October was a record breaking fundraising month for The A1 Steam Locomotive Trust with over £115,000 donated or pledged towards No. 60163 Tornado and No. 2007 Prince of Wales.

The Cylinder Club – which was only launched at our Annual Convention - welcomed 50 members (half of its target) each donating £1,000. In addition, we were joined by 12 new A1 Covenants, 12 P2 Covenants, one Boiler Club member, two Mikado Club members, two 163 Pacifics Club members and six Tornado Team members. Our supporters also gave over £2,500 in Dedicated Donations towards our new class P2 and over £17,000 in donations towards both of our locomotives.

As well as our Annual Convention weekend, these pledges and donations were made at our P2 Roadshow in Dundee, on 'The Tees-Tyne Express’ raitour with No. 60163 Tornado and during a number of visits to Darlington Locomotive Works. Our grateful thanks goes to all of our supporters for their generosity.
EDITORIAL by Graham Langer

I am struggling to avoid hyperbole in this editorial since so many advances have been made on so many fronts in the last few months. The biggest story must surely be the announcement, at this year’s Convention, that the Trust was progressing plans for a new base in Darlington, just across the tracks from Hopetown Lane, at Whessoe Road. If all goes according to plan this will give us a bespoke engineering works and an historic running shed for our locomotives, as well as space for the proposed rake of coaches and a turntable.

A successful bid would propel Darlington (and the North Road Station quarter in particular) into the limelight, nicely in time for the Stockton & Darlington Railway 200th anniversary celebrations. Tornado has recently visited a number of main line connected centres, the locomotive was probably the last steam engine to visit Old Oak Common and followed this up by attending the re-opening of Barrow Hill Roundhouse (after extensive refurbishment) before visiting Didcot at the end of October. Whessoe Road could become another such facility, offering main line servicing facilities as well as having its own short running line – you can read the full story on page 28.

Meanwhile our P2, Prince of Wales, continues to grow in size and complexity; the very success of this project also produces further challenges for the Trust, heralding a period where to sustain this growth we have to start employing more staff and paying for professional services. I think all those volunteers closely associated with the day to day management of the project are now beginning to appreciate the contribution made by the administration staff and are finding themselves freed up to do what they do best, rather than getting bogged down in the daily minutiae of Trust activities. The benefit for the P2 is that rapid fundraising leads to continued construction (something that was not possible in the early days of building Tornado) which is far more cost effective and should ensure No. 2007 is completed on schedule. Similar benefits are also being felt by the team operating Tornado; this will only become more complex when we also have our own train to manage, something that will ultimately save us huge hire fees and ensure that we are not beholden to other organisations.

Talking of railtours, 2018 promises to be a ground-breaking one for the Trust; not only do we have an attractive and varied selection of trips planned, we will commence 90mph operations with ‘The Ebor Flyer’ and celebrate Tornado’s 10th birthday with a Pullman train to York – have you booked a trip yet? If not, you better hurry up since they are selling out! As if our hard-pressed support crews didn’t already have a busy year ahead, Golden Eagle Luxury Trains have selected No. 60163 as the primary traction for an epic twelve day land cruise of the British Isles with ‘The Royal Scotsman’ set of coaches, exposing our locomotive to an international guest list of dedicated rail travellers. On the other hand, Tornado will be getting plenty of exposure this autumn as one of the stars of the new PADDINGTON 2 movie and it was the ‘can do’ attitude of members of the Trust that landed the locomotive the role and facilitated its transport to the studios to be ‘green screened’ for the filming – you can read about it on page 20.

Perhaps Tornado will have a shed of her own soon. No. 60163 is seen at Didcot in October.
In order to raise the £100,000 needed to construct the cylinders, Mark took the opportunity to launch The Cylinder Club, details of which can be found on page 41. The Dedicated Donations scheme has also done staggeringly well in the past few months; David Burgess took over from Mark to analyse the financing of the construction of Prince of Wales, covering the separation of finances and revealing that income for the P2 project is 12% up on last year with over 830 covenantors now on board; over £1.3m has been spent to date with more work to achieve this, the benefit being better utilisation of the facilities.

Graeme Bunker-James now addressed future projects for the Trust, covering the logic behind the quest for 90mph running and the 100mph run that was needed to achieve this, the benefit being better timings for future trains and more time at destinations; moving on to the proposed Mi3 coach set, Graeme outlined the new business case required, using a very different funding model to previous Trust projects. Graeme was joined by Paul Bruce whose particular brief is the new business case required, using a very different funding model to previous Trust projects. Graeme was joined by Paul Bruce whose particular brief is the new business case required, using a very different funding model to previous Trust projects. Graeme was joined by Paul Bruce whose particular brief is the new business case required, using a very different funding model to previous Trust projects. Graeme was joined by Paul Bruce whose particular brief is the new business case required, using a very different funding model to previous Trust projects. Graeme was joined by Paul Bruce whose particular brief is the new business case required, using a very different funding model to previous Trust projects. Graeme was joined by Paul Bruce whose particular brief is the new business case required, using a very different funding model to previous Trust projects. Graeme was joined by Paul Bruce whose particular brief is the new business case required, using a very different funding model to previous Trust projects. Graeme was joined by Paul Bruce whose particular brief is the new business case required, using a very different funding model to previous Trust projects.

The afternoon session included a detailed talk by David Elliott coupled with a slide show at Darlington Locomotive Works followed by a ‘walk round’ tour of Prince of Wales. Covenantors then had a chance to take a detailed look at progress on the project and the opportunity to sign up to The Cylinder Club or to buy a Dedicated Donation. All in all, one of the most well attended and successful Conventions we have ever held.

By the end of the Convention, Mark Allatt was able to announce that over 830 covenantors now on board; over £1.36m has been spent to date with more work to achieve this, the benefit being better utilisation of the facilities. The Dedicated Donations scheme has also done staggeringly well in the past few months; David Burgess took over from Mark to analyse the financing of the construction of Prince of Wales, covering the separation of finances and revealing that income for the P2 project is 12% up on last year with over 830 covenantors now on board; over £1.36m has been spent to date with more work to achieve this, the benefit being better utilisation of the facilities.

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On Saturday 12th August, Tornado was required to haul ‘The Walton Pier Express’ on behalf of Tendring District Council who wanted to celebrate the 150th anniversary of Walton-on-the-Naze joining the national railway network. The train originated at Liverpool Street and consisted of nine coaches with Class 66 No. 66020 bringing up the rear to ‘top and tail’ a series of shuttles between Walton and Colchester. The DB Cargo crew consisted of driver Rob Binstead, fireman Graham Ward, Traction Inspector Bob Hart and trainee driver Tim Stedman.

Because of Tornado’s RA9 route availability much of the initial route (which is RA9) was negotiated at rather a pedestrian pace, the locomotive being unable to show its paces until after Shenfield when she was able to traverse the rest of the line in the high 60s and low 70s. Alas the shuttles were marred by a high incidence of trespass, as often happens when the national or local press publicise a steam run, which meant the train ran at caution for much of the time. However, it was a beautiful day and Tornado sparkled in the sunshine.

Another good shot of one of the shuttles at Wivenhoe.

Above: No. 60163 is seen at Colchester during the Walton Pier runs.

Tornado is seen at Wivenhoe on the outward run.

Above: Tornado is seen at Great Yarmouth during the positioning move.

No. 60163 makes a rousing start with the returning ‘Easterling’.

The A1 Steam Locomotive Tornado was honoured to be invited to attend what was to be the last ever open day to be held at Old Oak Common on 2nd September. The youngest locomotive there, Tornado was surrounded by a mixture of classic Great Western motive power and modern traction. Old Oak Common was opened in 1906 and is destined to be redeveloped as part of Crossrail and HS2 so Great Western took the opportunity to hold one last open day to raise funds for Place2Be, a children’s mental health charity the patron of which is the Duchess of Cambridge. Over 7,000 people attended the event and a substantial sum of money was raised during the day.

‘THE EASTERING’ by Graham Langer

28th August saw Tornado venture over some East Anglian lines that don’t see steam too often, running from King’s Cross to Great Yarmouth. The train consisted of 13 coaches (including our support coach) with a Class 66 diesel, No. 66128, hung on the back to facilitate the release of the stock at Yarmouth meaning that Tornado had a mammoth task lifting a gross load of nearly 630 tons out of the ‘Cross (the diesel was shut down and its driver was in Tornado’s cab); despite this No. 60163 made an impressive start from the terminus and would have breastled the climb in fine style had the train not had to follow an earlier service out of the station.

The return run to London took the train past the remote and isolated Berney Arms halt and was to be frustrated by other services and a signal failure. Initially leaving Great Yarmouth in the wake of a late-running Norwich service the speed was kept below 50mph most of the way to Wymondham where an operating stop saw the deficit climb from 15 to over 20 minutes but no further time was lost before Ely. Unfortunately, a signal failure at Ely saw trains gathering at the station and a delayed departure was compounded by having to follow stopping service trains through Cambridge and Royston; by the time the East Coast Main Line was regained the train was running over an hour late, little of which could be regained before King’s Cross. It was a challenging day in many respects but the entire run was achieved without any help from the attached diesel!

Tornado stands in the sun at Great Yarmouth.

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Old Oak Common Open Day by Graham Langer

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Tornado stands in the sun at Great Yarmouth.
'THE BORDER RAIDER' by Graham Langer

The lead up to 'The Border Raider' on Saturday 16th September certainly gave those organising the run a few sleepless nights and those travelling concern. The timings were confirmed very late in the day and then it was revealed that the route for the return from the Settle & Carlisle to the West Coast Main Line was closed between Clitheroe and Blackburn for engineering work. Concentrated efforts by Graeme Bunker-James Clitheroe and Blackburn for engineering work.

The 13 coach train originated in the West Midlands with some lively running to Preston alas watering there over-ran and departure was over 20 minutes late, causing the train to be looped at Barton for a Pendolino service. A steady recovery from there ensued and departure was over 20 minutes with some lively running to Preston; alas watering Huddersfield and Standedge Tunnel. The route for the return from the Settle & Carlisle was closed between Clitheroe and Blackburn for engineering work. Concentrated efforts by Graeme Bunker-James Clitheroe and Blackburn for engineering work.

For the return run over the 'Long Drag' departure from Carlisle was delayed nearly 20 minutes and steady rain meant the route had to be tackled with a degree of respect; despite this maxima included 60mph at Appleby and 35mph over Ais Gill summit before a steady run near the line limit of 60mph on the downhill stretch to the water stop at Long Preston. With Tornado refreshed, the train turned left at Hellifield and proceeded to Skipton on its peripatetic route. The train was diesel hauled to Derby as a result of pathing problems resulting in an on time arrival back at the station, before a final dash to Penrith, with the speed only slightly checked through the station, before a final dash to Carlisle.

Unfortunately, bad luck continued to dog the train at the start of the return with the platform allocated for the up 'Tees-Tyne Express' blocked by a failed Virgin electric set; only when this was finally moved was our train allowed into the platform to only 20 odd minutes by the time York was reached, where Keith and Bob Hart were replaced by Steve Hanczar and Jim Smith. There were few opportunities for fireworks on the way north but a solid performance by the locomotive and crew saw the train turn left at Hellifield and proceeded to Skipton on its peripatetic route back to the start point via Wensley, Hellifield and Standedge Tunnel, a route that rarely sees steam these days. Once clear of Manchester there followed some very lively running through Cheshire to regain the WCML with time losses being progressively regained resulting in an on time arrival back at Tame Parkway. Full credit to the DB Cargo crews, the support crew and the planners at Network Rail who facilitated a great day and snatched victory from the apparent jaws of defeat!

'THE TEES-TYNE EXPRESS' by Graham Langer

Run on Saturday 7th October, this was another tour originating in the West Midlands, this time from the East Midlands, this time from Dorridge. The train was diesel hauled to Derby where Tornado came on the train, again totalling 13 coaches; driver Keith Hurlin, fireman Tony Jones and Traction Inspector Bob Hart. Tornado carried an additional headboard dedicated to the memory of Barry Wilson, the long-time financial director of the Trust who died earlier this year, ‘Yorkshire Exile, Barry Wilson, 1946 – 2017’ – Barry retired to Jersey some years ago but his widow, Linda, and members of his family were on board and Barry’s ashes consigned to the fireside as Tornado tore across Yorkshire. Unfortunately 'The Tees-Tyne Express' was already over 20 minutes late when it arrived at Derby and pathing problems resulted in it being over 40 minutes late on departure, reduced to 34 minutes at Chesterfield followed by some business-like running to cut the deficit to only 20 odd minutes by the time York was reached, where Keith and Bob Hart were replaced by Steve Hanczar and Jim Smith. There were few opportunities for fireworks on the way north but a solid performance by the locomotive and crew saw the train turn left at Hellifield and proceeded to Skipton on its peripatetic route back to the start point via Wensley, Hellifield and Standedge Tunnel, a route that rarely sees steam these days. Once clear of Manchester there followed some very lively running through Cheshire to regain the WCML with time losses being progressively regained resulting in an on time arrival back at Tame Parkway. Full credit to the DB Cargo crews, the support crew and the planners at Network Rail who facilitated a great day and snatched victory from the apparent jaws of defeat!

The stop at York allowed the locomotive to be watered and the footplate crew replaced by driver Graham Ward, fireman Vincenzi Hardon and Traction Inspector Gareth Jones. Away from York, Tornado was rapidly pressed back to 75mph, a speed maintained for much of the run to Doncaster, leaving the East Coast Main Line at South Yorkshire junction and heading back to Chesterfield for an eight minute early arrival! Despite having to follow a service train the route via Clay Cross and Belper was mostly tackled with speed in the high 60s with a final in the 70s to arrive just five minutes down in Derby. A good run back through the Midlands saw a right time arrival back at Dorridge and some very satisfied passengers who had experienced Tornado and her crew at their very best.
On ‘The North Briton’, the first tour of 2018, Tornado will haul a train from East Anglia across the magnificent Settle and Carlisle Railway. Eminent railway engineers of the age proclaimed that it would be impossible to build a main line railway through this hostile terrain. Building the Settle & Carlisle almost broke the Midland Railway but determination was rewarded with a magnificent double-track main line railway sweeping through the hills. Passengers will enjoy breath-taking scenery as the landscape becomes more wild and beautiful as the train steams north, through tunnels and across viaducts to reach Carlisle. The train departs from Cambridge, Ely, March and Peterborough with a Class 67 diesel at the head. We call also at Newark before reaching Belmont Yard, just south of Doncaster, where the diesel is detached and Tornado backs down on to the train.

After a final pick-up at Doncaster, Tornado gets into her stride as we run via Hambleton Junctions and Leeds, then up the picturesque Aire Valley, passing the Worth Valley Railway at Keighley and the market town of Skipton.

At Settle Junction the real purpose of the day begins! The long gruelling climb to Blea Moor Summit includes the crossing of the iconic Ribblehead Viaduct. True to her name, Tornado will roar through the glorious scenery of Dentdale, topping Ais Gill Summit before descending through Appleby to arrive at Carlisle. The station is right in the heart of the compact ‘border city’ and you will have a couple of hours in which to stretch your legs and explore.

But our steam adventure is far from over! We take our seats once more and enjoy a trip right across England at its narrowest point, west to east, taking the Low Fell Curve and arriving at Tyne Yard in Gateshead where Tornado is detached. The Class 67 locomotive will have made her way from Doncaster ready for the homeward run along the East Coast Main Line.

CARLISLE

Situated close to Carlisle Railway Station are many interesting historic sites and museums, and those looking for retail therapy can enjoy the pedestrianised shopping area. Carlisle’s imposing Cathedral occupies a central position in the heart of the historic quarter. The Cathedral has free entry and voluntary guides to help you get the most out of your visit to this beautiful ecclesiastical building. Also within walking distance of the Station is Carlisle Castle, where you can discover 900 years of history and explore the tumultuous life of the Castle in a new exhibition. With nine centuries of bloody and turbulent history, Carlisle Castle has played host to colourful cast of characters, from royalty to the notorious Border Reivers.

To make a booking visit www.ukrailtours.com or call 01438 715050
‘UPPER CLASS’ – A YEAR SPENT WORKING THE ‘BELMONT BRITISH PULLMAN’ by Huw Parker

On 17th May the ‘Belmond British Pullman’ is seen near Hungerford.

The ‘Belmond British Pullman’ is one of the UK’s leading luxury dining trains recreating the 1920s Golden Age; their steam hauled services take passengers right back to that era. The immaculately restored and maintained Pullman coaches with Tornado at the front make an impressive sight as they wait to depart London Victoria, and on their return, create an interesting juxtaposition of old and new, as Tornado rests at the buffer stops on Platform 2 at the end of the journey.

As with all our trains, preparation for a ‘Belmond’ excursion starts well in advance. If time permits, the weekend before the Pullman service, The A1 Steam Locomotive Trust Volunteers will spend a cleaning day in the depot at Stewarts Lane where Tornado has been stabilised whilst operating the Belmond trains. This is an excellent facility, where the locomotive can be cleaned and prepared, protected from the elements inside the shed; even lighting the fire is possible with smoke hoods and extractor fans to keep the working environment clean and safe. Easy access around the engine, using purpose built staging and steps, permits the cleaning work long across the areas of the locomotive in safety and this allows for a high standard of cleaning. Liberal quantities of metal polish, wath and wax and finally automotive polish ensure that the engine is turned out to the high standard expected when working such a high-profile train as the ‘Belmond British Pullman’.

Work starts in earnest two days before departure, when the fire is lit and pressure builds in the boiler. There is a careful process of maintenance and inspection to check and test all aspects of Tornado’s operation and this includes our support coach, which accompanies us on all our trains. It provides crew accommodation as well as our workshop, which carries supplies of consumables such as oil and sand and other spares that might be required. Once our own examination is complete, an independent examiner will audit and inspect the locomotive and coach before declaring it fit to run. On most occasions, this is a formality, but very occasionally additional work can be required at short notice to meet our booked commitments. If this is not successful, the locomotive may be declared a failure.

Some lucky Belmond passengers have the opportunity to visit behind the scenes as we prepare Tornado for the trip ahead. They are met as they arrive at the depot and are shown around the locomotive as the work is explained and the final checks are completed. They then watch as the locomotive and coach move off the depot ready to join the head of the train on Battersea Loop before heading to Victoria Station by car, usually arriving in time to see the train set back into the station ready for departure.

For Tornado, working the ‘Belmond British Pullman’ has followed two diagrams, both departing from London Victoria. ‘The Golden Age of Travel of Steam’ is a lunchtime trip around the Surrey Hills, whilst the other itinerary is a longer day trip to Bath or Bristol. Both trips start in the same manner, with the coaching stock being drawn out of the Stewarts Lane depot and into Battersea Loop, usually by a DB Cargo Class 67 diesel, allowing Tornado and support coach to be attached at the front. Once the train is complete, the Class 67 will haul the train into Platform 2 where the passengers can embark. This normally allows plenty of time before departure, enabling lots of photographs of the locomotive and an opportunity for visitors to the footplate before joining the train to enjoy the gastronomic delights offered by Belmond Pullman chefs.

The Surrey Hills circuit is the less demanding of the diagrams for Tornado and her crew, although the climb out of Victoria over Grosvenor Bridge is always a challenge. The 67 will normally have been uncoupled at the rear of the train, but on departure banking assistance is permitted as far as the bridge. After that, the 67 drops back and waits for the train to clear the section ahead before returning to Stewarts Lane Depot. Once over the

leads the train back to Bristol East Yard for servicing; uncoupled from the train, the locomotive heads off to turn on the Bristol triangle, via North Somerset and Didcot, to return to the Belmond trains. Once more at Staines, we often see familiar faces along the way, as our regular supporters come out to see us pass local stations or favourite photography spots. Some hardy souls even follow our progress, leaping ahead to catch pictures or video further along the route. The expressions on the faces of people we pass waiting to catch local services can be a picture themselves, bordering from total excitement to complete disbelief! Others barely look up from their mobile phones, trapped in their own electronic world and oblivious to the spectacle of a bygone era as it passes.

The lunchtime Pullman reaches its most Westerly point on the journey as we pass through Guildford, before stopping at Shalford for water. Leaving Shalford, the line climbs Gomshall Bank at 1 in 96, before dropping down through Docking and along the bottom of Box Hill to Reigate and Redhill, then turning North again towards Croydon. Eventually, the route brings the train back to Clapham Junction and dives back under the main line to Waterloo before a steep climb onto Grosvenor Bridge and back to our starting point. Back on the stops at Victoria, we usually attract a lot of attention from Belmond passengers and passing public alike. After waiting for the Class 67 diesel to return from Stewarts Lane, the empty train is hauled back to the depot, where Tornado then propels the stock into the carriage shed. The locomotive and support coach are turned on the triangle before heading back to the platform cover ready for the next turn of duty.

The Bath Bristol Pullman is more of an early afternoon departure from London Victoria. Passengers receive a full three course lunch by the Pullman dining service being offered throughout the train. Judging by the passenger support coach to the high standard and the high level of presentation, our crews have certainly enjoyed the challenge, both in preparing the engine and her support coach to the high standard expected, and also in the operation of the locomotive, with professional driving and firing skills required commensurate with the Pullman dining service being offered throughout the train. Judging by the favourable comments received from departing passengers and stewards alike, we seem to have managed to deliver and look forward to working ‘Belmond British Pullman’ trains in the future.
The Sulis and Sarum Express

Saturday 24th March 2018 - A railtour to historic cities of Bath and Salisbury

In March, passengers will board ’The Sulis and Sarum Express’ headed to the historic cities of Bath and Salisbury. The big question will be which of these beautiful West Country cities to explore?

This promises to be a wonderful spring time excursion and a great opportunity for those in the West Midlands to join one of our railtours. The return trip offers Tomado’s first public ascent of the Lickey incline.

Steam hauled throughout, the tour begins at the handy ’park and ride’ railhead of Tame Bridge Parkway before calling also at Birmingham New Street, Bromsgrove, Worcester Shrub Hill and Cheltenham Spa. The outward journey takes the train by way of Bristol Parkway, and Dr Day’s junction to reach Bath, then onward through beautiful Wiltshire countryside via Westbury and Warminster to arrive at Salisbury. The journey back is via the same route meaning that Tomado will encounter the legendary Lickey Incline, at 1 in 37.7 this is the steepest sustained main line gradient in Britain. A banking locomotive will be provided for the heavy train, likely to be a Class 66.

Bath and Salisbury

The City of Bath will need little introduction of course, with Bath Spa station centrally located and handy for the Roman Baths Museum. See the Temple of Sulis Minerva and relics of life 2,000 years ago. Alongside is Bath Abbey, created by the Bishop of Bath and Wells between 1495 and 1503. Or take a stroll to the former Green Park station, closed half a century ago and now neatly preserved as a trendy venue for markets and cafes. If you alight at Bath you will have around five hours in which to explore.

Or stay on the train to Salisbury where the city is overlooked by the truly glorious cathedral. The streets abound with interesting shops, ranging from big High Street names to quirky boutiques and there are lots of options when it comes to finding somewhere to eat and drink. If you choose Salisbury your break will be around three hours.

NEW SHED ALLOCATIONS NEEDED

by Mark Allatt

Only 41 Pacifics remaining in The (extended) 163 Pacifics Club

The last few months have seen tremendous progress in our campaign to raise £200,000 to pay for No. 60163 Tomado’s tender. As you will recall, William Cook Cast Products Ltd, through its chairman Sir Andrew Cook CBE, funded the construction of No. 60163’s tender in 2006. Tomado’s tender is currently owned by William Cook Cast Products Ltd (the Trust’s Principal Sponsor) and it is leased to the Trust under a fifteen-year loan agreement which will come to an end in 2021.

The 163 Pacifics Club was set up in 2013 to fund the purchase of Tomado’s tender from William Cook Cast Products Ltd through the sponsorship of the 163 ex-LNER express passenger Pacifics from the Gresley class A3/1 and Peppercorn class A1s. 163 people making a one-off donation of £940 (or £10 per month over eight years) with the addition of Gift Aid this would raise £195,600.

Given some of the wonderful names carried by the other LNER Pacifics and over £200,000 pledged, leaving only 41 remaining for sponsorship.

With Tomado having attained the magic 100mph and scheduled to haul her first 90mph train, ’The Ebor Flyer’, on 14th April 2018, let’s complete the project we embarked upon in 1990 through the purchase of No. 60163’s tender before the start of her 10th birthday celebrations in August 2018.

For more information on how you can become a member of The 163 Pacifics Club visit www.a1steam.com, email enquiries@a1steam.com or call 01325 460163.

41 Names still available for allocation.

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<th>No.</th>
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To make a booking visit www.ukrailtours.com or call 01438 715050

Times (Provisional)

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Ticket 
First Class Single £120.00
First Class Return £129.00
Second Class £79.00

For more information on how you can become a member of The 163 Pacifics Club visit www.a1steam.com, email enquiries@a1steam.com or call 01325 460163.
As I caught the train to Bristol Temple Meads, my sleeping bag hooked over my shoulder and my pillow under my arm, you could be forgiven for thinking I was on my way to go camping. But camping has never been my thing and I was going somewhere much more exciting: to spend the weekend sleeping in the support coach of No. 60163 Tornado, as support crew for ‘The Torbay Express’.

I had headed down the evening before we were due to start, and we were up early on Saturday morning to look after the fire and clean the locomotive. I was chef as well, so I had to fit in a trip to the supermarket. It was four hours after we left Bristol that we pulled into Kingswear to swap the crew; then began the hard climb over the cliff tops until we pulled, at last, into Kingswear, sitting on the water’s edge and with the great visage of the Royal Naval College sat high up on the opposing hills. Here, the engine gets detached and runs up to Churston to turn, before returning to Paignton for a service. Unfortunately for us, the heavy black clouds which had followed us for most of the journey chose this time to release torrential rain; the two crew members cleaning out the fire were okay but those of us on the ground trying to oil up, drop the ashpans and do a bit of cleaning had a damp hour.

We took coal and water whilst we serviced, with the help of the local crew, then the locomotive headed back to Kingswear whilst the rest of the crew followed on the local service train. We were close to departure time as we darted towards Paignton, where the rest of the crew disembarked and headed out to their waiting cars, reflecting on the end of the last ‘Torbay’ of the season. I have had the pleasure of accompanying Tornado on several trips and I have formed many wonderful memories, but as I left the engine quietly sitting in the platform, wisps of smoke, droplets of water, the sun broke out through the clouds and the sea lost its steel grey look, turning blue, green and gold.

We swapped crews at Paignton, but the stop was short and we were soon on our way north, heading back along the sea wall and towards home. Just as we were leaving Devon we passed a garden with two young girls playing; they stopped, wide-eyed as we passed, caught up in the magic that steam engines seem to possess.

We stopped again for water in Taunton, before a final dash towards Bristol as the beat of the engine pulling us towards the coast.

It took a surprisingly short amount of time for everyone to board, and by 08:00hrs we had sounded the whistle and began pulling out of the station. The route out of Bristol runs through several deep cuttings where the roar of the exhaust beats reverberate around, but it wasn’t long until we were heading out into open countryside as though sloughing off the dirt and grime of the city. The A1 began to get into her stride, and, at the back of the train as we were, we could still hear the beat of the engine pulling us towards the coast.

We stopped for water in Taunton, which gave passengers the chance to get out and view the locomotive. It wasn’t long, though, until we were back on our way and this time it was a straight run down to Kingswear; the route takes us along the coast, wending in and out of tunnels cut through the cliffs, evoking the railway posters of old trying to entice you to visit the ‘Cornish Riviera’. People walking their dogs and playing in the sea stopped and watched and waved as we tore past, and the chime whistle added its music to the thrum of the engine and the rattle of the coaches.

It was four hours after we left Bristol that we pulled to a stop in Paignton to swap the crew; then began the hard climb over the cliff tops until we pulled, at last, into Kingswear, sitting on the water’s edge and with the great visage of the Royal Naval College sat high up on the opposing hills. Here, the engine gets detached and runs up to Churston to turn, before returning to Paignton for a service.

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We took coal and water whilst we serviced, with the help of the local crew, then the locomotive headed back to Kingswear whilst the rest of the crew followed on the local service train. We were close to departure time as we darted towards the support coach, now at the front of the train, and I hopped onto the footplate for the ride back to Paignton. As we left the tunnel and steamed along the cliff tops, the sun broke out through the clouds and the sea lost its steel grey look, turning blue, green and gold.

We swapped crews at Paignton, but the stop was short and we were soon on our way north, heading back along the sea wall and towards home. Just as we were leaving Devon we passed a garden with two young girls playing; they stopped, wide-eyed as we

As the sun came out, we climbed to the other side of the yard at one point to take coal; we use four to five tons of coal on the journey, so it’s crucial to make sure we’re carrying the full seven tonnes held by Tornado’s tender. After a long day of hard graft, we came gratefully to our beds, stretched out on the seats in the compartments. It’s not the comfortable bed of home, but it’s fun (and beats camping!)
THE CANTERBURY TALE
Saturday 19th May 2018 - Canterbury and the Dover Coast

‘The Canterbury Tale’ promises to be a wonderful day trip, not only visiting one of the country’s most historic cities where the sights and sounds of old England can be enjoyed, but also the beautiful journey will take the train along the foot of the iconic White Cliffs, providing passengers stunning views of the Kent coast. Canterbury bound, the train departs from Peterborough station and heads south along the East Coast Main Line, with station calls at St Neots, Stevenage and Potters Bar. After a further passenger call at Finsbury Park the train takes the steep climb up onto the North London Line with views across the large development at King’s Cross - St Pancras. The train then continues out of the capital heading East towards Maidstone and Ashford, before the final leg of our outward journey to Canterbury.

CANTERBURY
Passengers will have around three hours to explore Canterbury, a UNESCO heritage site brimming with thousands of years of history. Today the city is famous for its traditional streets and buildings, including the ancient cathedral, which provided the backdrop to Chaucer’s Canterbury Tales. After a few hours in Canterbury the train embarks on its scenic return journey, heading towards Minster and taking the junction for Dover and the Cinque Ports. The steep climb of Martin Mill Bank affords good views of Dover castle and port before our route plunges under Shakespeare’s Cliff and emerges along the famous White Cliffs. Passengers will enjoy coastal views as we head back towards Ashford, picking up the outward route. In London, Tornado says goodbye and a diesel locomotive speeds the train back towards Peterborough.

To make a booking visit www.ukrailtours.com or call 01438 715050

THE TORNADO TEAM AT BARROW HILL
by Sophie Bunker-James

Keeping No. 60163 Tornado in tip-top working order is an expensive business. Whilst the profit from operating our programme of main line tours and Tornado’s hire fees from heritage railways and working for other rail tour promoters currently covers her day-to-day and year-to-year maintenance costs, they do not at present generate a sufficient surplus to fund her five and ten year overhauls, conservatively estimated at around £500,000 each. Therefore, it is vital for us to continue to maintain (and hopefully grow) Tornado’s on-going covenant income.

In TCC47 I wrote about how the number of individual covenantors supporting Tornado had gradually declined since a peak of around 1,600 (many more £3pm equivalents) in 2009 to 1,112, each person donating an average of £9.98pm before Gift Aid. This decline is mostly due to annuities and new covenantor recruitment failing to keep pace as we are only managing to bring on-board around five new covenantors per month, but are losing around ten every month. We have issued almost 2,700 covenantor numbers since launch but only had only 1,112 on our books, a loss of over 1,500 supporters over the past quarter of a century. The last few months have seen this attrition slow, then stabilise and now slowly start to grow again with 1,118 A1 covenantors now on-board. Hopefully the publicity around the Tornado Design Competition, 100mph test run and up-coming PADDINGTON 2 movie will help. I would therefore urge all our existing A1 covenantors to help us to recruit new supporters and for P2 covenantors (43% of whom are not also A1 covenantors) to come on-board if they are able to. 

For more information on how you can help to keep Britain’s only new-build main line steam locomotive on the tracks visit www.a1steam.com or email enquiries@a1steam.com or call 01325 460163

A1 Covenantor Numbers

A1 Covenantors

Keep Tornado on the tracks by Mark Allatt

Tornado Team members had some time to get ‘up close and personal’ with Tornado at Barrow Hill.
Dawn at a misty Old Oak Common on 16th October finds Tornado being readied for another Royal performance.

In mid-2016 we were contacted by the producers behind the new PADDINGTON 2 movie asking about the potential of using Tornado in their movie. Clearly this was a great opportunity for the locomotive to reach a new audience, and the film looked to be great fun. The cast includes Hugh Bonneville, Sally Hawkins, Samuel Joslin, Madeleine Harris, Julie Walters and Hugh Grant as the villain of the piece.

Visits to the locomotive took place and the script was developed and in December 2016 Tornado was taken to Paddington for filming duties. Then, in January 2017 the locomotive was at Leavesden Studios near Watford for more filming. We can’t say too much yet, but there were a lot of sequences with the cast, green screen activities, special effects and a talking bear. The locomotive was also digitally scanned in a more detailed way than has been carried out on a steam locomotive before.

On 16th October The Duke and Duchess of Cambridge and Prince Harry met children about to set off for the trip of a lifetime on board ‘The Belmond British Pullman’, hauled by Tornado. Nearly 130 children were nominated by Their Royal Highnesses’ Charities Forum which brings together their key charities to benefit from each other’s different specialisms and experience and make wonderful things like this train journey happen! The event was supported by film charity BAFTA of which The Duke of Cambridge is President. Their Royal Highnesses met cast and crew of the forthcoming film PADDINGTON 2 who joined the children on their journey through the English countryside.

Hugh Bonneville, who plays Henry Brown in the movie, praised the three royals for their support of children’s charities. The Duchess of Cambridge surprised the gathering by performing an impromptu dance with Paddington on the platform while a calypso band played in the background.

Lots of post-production work, and an additional day of filming in June, completed our work and this wonderful film was released on 10th November. We are pleased to say Tornado features heavily, but we can’t say too much more...
THE YORKSHIRE PULLMAN
Saturday 2nd June 2018 - A luxury trip to York or Scarborough

To mark the tenth year of Tornado in steam, we are delighted to offer ‘The Yorkshire Pullman’. Step on board Belmond British Pullman, sister train to the Venice Simplon-Orient-Express, and experience the excitement of luxury train travel.

From the moment you join the train, you are transported to a world of pure indulgence. Take a seat in the vintage carriages dating back as far as the 1920s and used on such iconic trains as the original ‘Yorkshire Pullman’ and ‘The Queen of Scots’ services.

Glide through stunning scenery to York or Scarborough as champagne flows and gourmet cuisine is served. Expect glamour, fun and a dash of adventure on this very special train with Tornado.

Our route takes us from the Great Northern terminus at King’s Cross and along the East Coast Main Line. After climbing to Potters Bar, we then cross the famous Welwyn Viaduct and head on through Stevenage, St Neots and Peterborough which preludes the long climb to Stoke Summit. It was on this stretch of line, albeit heading south, that Mallard set the World Speed Record for steam at 126mph.

We continue northwards running at the permitted 75mph maximum of the vintage coaches, passing the railway town of Doncaster before we arrive into York, where passengers have around four hours to enjoy all this historic city has to offer.

Following the first set down, Tornado continues with the train onto Scarborough by way of Kirkham Abbey, with its Priory ruins and the market town of Malton. We then arrive at our seaside destination of Scarborough where passengers have over two hours to explore. Our return journey follows our outward route.

To make a booking visit www.ukrailtours.com or call 01438 715050

TIMES (PROVISIONAL) OUTWARD RETURN
London King’s Cross 08.18hrs 22.30hrs

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TORNADO AT CHRISTMAS!
The Tornado Team Membership – perfect for 5-15 year olds and costs just £25.00 a year. New members will receive a Tornado goody bag when they join. Other benefits include:

- Newsletters twice a year to which Tornado Team members are encouraged to contribute their stories, pictures and questions
- A birthday message from Tornado
- Tornado Team events where members will have exclusive access to the engine and the people who look after it
- A Tornado Team membership would make an ideal birthday or Christmas present for a young Tornado fan

Merchandise (please see the enclosed order form)
For the steam enthusiast, why not buy them membership of The 163 Pacifics Club? Or a railtour voucher? Railtour vouchers for £25, £50 or £100 are available from the Trust (supplied with a copy of the current tour brochure) - contact our office for details.

TOURS TO ENJOY
London - York - York - Scarborough, 24 hours = £325
Manchester - York - York - Scarborough, 24 hours = £300
Oxford - York - York - Scarborough, 24 hours = £295

For more information on any of these Christmas Gifts, please call 01325 460163, email enquiries@alsteam.com or write to Darlington Locomotive Works, Hopetown Lane, Darlington, DL3 6RQ.

TOUR AND RAIL TOUR MEMBERSHIP
Save 10% on a railtour for a young member of the Tornado Team.

For a young member aged 5-15 years old, railtour vouchers are available from £25.00 up to £150.00. Membership is £25.00 a year.

Optional add-ons include a hand signed certificate from a member of the Tornado Team, a copy of the current tour brochure, a Tornado Team mug, or a Tornado Team t-shirt.

A Tornado Team membership would make a fantastic gift for a young Tornado enthusiast.

Belmond British Pullman
Belmond British Pullman

TORNADO ON LOCATION IN PADDINGTON 2 FILM STUDIO

In great secrecy Tornado was taken to Leavesden Studios for ‘green screen’ filming (allowing the background to be ‘painted in’ with CGI). The image on the right shows Hugh Bonneville scrambling along her running board.

AI Size LNER poster - £15 each including P&P to the UK. To purchase a poster, please send a cheque for £15 made out to ‘The A1 Steam Locomotive Trust’ along with your delivery address to the address below.

For more information on any of these Christmas Gifts, please call 01325 460163, email enquiries@alsteam.com or write to Darlington Locomotive Works, Hopetown Lane, Darlington, DL3 6RQ.

In great secrecy Tornado was taken to Leavesden Studios for ‘green screen’ filming (allowing the background to be ‘painted in’ with CGI). The image on the right shows Hugh Bonneville scrambling along her running board.

More information can be found at www.alsteam.com.
The Border Raider on its return run is seen crossing Arten Gill viaduct.
The first recorded working was passing Doncaster on 21st December with the 09:50hrs Leeds to King's Cross passenger train. No. 60119’s travels included the south and middle sections of the East Coast Main Line; on 1st June it was noted at Darlington while on the following Christmas Eve it was derailed at King’s Cross when backing onto the down ‘Queen of Scots’. Although the sixth A1 it was further down the queue to go into the new BR livery with black and white lining and the early lion and wheel emblem on the tender; when dealt with in June 1950 it was one of four to be repaint ed that month although a further 16 had previously appeared in the new colours. About this time the Hudd ATC system was fitted but the Flaman speed recorder and non-passenger work was increasingly seen. Examples include passing Peterborough on 20th August 1960 with 11 vehicles on the up mail. Goods featured with a down freight at Grantham on 21st December. Observations made concern the east coast route; the down ‘Flying Scotsman’ hauled into Newcastle on 21st September and the up train from Newcastle but the locomotive was recorded as failing at Durham on 4th June 1958. Photos from this period show an AWS plate fitted to the front bogie and a protector plate below the bufferbeam.

Yet another transfer for this increasingly nomadic Pacific was to Doncaster on 3rd August. Observations are mainly between that town and the capital although it was noted on 14th June that the locomotive failed at Darlington. Throughout its life spent largely on the southern and central sections of the main line Patrick Stirling had carried seven boilers. Withdrawal came on 31st May 1964 with disposal to Cox & Danks, Wadsley Bridge in August for scrap.

This history was compiled by Phil Champion based on a database compiled by Tommy Knox and with reference to the RCTS book “Locomotives of the LNER Part 2A” as background.
WHESSOE ROAD by Paul Bruce

If all goes according to plan in a few years’ time we will have a new multi-million-pound main line connected base in Darlington. If fundraising attempts are successful, the new site will be operational in time to play a central role in the celebrations marking the 200th anniversary of the opening of the Stockton & Darlington Railway in 2025.

At the heart of the new base will be the four-track Whessoe Road engine shed which was built by the Stockton & Darlington Railway in 1861. Designed by William Peachey, it was one of the S&D’s last developments before the company was absorbed by the North Eastern Railway in 1863. The shed went on to serve as a wagon repair and paint shop, before falling into disuse in the late 20th Century.

A key priority is that the site is made publicly accessible on regular advertised open days. It has also identified a quarter to one-third of a mile long running line which could be used for limited steam-hauled passenger rides, running parallel to the Bishop Auckland branch, as well as its more important role as a basic test-bed for the Trust’s new and overhauled locomotives. The site also has potential as an operational base should an idea from Darlington Borough Council to run a steam-hauled shuttle service between Darlington and Bishop Auckland come to fruition. The land adjacent to the engine shed is currently used by a vehicle component recovery business and all the relevant land is owned by Network Rail. Encouraging discussions have been held with the tenant and Darlington Borough Council has already identified an alternative site for the operation to relocate to. The Trust has appointed Darlington-based lifelong railwayman Paul Bruce as its Whessoe Road project director. The Trust has already held positive talks with Network Rail about the site and been visited by both its Chairman Sir Peter Hendy and Chief Engineer Jon Shaw. The Trust is also working with local stakeholders, including Darlington Borough Council, Ben Houchen (Mayor of the Tees Valley Combined Authority) and Jenny Chapman MP (Darlington), to explore funding options. A consequence of the proposal is that the Trust will vacate the former S&D carriage works on Hoptonew Lane – just 100 yards south of Whessoe Road – that it has occupied for the past 20 years. Our long-awaited new base will be somewhere that both Tornado and Prince of Wales can truly call ‘home’. We hope that we will be able to operate the world’s newest steam locomotives from the world’s oldest active main line engine shed – a true ‘Top Shed’ of the north! The intention is to open the Whessoe Road site as an operational base for the Trust soon after we complete the construction of Gresley class P2 No. 2007 Prince of Wales, which is scheduled for 2021/22, and in good time to play a central role in the celebrations marking the 200th anniversary of the opening of the Stockton & Darlington Railway in 2025.

TORNADO TOUR DIARY - 2017/18

Below are the future operations Tornado is confirmed to be involved in. More details will be published on www.a1steam.com as trains are finalised. Contact details for tour companies are below.

2017
- Saturday 25th November 2017 - ‘The Chester Christmas Cracker’ - London Euston, Wrexham, Milton Keynes and Northampton to Chester
- Saturday 24th February – ‘The Yorkshire Holiday Special’ - London to York
- Saturday 21st April – Midland Railway Centre
- Saturday 28th April – ‘The Yorskys Mon Express’ - East Midlands and North Staffordshire stations to North Wales Coast (Option: Ffestiniog and Welsh Highland Railway)
- Tuesday 3rd to Sunday 13th May – ‘The Mad Hatter’ - 10th Anniversary Party - Darlington
- Saturday 2nd June – ‘The Yorkshire Pullman’ - Belmond British Pullman luxury train from London to York and Scarborough
- Saturday 21st July – ‘The Talisman’ - London to Durham (Option: Beamish) and Newcastle. Return journey with Delhi diesel locomotive D9009 Alycidon
- Saturday 28th and Sunday 29th July – 10th Anniversary Party - Darlington
- Wednesday 11th August - ‘The Mad Hatter’ - 10th anniversary train - Darlington, York and Wakefield to Chester
- Saturday 13th October – A1/P2 Convention - Darlington

2018
- Saturday 3rd to Sunday 11th March – North Yorkshire Moors Railway
- Friday 16th to Sunday 18th March – Severn Valley Railway
- Saturday 24th March - ‘The Sulis and Sarum Express’ - West Midlands Stations to Bath and Salisbury
- Saturday 25th March - ‘The Sulis and Sarum Express’ - West Midlands Stations to Bath and Salisbury
- Saturday 24th March - ‘The York and Northampton to Chester
- Saturday 25th March to Monday 2nd April – East Lancashire Railway
- Saturday 14th April - ‘The Ebor Flyer’ - First 90mph train - London to York
- Saturday 21st April – Midland Railway Centre
- Saturday 28th April – ‘The Yorskys Mon Express’ - East Midlands and North Staffordshire stations to North Wales Coast (Option: Ffestiniog and Welsh Highland Railway)
- Tuesday 3rd to Sunday 13th May – ‘The Mad Hatter’ - 10th Anniversary Party - Darlington
- Saturday 19th May – ‘The Canterbury Tale’ - Peterborough, St. Neots, Stevenage, Potters Bar and Finbury Park to Canterbury and Dover Coast

Belmond British Pullman
Tel: 01438 715050
tell: 020 3117 1300
www.belmond.com/british-pullman

UK Railtours
Tel: 01453 834477
tel: 01453 834477
www.ukrailtours.com

Barrow Hill Roundhouse
Tel: 01342 83555
enquiries@barrowhill.org

Torbay Express
Tel: 0143 834477
www.torbayexpress.co.uk

SAVE THE DATE: Convention 2018
Saturday 13th October, venue to be confirmed.

Due to the hectic schedule 2017 has brought, we have decided to increase our open days to two per month starting in April 2018. We have had a huge number of visitors and groups visiting this year so opening an extra day should be helpful. Enclosed in this copy of TCC is a leaflet advertising a new book called Peppercorn’s Pioneers. Any orders placed using this form or through The A1 Steam Locomotive Trust’s personal website link will generate income for the Trust. The Publishers have kindly agreed to pay the Trust a percentage on any sales we generate – early Christmas present!

WHESSOE ROAD

The somewhat careworn 1861 Stockton & Darlington shed at Whessoe Road.

The proposed track plan for the new site.
Frames
The frame stay and four spring hanger brackets fabrication is nearing completion at North View Engineering.

Fittings
Tom Jones (formerly of M Machine and now with ElecMech in Darlington) is machining a new live steam injector control valve to replace the one previously made which is presently on Tornado. This valve is one of three which have been ordered by The Sir Nigel Gresley Trust using our pattern equipment — one for SNG, one for us and one for The B1 Locomotive Society at Grosmont. The SNG order also includes three exhaust injector valves with one for us to provide a spare for Tornado whose existing valve is becoming very worn.

Tom has developed a method of hydraulic testing bronze fittings with minimal machining following our earlier experience with porous castings. This saves the need to repeat a lot of expensive machining if the finished valve fails its hydraulic test. Foundries will replace a defective casting at their cost but will not cover the cost of machining the replacement.

The combined frame stay.

Tom’s process has proved its worth, as having hydraulic tested all six of the injector castings, all three of the exhaust injector valve castings have failed. These have been set back to South Lincs Foundry along with the pattern equipment for further investigation. The almost identical but opposite handed live steam injector valve casings are fine.

For the steam stand and valves and blower valve casings, the same method will be used to hydraulic test the castings before full machining.

Wheelsets
Unilathe has completed the turning work on the assembled crank axle and are in the process of machining the keyways. The three replacement plain coupled axles are at Unilathe for finish machining including the keyways. The Cartazzi wheelset is fully assembled and arrangements were made to have it delivered to Darlington in time for the Convention. Some progress has been made by Tom Jones in completing the cannon and axleboxes. The coupled wheels have been subjected to static testing measurements to enable Andrew Hemming to start the calculations for balancing the engine.

Sand boxes
The sand boxes have been grit blasted and painted, and the final details welded on. Ian Matthews painted the backs of the boxes and the main frames behind where the boxes bolt on to finished condition so that the sandboxes can be permanently attached to the frames.

Cladding
Ian is making rapid progress with the boiler cladding; having used the Cleveland Bridge apprentices to help with the heavy work of rolling the cladding sheets, he has fitted all four conical cladding sheets. The laser profile kit for the firebox backhead cladding has been supplied and the latest group of VTEC apprentices have made good progress in assembling the backhead cladding.

Below: The sheets were then applied to the ‘skeleton’. The return crank gearboxes have been added to the CAD drawings.

Design
David Elliott is now concentrating on the Lentz/Franklin valve gear and components for it are starting to appear on the CAD model.

Tender
Ian Howitt has put the tender drag boxes out for quotation. Further liaison has been made with Cleveland Bridge including sending them full drawings of the tender tank. Orders have been placed for tender tyres and axles.

Ian Matthews and the apprentices start to roll the cladding sheets.

Below: Detail of the dome cover, somewhat simpler to make than Tornado’s!
**WORKSHOP NOTES**

### MAYORAL VISIT

Tees Valley Mayor Ben Houchen recently visited Darlington Locomotive Works where No. 2007 Prince of Wales is currently under construction. During the visit Mr Houchen was given a briefing on the A1 Steam Locomotive Trust’s progress to-date and its ambitious plans for expansion.

The Mayor heard first-hand the Trust’s plans for a larger base in Darlington where it would build and maintain its growing fleet of locomotives and rolling stock. The Trust also has ambitions to create a state-of-the-art charter train, growing fleet of locomotives and rolling stock. The Trust base in Darlington where it would build and maintain its progress to-date and its ambitious plans for expansion.

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### VIRGIN APPRENTICES AT DARLINGTON

Two more groups of engineering apprentices from Virgin Trains joined the team in Darlington Locomotive Works to help with the construction of Prince of Wales.

As part of a sponsorship agreement with Virgin Trains, apprentices are being given the opportunity to experience a different railway environment at the A1 Steam Locomotive Trust’s Darlington Locomotive Works where Peppercorn class A1 No. 60163 Tornado was completed in 2008 and No. 60166 Prince of Wales is now under construction.

Two apprentices, Scott Henderson and Andrew Patterson from Virgin Trains’ Craigentinny depot in Edinburgh, completed a week-long stint in August with the Trust at DLW working on No. 6007 Prince of Wales. Over this period, they have worked with A1SLT staff, helping with the shaping and fabrication of the locomotive’s distinctive boiler cladding using the dinosaur-like former nick-named ‘Crag the Cretecous’. The third group of apprentices, Ondre Brooks, James Henshaw and David Harrison from Virgin Trains’ Bounds Green depot in London, did a two-week-long stint at DLW during. More apprentices are expected to follow in the coming months.

Speaking of the arrangement, John Doughty, Engineering Director for Virgin Trains on its east coast route, said, “We look forward to introducing our new Virgin Azuma train fleet from 2018. It’s important to promote and preserve the history and heritage of our east coast route. Our sponsorship of the Trust gives our apprentices the opportunity to experience a very valuable taste of the heavier side of railway mechanical engineering.”

### WORKS PLATE FROM NO. 2004 SOLD

A works plate from Lord President, bearing the affixed rebuilding date of 1944, was sold by Stafford Railwayana Auctions for £6,000 in September.

### P2 DEDICATED DONATIONS UPDATE by Mandy Grant

July to October has seen another amazing increase in component sponsorship, with 29 individual components being sponsored, raising a further £13,540.00 before gift aid. Sponsored components during this period have included the LH leading coupled hornblock oil box complete, forward driving sandbox LH laser profiled kit, forward driving sandbox LH fabrication, forward driving sandbox LH filler kit, forward driving sandbox LH filler fabrication, sand trap LH forward driving, sand pipe LH forward driving, two LH coupled driving wheel spokes, RH water gauge drain valve body casting, all inner and outer cab beading, front and rear cab side windows wood frame and details RH, 12” air brake cylinder locomotive front, wash out door escutcheon crownsheet (front), LH, 3 1/2” Ross pop safety valve (Leading), rear air pump valve body casting on steam stand, blower isolating valve body casting on steam stand and various bolts and handrail knibs!

We are most grateful to all of our supporters who have responded to the Dedicated Donations campaign!

Since its launch in 2014, 380 individual components have been sponsored as part of the Dedicated Donations Scheme, this is in addition to many of the smokebox components which have been sponsored directly by The Gresley Society Trust. Components sponsored through the Dedicated Donations Scheme range in price from one of over 1,000 driven bolts & nuts for £25, to the complete exhaust steam injector for £15,000.

If you would like to sponsor a component on No. 2007 Prince of Wales, or you know of a business owner or company who may be interested in sponsoring an item, please contact us at dedicated.donations@p2steam.com.

### Attention all Boiler Club Members!

**P2 Boiler Club Exclusive Badges Are Now Available To Purchase**

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

### SWISS MODEL RAILWAY GROUP VISIT DARLINGTON

Among many groups visiting DLW this year was a party from Switzerland, led by Charles Simon. Charles was kind enough to drop us a line about their visit.

“On our English trip we – around 16 members of the Swiss G1MRA Group (Gauge 1 Model Railway Association) - on 31st May 2017 went to Darlington to investigate the state of development of the new Gresley P2 and then moved on to the Shildon branch of the NRM. We much enjoyed the personal welcome at Darlington Locomotive Works, the private lecture and also being allowed to inspect the growing P2 from all sides. We were most impressed to see how a real full size steam loco is assembled part by part and screw by screw. We so far have known this procedure only from our Aster locomotive kits which result in a gauge 1 model live steam engine. Many thanks again for your kindness and your time to welcome us!”

Charles Simon, Switzerland

![Photo: Charles Simon](image1.jpg)

Above: Closer examination of the P2 frames.

![Photo: Charles Simon](image2.jpg)

Talk given to the Swiss group.

![Photo: Charles Simon](image3.jpg)

Three members of the group view the smokebox door.

![Photo: Charles Simon](image4.jpg)

Talk given to the Swiss group.

![Photo: Charles Simon](image5.jpg)

Above: Closer examination of the P2 frames.
A GIANT RESURRECTED
No. 2007 PRINCE OF WALES IN DARLINGTON LOCOMOTIVE WORKS
Help us to wheel new Gresley class P2 2-8-2 No. 2007 Prince of Wales during spring 2018

Join The Mikado Club today!

Thank you for your valued support.
Together we can build this remarkable locomotive!

For further information please visit www.p2steam.com email enquiries@p2steam.com call 01325 460163 or write to The Mikado Club, P2 Construction Fund, Darlington Locomotive Works, FREEPOST RTJS-XECR-XARL, The A1 Steam Locomotive Trust, Hopetown Lane, Darlington DL3 6RQ.

The Royal Navy and The A1 Steam Locomotive Trust are delighted to announce a “Bond of Friendship” between new aircraft carrier HMS Prince of Wales and new Gresley class P2 steam locomotive No. 2007 Prince of Wales.

HMS Prince of Wales (R09) is the second Queen Elizabeth-class aircraft carrier under construction for the Royal Navy. She is the seventh Royal Navy ship to have the name HMS Prince of Wales.

Construction of the ship began in 2011 and she was formally named on 8th September 2017 at Rosyth Dockyard by The Duchess of Rothesay (The Duchess of Cornwall). HMS Prince of Wales will be handed over to the Royal Navy in 2019 and will be fully ready for frontline duties from 2023. Along with sister-ship HMS Queen Elizabeth, HMS Prince of Wales is the largest ship ever to be built for the Royal Navy, with a displacement of around 65,000 tonnes and length of 920 feet. The ship will carry a crew of up to 1,600 men and women and up to 40 aircraft, including the F-35B Lightning II stealth fighter.

At The A1 Steam Locomotive Trust’s 25th Annual Convention in Darlington, the “Bond of Friendship” was cemented by the exchange of gifts – from the Royal Navy to the Trust the crest of HMS Prince of Wales and from the Trust to the Royal Navy the painting ‘Dream Team’ by renowned railway artist Chris Ludlow featuring both No. 2007 Prince of Wales with No. 60163 Tornado.

Upon receiving the painting, Lt Cdr David Wright, commented, “It gives me great pleasure to introduce myself and the Ship’s Company at the beginning of what we trust will be an exciting and beneficial Bond of Friendship between both No. 2007 Prince of Wales and HMS Prince of Wales. We have just officially been named by the Duchess of Rothesay, our Lady Sponsor, and I understand that you have just passed a significant milestone with the completion of the first wheelset which must be a very proud moment for all of those involved. As we take our first tentative steps in the life of a brand new Ship’s Company, we are extremely keen to foster a strong connection with No. 2007 Prince of Wales locomotive and ensure that the relationship between HMS Prince of Wales and The A1 Steam Locomotive Trust flourishes. Bonds of Friendship are extremely important to the Royal Navy and we are eager to explore ways in which we can develop our links over the coming years.

The Trust was set up in 1990 to achieve its goals by the pursuit of best professional practice and excellence, a sentiment that equally applies to the Royal Navy.

“Both HMS Prince of Wales and No. 2007 Prince of Wales truly represent the best of British engineering, albeit they are designs from very different eras. The A1 Steam Locomotive Trust is delighted to be building a relationship with the Senior Service and the Ship’s Company of HMS Prince of Wales. Just as we have with our first new steam locomotive, No. 60163 Tornado and the Tornado Force at RAF Marham, we look forward to many joint activities over the coming years. And with No. 2007 Prince of Wales due for completion in 2021 and HMS Prince of Wales expected to be commissioned in 2020, one day soon we will hopefully see our No. 2007 Prince of Wales standing on the Forth Railway Bridge, its chimblee whistling saluting HMS Prince of Wales as she glides gracefully under.”
Our project to build Gresley class P2 No. 2007 Prince of Wales continues to make solid progress on all fronts and we are still on target to complete the new locomotive by 2021. Provided we can keep up the current pace of income growth, a huge thank you to all our supporters who are giving most generously to the project.

Pledges towards building No. 2007 Prince of Wales have passed £2.7m just over three years after the frames were rolled at British Steel’s plant in Scunthorpe. Public interest in seeing a new Gresley class P2 become a reality sooner rather than later remains high and over 830 people have already signed up to the ‘P2 for the price of a pint of beer per week’ (£10 per month or more) covenant scheme since its launch in March 2014. The average monthly donation is now £17.48 per covenantor (including Gift Aid) and the projected monthly income for our new locomotive in 2021. However, to maintain this rate of progress we need to continue to raise more than £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes.

We are now hopeful that we will have completed the new locomotive in 2021. However, to maintain this rate of progress we need to continue to raise more than £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes.

We would encourage all our supporters who haven’t yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly Covenantor, joining The Boiler Club, taking out a Dedicated Donation, or joining The Mikado Club. It’s time to get on-board Britain’s most powerful steam locomotive visit www.p2steam.com or call 01325 460163. ten.
Help Britain’s most powerful steam locomotive to build a head of steam

Join The Boiler Club today and help us to complete No. 2007 Prince of Wales in record time!

The boiler is the beating heart of a steam locomotive and to keep the construction of No. 2007 Prince of Wales on schedule for completion in 2021, we need to place the order for the boiler in 2019 for delivery in 2020. We have established The Boiler Club to fund the construction of Prince of Wales’ boiler. It is our desire to leave No. 2007 Prince of Wales debt free upon completion and therefore our aim is to raise at least £600,000 for The Boiler Club from 300 supporters each donating £2,000 to the project (in up to 40 payments of £50 by standing order) – we are half way there!

Special benefits for members of The Boiler Club:
• Opportunity to buy ticket (seat already reserved) on one of the first trains hauled by No. 2007 Prince of Wales
• Reasonable access to No. 2007 at all times
• Opportunity to buy exclusive Boiler Club badge
• Opportunity to join one of the teams building No. 2007
• First choice of other components to sponsor
• Special Boiler Club day with Tornado
• Special limited edition version (signed/numbered) of the first official painting of No. 2007 Prince of Wales alongside No. 2001 Cock o’ the North and No. 2002 Earl Marischal
• Reasonable access to No. 2007 at all times
• Opportunity to buy exclusive Cylinder Club badge
• Opportunity to join one of the teams building No. 2007
• First choice of other components to sponsor
• Special Cylinder Club day with Tornado
• Special signed print of John Wigston’s new painting of No. 2007 Prince of Wales or one of No. 2007’s first main line trips
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• Reasonable access to No. 2007 at all times

Together we can build this remarkable locomotive - join The Boiler Club today!

For further information please visit www.p2steam.com or email enquiries@p2steam.com, call 01325 460163 or write to The Boiler Club, P2 Construction Fund, Darlington Locomotive Works, FREEPOST ST-JEEX-872, The A1 Steam Locomotive Trust, Hopetown Lane, Darlington DL3 6RQ

PUTTING THE HORSEPOWER INTO BRITAIN’S MOST POWERFUL STEAM LOCOMOTIVE

£100,000 appeal launched to make the cylinder block for new Gresley Class P2 steam locomotive No. 2007 Prince of Wales

One of the highlights of this year’s Annual Convention was the launch of a new £100,000 appeal to make the cylinder block for No. 2007 Prince of Wales. If the project is to remain on schedule to complete No. 2007 by 2021, we need to order the cylinder block in 2017. We have therefore set ourselves the challenge of raising £100,000 through The Cylinder Club from 100 supporters each donating £1,000 (plus Gift Aid) to the project in up to eight payments of £125 by standing order:

In return for supporting this appeal, special benefits for members of The Cylinder Club include:
• Opportunity to buy ticket (seat already reserved) on one of the first trains hauled by No. 2007 Prince of Wales
• Reasonable access to No. 2007 at all times
• Opportunity to buy exclusive Cylinder Club badge
• Opportunity to join one of the teams building No. 2007
• First choice of other components to sponsor
• Special Cylinder Club day with Tornado
• Special signed print of John Wigston’s new painting of No. 2007 Prince of Wales alongside No. 2001 Cock o’ the North and No. 2002 Earl Marischal
• Opportunity to join one of the teams building No. 2007
• First choice of other components to sponsor
• Special Cylinder Club day with Tornado
• Special signed print of John Wigston’s new painting of No. 2007 Prince of Wales alongside No. 2001 Cock o’ the North and No. 2002 Earl Marischal
• Reasonable access to No. 2007 at all times
• Opportunity to buy exclusive Boiler Club badge
• Opportunity to join one of the teams building No. 2007
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• First choice of other components to sponsor
• Special limited edition version (signed/numbered) of the first official painting of No. 2007 Prince of Wales or one of No. 2007’s first main line trips
• Reasonable access to No. 2007 at all times

The work involved in designing and manufacturing the new cylinder block includes:
• Convert the original P2 class one-piece casting into a welded fabrication including Finite Element Analysis (FEA) to check for structural integrity
• Improve the layout of the valves to reduce the clearance volume (which affects cylinder efficiency)
• Re-route the steam and exhaust passages to physically separate them to prevent incoming steam from heating the outgoing exhaust
• Increase the size and improve internal steamlines of steam passages along Chapelon lines to increase maximum power and improve economy
• Reduce the overall width of the cylinder block to provide Prince of Wales with the widest possible route availability on the main line.

The Cylinder Club gauge diagram.

John Wigston presents his original oil painting to David Elliott.

Manufacture the cylinder block including:
• Producing the welded fabrication
• Stress relieving
• Grit blasting and painting with high temperature paint
• Machining
• Fitting cylinder liners and valve seats
• Manufacturing and fitting cylinder and valve covers
• Hydraulic testing the assembly.

We are delighted with the level of support that the project to build Britain’s most powerful steam locomotive has received since its launch. Thanks to our supporters’ continued generosity, over £2.7m has now been donated or pledged. We now want to turn our attention to the cylinder block which is our next major design and manufacturing challenge. If we can raise £100,000 through The Cylinder Club over the next few months we are confident that we will be able to place the order for the cylinder block for No. 2007 Prince of Wales by the end of 2017 and remain on-track for completion of the new locomotive in 2021. In the first week of the launch, we welcomed 28 members. We have now recruited 59 members. We would encourage all steam enthusiasts who haven’t yet contributed to this exciting project to help us to meet these deadlines by becoming a member of The Cylinder Club. It’s time to get on board!

To become a member of The Cylinder Club, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com for more information.

£600,000 target already pledged

100
75
50
25
10
0
159 members

John Wigston presents his original oil painting to David Elliott.
P2 PROFILE – No. 2006 Wolf of Badenoch by Andy Hardy

The final member of the original P2 class entered traffic on 5th September 1936. No. 2006 gained the name of Wolf of Badenoch and was given the works number 1842. Like the other engines in the class the name was inspired by Scottish Folklore. The ‘Wolf of Badenoch’ was the name given to Alexander Stewart the Earl of Buchan (1343-1405) the fourth son of King Robert II of Scotland who had earned the nickname after his ruthless treatment of his enemies and the burning down of Elgin Cathedral in 1390. Like the other engines in the last batch of P2s the locomotive featured a streamlined front end, Walschaerts valve gear and piston valves.

Although it had originally been planned to fit the engine with an identical boiler to the other engines the decision was made to fit the engine with a new diagram 108 pattern boiler No. 8934. This boiler featured a larger combustion chamber to help complete total combustion and required the two tube plates to be placed further together. The engine's original boiler, as ordered, was kept as a spare and utilised on No. 2002 when the latter's own boiler was due for repairs. The inclusion of a larger combustion chamber was suggested by O.V.S. Bulleid who calculated that moving the tubeplates 1ft closer together and correspondingly making the combustion chamber 1ft longer would, along with a larger air space in the fire grate (incorporated in all the later P2's and in the rebuilds of No. 2001 and No. 2002), create total combustion. Under the renumbering scheme the engine was renumbered 506 on 30th June 1946 before being repainted into full Apple Green livery at Cowlairs in October 1947. During a light repair at Cowlairs in December 1948 the number was again changed, now to 60506 using small figures closely spaced again on the cabside with ‘LNER’ remaining on the tender side until July 1950 when the locomotive was repainted in British Railways livery. Originally the engine re-entered traffic nameless, the original nameplates still attached to the now discarded streamlined front ends; however by early June 1944 the nameplates had been rescued, cleaned and replaced on the engine.

No. 60506 and No. 60504 and used the pair on the 10:00hrs ‘Flying Scotsman’ from King’s Cross. During its life as an A2/2 the engine accumulated 629,013 miles, finally being withdrawn and finally cut up at Doncaster Works on 4th April 1961.
P2 ROADSHOWS by Mark Allatt

As you will be aware, we are holding a series of presentations at major towns and cities along the route of the East Coast Main Line from London to Edinburgh and all the way to Aberdeen during 2017 and had travelled from London via Peterborough and Doncaster to York by the time of the last TCC. Since the last TCC we have had a number of societies and organisations come and see the progress of No. 2007, these included The Cleveland Archaeological Society, The Head of Steam Museum (ex. North Road Workers), The Derby Railway Engineering Society and Keighley and Worth Valley members along with D LW opening for the Heritage Open Days and Darlington’s festival of Ingenuity.

The next roadshow will run from 11:00hrs to 13:00hrs on:

Saturday 25th November 2017 – Aberdeen Jury’s Inn, Aberdeen.

The presentations are given by David Elliott and Mark Allatt and are also attended by other volunteers and supporters. Please do come along to support the project, hear the latest news and ask any questions that you might have. Even better if you can bring a friend or two!

We are planning to continue our P2 roadshows in 2018 but replacing some of the lesser attended locations with others from around the country, possibly including Bristol, Birmingham, Leeds and Manchester.

For more information on the P2 roadshows visit www.p2steam.com, email enquiries@p2steam.com or call 01325 460163.

CHRISTMAS WITH PRINCE OF WALES!

Dedicated Donations: Sponsor a part of No. 2007 for the perfect Christmas present! You can sponsor anything from a bolt for £25 to the live steam injector for £15,000! Once again we are running a ‘Twelve Days of Christmas’ campaign for Prince of Wales!

Components available for sponsorship for the twelve days of Christmas include:

1. 2nd day of Christmas – one Pony truck axle at £4,440
2. 3rd day of Christmas – two buffer spring casings at £1,200 each
3. 4th day of Christmas – three cylinder crossheads complete at £3,700 each
4. 5th day of Christmas – four Cartazzi wheelset roller bearings £1,930 each
5. 6th day of Christmas – five kilometres of electrical cable for £2,750
6. 7th day of Christmas – six lubricator atomisers at £330 each
7. 8th day of Christmas – seven upper superheater elements at £2,250 each
8. 9th day of Christmas – eight 6ft 2in driving wheels cast and proof machined for £12,000 each
9. 10th day of Christmas – nine cylinder slide bars from £900 to £1,700 each
10. 11th day of Christmas – ten hornblock oil boxes from £600 to £800 each
11. 12th day of Christmas – eleven firebox cladding sheets from £400 - £900

To purchase any of the three items above please send a cheque made out to ‘The P2 Steam Locomotive Company’ along with your delivery address (and choice of items you would like) to the address below.

Easyfundraising!

Don’t forget, when you are doing your online shopping, search with Easyfundraising, nominating The A1 Steam Locomotive Trust as your preferred beneficiary!

Darlington Locomotive Works, Hopetown Lane, Darlington, DL3 6RQ.

Charles is seeing worked at D LW.

Charles is the Trust’s Works Visitors Manager (according to the A1 Website) or the Works Guides Co-ordinator (as he prefers to be called). Either way, he has done this for approaching 15 years, along with other interesting roles with the Trust.

Born and raised in Folkestone, his bedroom window overlooked the main line towards Ashford and London. He has been told that he practised counting using goods wagons on passing trains but his earliest railway memory concerns the Night Ferry, which normally ran from Dover to Victoria via Chatham but which would sometimes, when late, be diverted via Tonbridge. This meant that while getting ready for school he could see an inside cylinder 4-4-0 piloting a (usually filthy) Spar Can, hauling a train of ecstatic looking blue carriages with French branding. Under these circumstances it’s hard to see how he would not have become a rail enthusiast.

While at Reeding University, Charles became Chairman of the Transport Society and organised a trip to South Wales where he spent a damp couple of hours jumping on and off locomotives in the Barry scrap lines, little realising that he would one day travel behind some of them. Having obtained a degree in geological geophysics he had no idea what to do next, until a visit to Hastings Job Centre saw him getting a job at the town’s Unemployment Benefit Office. This lead to him becoming a career bureaucrat, in his own words, “it’s dark, lonely work but someone has to do it”, in the Public and Voluntary Sectors. One advantage of this line of work has been that he has lived in a number of different areas of England, French branding. Under these circumstances it’s hard to see how he would not have become a rail enthusiast.

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Charles is enthusiastic about the proposals for the new base for the Trust’s activities on the Whessoe Road site. He particularly likes the idea of the lecture base for the Trust’s activities on the Whessoe Road site being the same as those for the Head of Steam Museum.

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FROM THE ARCHIVES by Graham Langer

- Autumn 1997 - On Thursday 25th of September the locomotive’s frames arrived in Hopetown Lane from Birmingham and were craned into the newly restored Carriage Works. On Saturday 27th September Covenantors attending the annual gathering were treated to the sight of the frames being unveiled with great pomp and ceremony in the new ‘Darlington Locomotive Works’.

- Autumn 2002 - By late 2002 the rear steam chest covers (patterns, castings and machining) had been ordered from Kings Heath Patterns at Birmingham. Production of the “as built” frame arrangement drawing on CAD was well underway to enable detailed stress calculations to be carried out on the frame modifications (two-piece to one-piece frames) as part of the certification process. The Matheron jacks and lifting beams were proof load tested to 25% overload as part of routine certification of lifting gear and a new lifting beam was ordered to attach to the rear of the frames to allow wheels to be rolled in with a single lift. By the October Convention in 2002 the locomotive’s frames had become a rolling chassis and 150 supporters of the project were treated to the sight of "Tornado" moving for the first time!

- Autumn 2007 - By the autumn of 2007 Tornado’s tender tank was largely complete leaving North View Engineering of Darlington to finish the tender tank details (coal doors, feed pipe connections, shovel plate etc), following which successful water test was carried out. Ian Matthews painted the pipe connections, shovel plate etc, following which successful water test was carried out. Ian Matthews painted the axeboxes and covers in grey and axles in finished red gloss. Ian Howitt completed the brake reservoir receivers were fitted to the tender frames.

Preparations are made to drape Tornado's frames for unveiling at the 1997 Convention.

- Autumn 2012 - As TCC 28 went to press in October 2012, Tornado was in the process of being painted BR express passenger blue at Southall after routine maintenance following a busy summer. During the preceding months No. 60163 had visited Winchester, Durham, Carstairs and Norwich with charter trains and double-headed from Bristol to Plymouth with No. 71000 Duke of Gloucester in addition to visiting the North Norfolk Railway and the Nene Valley Railway. In other news the Commonwealth bogies for the support coach had been returned to DLV after renovation and Graham Nicholas outlined progress with the creation and virtual testing of the ‘Vampire’ model of the, as yet un-named, No. 2007 TCC.

In a process soon to be repeated for No. 2007, Tornado’s tender frames are seen under construction at Ian Howitt’s engineering works in Crofton.

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