish their copies is asked to let me know what they hold so that I may get in touch to arrange a transfer if the items will fill a gap in the central record.

The list below gives some indication of just how much help I need. I am especially looking for **original** copies of:

- All Newsletters 1 to 5 (1st has no number)
- All Journals 6 to 10
- Nos 11-15, 17, 19-21 and 28 of The Pioneer
- Nos 7 and 10 of Top Link
- Versions 1-11 of Prospectus (not Bond Prospectus)
- Other material – whatever you may have!