PRINCE OF WALES
£2M. RAISED, £3M. PLEDGED

£200,000 MIKADO CLUB COMPLETE  £100,000 CYLINDER CLUB COMPLETE

‘THE EBOR FLYER’ - TRIUMPH AND TRIBULATION

Tornado races through Biggleswade with ‘The Ebor Flyer’. 
EDITORIAL  by Graham Langer

Welcome to the 50th edition of The Communication Cord! It is hard to believe that the publication has been appearing longer than Tornado has been gracing the main line but, as such, it has fulfilled its role, we hope, of informing, educating and entertaining supporters of Tornado and, now, Prince of Wales. It will be interesting to see what the headlines are for TCC 100! This is certainly proving to be a “sweet and sour” year. Whilst the P2 continues to generate astonishing headlines our A1 has been less lucky and the tale of trouble has been well covered elsewhere; suffice to say we were deeply disappointed by Tornado’s failure on “The Elber Flyer” and it came on top of a very difficult start to the year following a very successful winter overhaul at Locomotive Maintenance Services in Loughborough, the engine ran faultlessly at the Great Central (North) prior to its departure to haul “The North Briton”; alas it was during the FTR examination before Tornado’s return to Network Rail that a problem with the locomotive’s upgraded TPWS system manifested itself, preventing the locomotive from hauling a “Belmond British Pullman” (Glen Line substituted). This intermittent fault has to have been resolved and the locomotive ran light engine to Doncaster where, alas, the fault re-appeared meaning No. 60163 had to run with a Class 66 piloting the train. Following a scheduled move to the North Yorkshire Moors Railway the first weekend of a week’s planned running was cancelled due to heavy snowfall.

While we were based at the NYMR our engineers continued to burn the midnight oil as they worked their way through the entire electrical system before finally identifying the source of the trouble. We hope to release full details of this once clearance has been given by the component manufacturers responsible for provision of some of the TPWS equipment, but we can say that no blame lies with the Trust, and that the failure revealed a potentially serious problem that might have affected other members of the main line steam fleet, although happily it was a fail safe error which would not have endangered the locomotive or passengers. With this resolved, arrangements were being made for the light engine move to the Severn Valley Railway (SVR) Gala when the news of a serious bridge strike on the Whitby branch broke, necessitating a road move to the SVR. 

Einstein said, “Out of clutter, find simplicity. From discord, find harmony. In the middle of difficulty, lies opportunity.” We can only hope for Tornado’s sake that we do manage to find opportunities in our current main line difficulties. We have had to revise the diary for May and June as changes will be passed on to passengers and posted on our website. One bright feature has been our supporters’ reaction to the locomotive’s woes and the past month has seen an upturn in Covenants and donations as well as an additional 500 people signing up to the A1 Facebook page! We are truly grateful for all your good wishes and continued support.

Turning to Prince of Wales the contrast couldn’t be greater; at Darlington Locomotive Works construction of No. 6007 forges on; the Cartazzi axle has been trial fitted to the frames, work continues to focus on wheeling the locomotive later this year and the wheelsets have been delivered to South Devon Railway Engineering for assembly. All this progress is possible because of the tremendous support being shown for the project. The first batch of P2 Roadshows of 2018 have attracted good audiences and a significant number of new Covenants and donations; the various ‘clubs’ have filled up, the big news being that the Cylinder Club reached the target two months early and that the extended Mikado Club has also topped out.

Goathland - 6th March 2018

SIR WILLIAM McALPINE – AN OBITUARY  by Graham Langer

Alas we have to record the passing of another of the Trust’s great supporters, Sir William (Bill) McAlpine who died on 4th March 2018. Born into the famous family of contractors and engineers, Sir William attended Charterhouse before joining the family firm at the tender age of 16; he became progressively more involved with railway preservation during the late 1960s, saving the last McAlpine contractor’s locomotive before going on to acquire a share in Pendennis Castle and, more famously, rescuing Flying Scotsman from the receivers in California following the collapse of Alan Pegler’s second, failed attempt to tour the U.S.A. with a promotional train.

Sir William was involved in the Romney, Hythe and Dymchurch Railway and the creation of Stemtown, Carnforth, becoming a lynch pin in the setting up of the Steam Locomotive Operators Association. Carnforth became the restoration base for many of the Pullman cars that were to become the foundation of the VSOE operation although at this time he parted with Pendennis Castle which was shipped to Australia, only for it to be re-united with Flying Scotsman when Sir William took the latter there for the Australian bicentennial in 1988.

In the 1990s he established a running shed at Southall for his main line fleet and over time supported dozens of railway organisations; he also acquired a huge collection or railway relics, from complete buildings to locomotive nameplates and found a home for them and a standard gauge railway in the grounds of his house in Buckinghamshire. Sir William was a long-term supporter of The A1 Steam Locomotive Trust, a Covenantor since the earliest days, his tie of choice for railway events was an A1SLT one! In 2017 he unveiled the Transport Trust plaque on Darlington Locomotive Works. We will miss him.
Covenantators' Diary by Gemma Braithwaite

Thank you to all those who attended the 2018 Covenantators’ Day at the North Yorkshire Moors Railway. You will shortly be receiving your invitations for a very special event in Darlington, at Darlington Locomotive Works, on Saturday 28th July 2018. Tornado’s 10th Birthday Party. The day will consist of showings of both our BBC documentaries; Absolutely Chuffed - the man who built a steam engine’ and ‘Tornado – the 100mph steam engine’ with Tom Ingal (producer of these documentaries) being at the works too. We will also be looking at Tornado’s achievements over the last 10 years, along with a bar, lunch, hog roast and band!

We will be sending invitations out in July for our 2018 Annual Convention which will be held in Darlington on Saturday 13th October.

General Data Protection Regulations

On Friday 25th May 2018, the law is changing around data and how it can be used. New data regulations mean we will only be able to contact you if you have given us your consent. You will recently have received an email from us or a postal letter if we don’t have an email address for you, asking you to confirm you would like ‘opt in’ to receiving correspondence from us. As we need to contact you as part of our promises to our supporters, i.e. newsletters and event invitations, please could I ask that all of you respond to this communication. If you haven’t received your communication from us, please email enquiries@l1steam.com or write to us, confirming your details (name, address, phone number, email address) and also stating that you are happy for us to keep your details on our database and you are happy to receive communications from us via post, email and telephone.

Below are the future operations Tornado is confirmed to be involved in. More details will be published on www.l1steam.com as trains are finalised. Contact details for tour companies are below.

- Tuesday 10th July – New Tour
  RAf 100 CELEBRATIONS – Lincoln & Peterborough to London and return – bookings call 01325 460163

- Saturday 21st July – ‘The Talisman’ – London to Durham (Option: Beamish) and Newcastle. Return journey with Deltic diesel locomotive D9099 Aydon – SOLD OUT

- Saturday 28th and Sunday 29th July – 10th Anniversary Party – Darlington

- Sunday 29th July – New Tour
  Yorkshire Circumls – Tornado Tenth Anniversary specials

- Saturday 1st August – ‘The Mad Hatter’ – 10th anniversary train – Darlington, York and Wakefield to Chester – bookings through UK Railtours

- Saturday 11th August – ‘The Settle & Carlisle Golden Tour II’ – Bristol to Appleby via Carlisle – Pathfinder Tours

- Saturday 15th August – ‘The Settle & Carlisle Golden Tour II’ – Didcot to Appleby, return via Carlisle – Pathfinder Tours

- Saturday 18th August – New Tour
  ‘The Bard of Avon’ – Manchester Piccadilly to Stratford-upon-Avon – bookings through UK Railtours

- Bank Holiday Monday 27th August (Re-scheduled)
  ‘The Canterbury Tale’ – Peterborough, St. Neots, Stevenage, Potters Bar and Finbury Park to Canterbury and Dover Coast – bookings through UK Railtours

- Saturday 8th September – New Tour
  ‘The Devonian’ – Birmingham to Plymouth and return (Tornado Bristol – Plymouth – Birmingham) – bookings through UK Railtours

- Saturday 29th September (Re-scheduled)
  ‘The Ynyr Mon Express’ – East Midlands and North Staffordshire stations to North Wales Coast (Option: Ffestiniog and Welsh Highland Railway) – bookings through UK Railtours

- Sunday 7th October – New Tour
  ‘The Auld Reekie’ – Doncaster & York to Edinburgh and return – bookings through UK Railtours

- Saturday 13th October – New Tour
  ‘The Canterbury Tale’ – East Midlands and North Staffordshire stations to North Wales Coast (Option: Ffestiniog and Welsh Highland Railway) – bookings through UK Railtours

- Saturday 6th November – New Tour
  ‘The Christmas Border Raider’ – West Midlands to Carlisle via the Settle & Carlisle Railway and return – UK Railtours

- Saturday 9th February – New Tour
  ‘The North Briton’ – East Midlands and North Staffordshire stations to North Wales Coast (Option: Ffestiniog and Welsh Highland Railway) – bookings through UK Railtours

UK Railtours 01438 715050 www.ukrailtours.com Pathfinder Tours 01453 835414 www.pathfindertours.co.uk

TORNADO ON TOUR by Huw Parker

As I sit to write some words about our recent achievements, I can only speculate that this has turned out to be our very own annus horribilis! If the year started poorly following our earlier period of winter maintenance, it unravelled fairly quickly once we looked to return to the main line and our first train of the year. Taking several pages back, in TCC 49, we reported a successful period of running in at the Great Central Railway (North) following some extensive maintenance to the cylinders, valves and motion. The engine seemed to run well with little sign of any of the issues that might follow.

The plan was to move locomotive and support coach to London ahead of the booked ‘Belmond Pullman’ on 16th February after running service trains at GGR (N) the weekend before. Unfortunately, Tornado failed the Fitness to Run exam, when it was discovered components in the TPWS/AWS did not meet Railway Standards and so had to be replaced. As part of the remedial action, the TPWS system was upgraded to the latest version. Believing all to be well, we were further disappointed to discover an intermittent fault when the AWS system failed to function correctly. Despite sterling efforts by the engineering team, it was not possible to identify the fault before the light engine move to Doncaster Roberts Road and ‘The North Briton’ was forced to run behind a Class 66 pilot much to everyone’s disappointment. However, this did allow us to position the locomotive at the NYMR to meet our commitments to their Gala at the beginning of March.

North Yorkshire Moors Railway 3rd – 11th March – We hoped that a period of running on a preserved line would ease the problems that had beset us, but ‘The Beast from the East’ had other ideas! With heavy snow falling over the North Yorkshire Moors from Wednesday 28th February, the NYMR was forced to cancel their planned weekend Tornado services, as locomotive crews, staff and members of the public struggled to gain access to the railway. The support crew made it to Gormston on Monday 5th March to prepare the locomotive for the remainder of the visit. The locomotive ran well coping easily with the challenging gradients on the line, despite the occasional flurries of snow and poor visibility. Most days involved two return trips in charge of a rake of eight Mk1 coaches and on and on our Supporters’ Day, Tornado looked magnificent in charge of the teak set for a return trip to Pickering. On Sunday, the locomotive achieved 100,000 miles in service since completion in 2008 as it departed Pickering, hauling the last train of the day.
TORNADO ON TOUR by Huw Parker

Above: Grosmont in the snow! An image that sums up Tornado’s stay on the NYMR.

Right: No. 60163 is again caught in the snow, this time on the SVR.

The following day, the engineering team was preparing the locomotive for the Fitness to Run exam ahead of the light engine move to the Severn Valley Railway when the news came that a bridge strike at Castleton had closed the Whitby-Battersby branch, stranding Tornado at Grosmont. Early reports suggested the damage would close the line for several days, risking the rail move to Bridgnorth. Some swift planning identified that a road move from Pickering was the only way to guarantee our appearance at the SVR Gala. We were indeed fortunate that arrangements for the move were made quickly as it was discovered NYMR planned permanent way work that would have prevented access from Grosmont to Pickering the next day!

Another excellent response from Allelys Heavy Haulage saw the locomotive and tender arriving at Bridgnorth by Thursday 15th March, just in time to operate the first Gala services the following day. The support coach was unloaded at Kidderminster on Friday and worked back to Bridgnorth behind Tornado after the last train.

Following ‘The Sulis & Sarum Express’, Tornado moved from Bescot to the East Lancashire Railway for their Easter weekend Gala. The locomotive proved a popular attraction with visitors and crews; most of the pre-booked trains ran to capacity, with some seats available on the later trains. The diagram consisted of four trains each day with an evening diner on Good Friday and Saturday. The engine performed well throughout the weekend, tackling the Metrolink Bridge gradients and the climb to Heywood with ease.
In the preceding weeks, we had noticed the tender had picked up a series of small flats on one of the leading wheelsets and the opportunity was taken to send it for turning before ‘The Ebor Flyer’ in April. As soon as the locomotive arrived back on shed on the evening of Easter Monday, the engineering team split the tender from the locomotive and, in the pouring rain, loaded it onto an Allely’s trailer for the trip to Doncaster Roberts Road. After a very quick turnaround on the wheel lathe, the tender was loaded the next afternoon and returned to Bury to be re-assembled before heading South to Stewarts Lane in London.

Readers will probably be aware of the events leading to the unexpected failure of Tornado whilst in charge of ‘The Ebor Flyer’ on Saturday 14th April 2018. Whilst we are well aware of the disappointment and inconvenience caused to our own passengers and travellers that day, it is safe to say that the support crew and engineering team that had cleaned and prepared the locomotive for the previous two days were equally, if not more, disappointed. Our Duty Engineer crawled underneath the engine and recounted the grim news that the bottom of the combination lever, union link and drop link were missing. We would not continue under our own steam and required assistance.

Well-practiced procedures for protecting our train and the railway were put into place and other trains were eventually allowed to pass at caution until it was clear no damage had been done to the infrastructure. A GBRf Class 66 was attached to the front of the train and we were moving again after just 1hr 45min, an astonishing feat under the circumstances! Unfortunately, travelling at reduced speed, this delay had increased to over three hours by the time we reached Peterborough where Tornado was taken off the train and thanks to our friends at the Nene Valley Railway moved to Wansford for further examination and investigation.

At the time of writing, an independent, forensic examination of the locomotive has been conducted and orders have been placed for the new parts required to be made.

On her way to 90mph (and an emergency stop!), Tornado dashes through Biggleswade.
THE BARD OF AVON

Saturday 18th August 2018 - Manchester Piccadilly to Stratford-upon-Avon.

We are delighted to invite passengers to join Tornado on 'The Bard of Avon' for a nostalgic, summertime day trip to Shakespeare's Stratford. This railtour starts at Manchester Piccadilly, before calling to pick up passengers from Stockport, Wilmslow, Crewe and Shrewsbury.

For the first time, Tornado will depart from Manchester Piccadilly station. The train will then proceed on, before picking up passengers at Stockport and Wilmslow. Passengers can enjoy the lovely Cheshire scenery as the train takes the route via Sandbach to Crewe. We then cross through the beautiful countryside of Shropshire for our final passenger pick up at Shrewsbury. From Shrewsbury, we head to the county town of Shrewsbury. From Shrewsbury, we head to the scenic North Warwick Line to Stratford. Our return journey takes us on the alternative route to Birmingham via Lapworth and Solihull, before we branch off on the Sutton branch line to join the Great Western Railway, where we will proceed on the Tornado'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. Tornado'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 2023.

The 163 Pacifics Club was set up in 2013 to fund the purchase of Tornado's tender from William Cook Cast Products Ltd through the sponsorship of the 163 ex-LNER express passenger Pacifics from the Gresley class A3s/A4s, Thompson class A1/1 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, the purchase of No. 60163’s tender would be £195,600.

The last few months have seen tremendous progress in our campaign to try to purchase the tender from WCCP before Tornado’s 10th birthday this year; we decided to extend The 163 Pacifics Club to include those as well. We also added in the R-rated Gresley class A4 No. 4649 Goddall (renamed Sir Ralph Wedgwood – name transferred to No. 4466/60006 formerly Henning Gull which was destroyed during a Baedeker raid on York on the night of 28th/29th April 1942 and on request the honorary Pacific, Gresley class W1 No. 10000/40700 – un-named but the names British Enterprise and Pegasus were proposed. Any surplus raised will be used to fund the tender’s next overhaul.

At the time of writing, 176 Pacifics have already found new shed allocations and over £200,000 pledged, leaving only 34 remaining for sponsorship. With Tornado having attained the magic 100mph and hauled her first 90mph passenger train, 'The Ebor Flyer', on 14th April 2018 (albeit breaking down at Sandy), 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.

TIMES & Distances

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TICKET PRICES

| First Class Dining   | £219.00  |
| First Class Non-Dining| £161.00  |
| Standard Class       | £159.00  |

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

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. For a full day with THE BARD OF AVON, OFFERING A FULL DAY WITH A NOSTALGIC SUMMERTIME DAY TRIP TO SHAKESPEARE’S STRATFORD. THIS RAILTOUR STARTS AT MANCHESTER PICCADILLY, BEFORE CALLING TO PICK UP PASSENGERS FROM STOCKPORT, WILMSLOW, CREWE AND SHREWSBURY. FOR THE FIRST TIME, TORNADO WILL DEPART FROM MANCHESTER PICCADILLY STATION. THE TRAIN WILL THEN PROCEED ON, BEFORE PICKING UP PASSENGERS AT STOCKPORT AND WILMSLOW. PASSENGERS CAN ENJOY THE LOVELY CHESHIRE SCENERY AS THE TRAIN TAKES THE ROUTE VIA SANDBACH TO CREWE. WE THEN CROSS THROUGH THE BEAUTIFUL COUNTRYSIDE OF SHROPSHIRE FOR OUR FINAL PASSENGER PICK UP AT SHREWSBURY. FROM SHREWSBURY, WE HEAD TO THE COUNTY TOWN OF SHREWSBURY. FROM SHREWSBURY, WE HEAD TO THE SCENIC NORTH WARWICK LINE TO STRATFORD. OUR RETURN JOURNEY TAKES US ON THE ALTERNATIVE ROUTE TO BIRMINGHAM VIA LAPWORTH AND SOLIHULL, BEFORE WE BRANCH OFF ON THE SUTTON BRANCH LINE TOJS. THEN PROCEED ON THE GREAT WESTERN RAILWAY, WHERE WE WILL PROCEED ON THE TORNADO’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. TORNADO’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 2023.


THE LAST FEW MONTHS HAVE SEEN TREMENDOUS PROGRESS IN OUR CAMPAIGN TO TRY TO PURCHASE THE TENDER FROM WCPP BEFORE TORNADO’S 10TH BIRTHDAY THIS YEAR; WE DECIDED TO EXTEND THE 163 PACIFIcS CLUB TO INCLUDE THOSE AS WELL. WE ALSO ADDED IN THE R-RATED GRESLEY CLASS A4 NO. 4649 GODDALL (RENAAMED SIR RALPH WEDGWOOD – NAME TRANSFERRED TO NO. 4466/60006 FORMERLY HENNING GULL WHICH WAS DESTROYED DURING A BAEDeker RAID ON YORK ON THE NIGHT OF 28TH/29TH APRIL 1942 AND ON REQUEST THE HONORARY PACIFIC, GRESLEY CLASS W1 NO. 10000/40700 – UN-NAMEd BUT THE NAMES BRITISH ENTERPRISE AND PEGASUS WERE PROPOSED. ANY SURPLUS RAISED WILL BE USED TO FUND THE TENDER’S NEXT OVERHAUL.


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| First Class Non-Dining| £161.00  |
| Standard Class       | £159.00  |

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

The 163 Pacifics Club Shed Allocation Gauge.
A1 ENGINEERING UPDATE by David Elliott

Following Tornado’s failure on ‘The Ebor Flyer’ at Sandy on Saturday 14th April 2018, the locomotive was hauled to Peterborough by GBRf Class 66 No. 66744 Crossrail, removed from the train at Peterborough and immediately transferred to the nearby Nene Valley Railway where it was taken to their principal maintenance location at Wansford. ‘The Ebor Flyer’ then continued its journey to York diesel hauled.

On Sunday 15th April, in the presence of one of DB Cargo’s appointed independent steam locomotive examiners, a thorough pit inspection and strip-down of the immediately affected components was undertaken. What we know so far is that the front valve on the middle valve spindle seized in the valve liner. This caused significant stresses to the combination lever which failed, causing the loss of the lower part of it, allowing it and the union link to flail which in turn caused the lower part of the drop link to separate from the crosshead. At the time of writing the evidence is pointing towards several areas of concern. The lubricating oil appears contaminated and further work using specialist chemical laboratories is required to understand why this is occurring and what is the full effect. Other engines have been noted to also suffer with this problem. An alignment error on the middle valve is also likely to have been a contributory factor and the investigation is also pointing towards a problem with the fit of the valve rings on the leading head. We are also examining all components and reviewing all relevant records and design and installation drawings. The nature of the failure suggests that even at 75mph the incident would have occurred. All damage thereafter is consequential and would readily explain how parts of the inside valve gear became detached in the manner they did.

The Trust is carrying out its own investigation alongside DB Cargo, our certification body and our insurers. The locomotive was carefully dismantled and as well as the obvious visual exams, Non-Destructive Testing (NDT) and other techniques have been used to check the geometrical and structural condition of components that may have been affected by the incident.

Independent of this, the Trust has secured the services of First Class Partnerships (FCP) to provide an overview and independent opinion on both the immediate causes and effect of the failure and the wider impact on the future main line running of No. 60163 Tornado.

We have been very fortunate that the nature of the failure the collateral damage caused by the detached components bouncing off the underside of the locomotive is remarkably light. As to repairs, the condition of the front middle cylinder valve liner is such that it requires replacement. As the rear liner has already been bored once and the front liner is designed to be larger in diameter to assist in removing valve heads and spindles from the valve chests, we have decided to replace the rear liner as well. Fortuitously, Timsons Engineering of Kettering, have recently cast six new valve liners for Peppercorn Class A2 No. 60532, Blue Peter. Jeremy Hosking’s Royal Scot Locomotive and General Trust has kindly agreed to allow us to use two of Blue Peter’s liner castings whilst we source replacements. We also require a new combination lever, union link and drop link. The first two are forgings and Stephenson Engineering at Atherton, have been able to rapidly forge and machine replacement components. Durham Precision Engineering of Newton Aycliffe, have finished machining a new drop link from a solid profile provided at short notice by SM Thompson of Middlesbrough. Hawk Fasteners also of Middlesbrough have quickly produced new motion pins for the union link and slide bar bolts and nuts. We are grateful for the way our friends and industry partners have rallied to help us in this impressive manner.

All through this, Locomotive Maintenance Services of Loughborough (who are responsible for the routine maintenance of Tornado), have provided the resources to strip components from the locomotive and assist in the investigation and inspection work. The nature of the failure does not appear to be speed related, and would likely have occurred further in the trip. However, we are considering when to look at future 90mph operations and this will be part of the FCP review and will at the very least not be until 2019 until the loco is properly reinstated to service and thoroughly run in.
THE CANTERBURY TALE
Bank Holiday Monday 27th August 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 famous for its traditional streets and history. Today the city famous for its traditional streets and a UNESCO heritage site brimming with thousands of years of history. The city famous for its traditional streets and history.

TIMES (PROVISIONAL) OUTWARD RETURN
Peterborough 08:00hrs 21:00hrs
St Neots 08:30hrs 21:30hrs
Stevenage 09:15hrs 22:15hrs
Potters Bar 09:45hrs 22:45hrs
Finsbury Park 10:15hrs 23:15hrs

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A1 Covenantor numbers by month

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 email enquiries@a1steam.com or call 01325 460163
TORNADO NOT TO BE RENAMED TYphoon by Mark Allatt

On Sunday 1st April 2018 The A1 Steam Locomotive Trust, which built and now operates No. 60163 Tornado, announced that it would be renaming and renumbering the ten-year-old 4-6-2 Pacific.

The name “Tornado” was chosen to commemorate the RAF jets of the same name then on operational service during the first Gulf War. However, the announcement stated, with the Trust keen to maintain its strong links with the Royal Air Force which celebrated its 100th birthday on 1st April 2018 and the RAF’s Tornado jets being withdrawn from service in March 2019 it has been decided to rename/renumber No. 60163 Tornado to No. 60164 Typhoon.

The locomotive’s new name would, it was claimed, commemorate the RAF’s jets of the same name which will be in service for many years to come. With suitable quotes from Mark Allatt and Graeme Bunker-James the news was released to the press.

Quite a number of people were taken in by this year’s April Fool.

We would like to invite both budding and more established photographers to enter their photos of Tornado in her 10th year. The winner will receive two First Class dining tickets on a day’s railtour of their choice. Our judges will focus on interesting angles, light and surroundings. Tornado is taking trains along some beautiful routes this year, so it is the perfect opportunity to get that seaside, countryside or even city landmark shot! Please send your photos, along with your name, and the date and location they were taken, to competition@a1steam.com.

The winner will be contacted week commencing Monday 2nd July 2018. If you are one of the lucky winners, you can pay for your headboard by either cheque, credit or debit card or bank transfer.

TORNADO HELPS BLUE PETER by Graham Langer

A new inside cylinder for Peppercorn Class A2 No. 60532 Blue Peter has been cast at the H. Downs foundry in Huddersfield, utilising the pattern from Tornado. The pattern was modified to provide a cylinder to replace Blue Peter’s life-expired one and will be fitted shortly as part of No. 60532’s extensive overhaul at Crewe.

TORNADO AT TEN – PHOTOGRAPHY COMPETITION

We would like to invite both budding and more established photographers to enter their photos of Tornado in her 10th year. The winner will receive two First Class dining tickets on a day’s railtour of their choice. Our judges will focus on interesting angles, light and surroundings. Tornado is taking trains along some beautiful routes this year, so it is the perfect opportunity to get that seaside, countryside or even city landmark shot! Please send your photos, along with your name, and the date and location they were taken, to competition@a1steam.com.

Photo: Tornado on the East Lancashire Railway – Robert Batty

Photo: Tornado in blue and that of RHDR’s Typhoon renumbered No. 60164 at Barrow Hill a few years ago. Photograph altered by computer by Alan Crofty, from an original by Jack Beeeston.

AUCTION LOTS

Over the years we have gathered a number of headboards that No. 60163 Tornado has carried. We would like to enter these into a blind auction, with bids over £500. All of these headboards come with a plaque displaying the details of when Tornado carried it. If you would like to bid on any of the headboards below, please send your bid, along with your address, email address and phone number to enquiries@a1steam.com, post these details to Darlington Locomotive Works, Hopetown Lane, Darlington, DL3 6RQ or call Gemma on 01325 460163. These blind auctions will close on Saturday 30th June 2018 and the winners will be contacted week commencing Monday 2nd July 2018. If you are one of the lucky winners, you can pay for your headboard by either cheque, credit or debit card or bank transfer.

‘The Talisman’ – Saturday 7th February 2009 – Darlington to London

‘The Silver Jubilee Talisman’ – Saturday 26th September 2015 – London to York, Darlington and Newcastle

‘The Robin Hood’ – Saturday 13th August 2016 – London to Chesterfield

‘The Devon Belle’ – Saturday 2nd April 2016 – London to Devon

‘The Severn Valley Venturer’ – Thursday 8th September 2016 – London to Bridgnorth

‘The Heart of Midlothian’ – Monday 1st May 2017 - Peterborough to Edinburgh

‘Tees Tyne Express’ – Saturday 7th October 2017 – Donridge to York, Durham and Newcastle

‘The Border Raider’ – Saturday 16th September 2017 – Birmingham to Carlisle


‘The Sulis and Sarum Express’ – Saturday 24th March 2018 - West Midlands to Bath and Salisbury

Blue Peter’s new cylinder - Icons of Steam

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Tornado at the North Yorkshire Moors Railway, Goathland.
A1 PROFILE - No. 60121 Silurian by Phil Champion

No. 60121, Doncaster Works No. 2038, was the eighth A1 to be built there but the fifteenth to enter service for British Railways. It was first noted being moved from the erecting shop to the paint shop on 7th December 1948. Entering traffic from York shed 15 days later it proved to be one of a trio which remained shedded at 50A all their working lives. Livery was the customary LNER apple green with black and white lining with the owner’s name on the tender in white block capitals.

A superb study of No. 60121 at rest in York Shed in 1964.

The mere 17 years which No. 60121 was allowed to work were generally spent along the main line between King’s Cross and Newcastle. On New Year’s Eve it was noted at Darlington but no further details are available. However, on 15th January 1949 it hauled the 10:35hrs King’s Cross – Aberdeen as far as York. The first non-passenger working logged was the York – Sheffield parcels on 19th December. One frequent train seems to have been the 13:30hrs Leeds – Newcastle observed leaving Stockton a number of times between February 1959 and January 1951; loads varied from five to seven bogie coaches in winter to nine or ten in summer. Naming took place in the same month as a repaint into BR express passenger blue, May 1950. Although No. 60121’s name, Silurian, may have geological connotations it was one of 13 A1s to follow the fine LNER tradition of being named after racehorses. ‘Silurian’ was the name of the 1923 Doncaster Cup winner owned by Lord Derby; it was also placed second in the St Leger for 1922. Only two class members had been named so far and No. 60121 was one of a quarter named that month. Already eight A1s had received blue paint and Skûcken was one of a further five so treated. Around this time the Flaman speed recorder fitted from new was removed and the plain chimney replaced by the lipped version.

Named trains featured early in No. 60121’s career. The up ‘Scarborough Flyer’ was hauled on 5th June 1950, the up ‘Capitals’ from Newcastle to King’s Cross on 18th July 1951 and the down ‘Flying Scotsman’ with 12 bogies into Newcastle on 6th September. Special workings included a football special at 14:58hrs ex-Darlington to Newcastle on 28th February 1953. Haulage of the down ‘Elizabethan’ from Grantham to Edinburgh on 24th July 1954 was probably one of several occasions when A1s were deputised for failed Ms. Newcastle was the destination for a number of trains like the 16:20hrs arrival from Liverpool on 5th February 1955 and the 15:25hrs. arrival of the Colchester train recorded a number of times between April 1955 and June 1956. More named trains include bringing the down ‘North Briton’ into Newcastle on 26th November 1955 then leaving with the up ‘Queen of Scots’. The autumn and winter of 1956 saw many runs on the 08:20hrs King’s Cross – York/Hull. Other workings featured a number of times were the 07:50hrs from the capital to Newcastle/Bridford and the 13:18hrs from the ‘Cross’ to Leeds. That year ended with the midday down ‘Queen of Scots’ from London just as 1957’s first day featured the same working. Transposition of the smokebox numberplate and handrail was made around this period. The replacement of No. 60121’s tender emblem by the later BR crest came in April 1957. Main line work continued as normal with sightings at King’s Cross, Newcastle and York shed plus servicing many times at Gateshead (52A). A Sunday diversion was made from the main line through Lincoln on 10th April 1960. Periodic visits were made to Doncaster Works for repairs as they had been since new. A Smith-Stone speedometer was fitted to a trailing coupled wheel, March 1962 found Silurian on a Huk-King’s Cross hockey special on the 10th and the 12:56hrs Newcastle-Birmingham a week later.

Named expresses featured less in its earlier days but the up afternoon ‘Talisman’ was taken from York to Doncaster on 30th May. From 1962, no doubt due to the onset of dieselisation, No. 60121 came increasingly to be used on non-passenger turns. First indications of this were a down goods seen at Newcastle on 19th May 1962 and the 08:20hrs King’s Cross-Park Lane goods. Various types of goods trains were hauled the up seeder potatoes seen at Newcastle at 14:42hrs on 30th November; the 7700 up shell tanks on 18th January 1963 with the up BP tanks at 11:00hrs six days later. Parcels featured too with the additional down parcels into Newcastle on 18th December 1962 and the up parcels noted at Brancepeth on the Bishop Auckland-Durham diversion line on 18th October 1963. There were still passenger workings though like 5th December 1962’s IV47 16:05hrs

Newcastle – Bristol, the extra 13:35hrs ex-King’s Cross into Newcastle four days before Christmas or the arrival into Newcastle with the 1531 York to Edinburgh on 25th January 1963 then being put on the IV47 departure from Newcastle for Bristol. One special summer working was on Saturday 17th August 1963 when Silurian brought the 08:53hrs Flyley-Glasgow as far as Newcastle for returning holiday campers, then took forward the ex-Glasgow train to its Scarborough destination before returning light engine to tender-first to York.

The last two years of No. 60121’s life continued with a similar mix of traffic. Passenger trains from different locations appeared although No. 60121 presumably just hauled them on their final legs; IV57 from Manchester on 13th December 1963, 10th April and 22nd May 1964; arriving at 17:20hrs on 4th July that year with the train from Lowestoft; and bringing in the train from Bournemouth on 25th June 1965. We know that it pulled the ex-Liverpool train from York to Newcastle on 22nd February 1965. The stopping 2G85 Newcastle-Berwick was run on 11th June. Silurian’s final named express on record was the 1A37 up ‘Northumbrian’ on 3rd March 1965. Goods trains included a down pigeons at Newcastle on the following 12th January. While the Bournemouth train referred to earlier is our last detailed log, we know that No. 60121 reached Edinburgh again as it was observed at St. Margarets shed (64A) on 3rd and 17th July. The final observation for Silurian was, appropriately, at its home shed on 30th August.

Withdrawal from service came on 4th October 1965. No. 60121 had carried seven boilers in its time. Silurian was one of the first A1s to be built and one of the last ones to survive. Already 36 had been withdrawn and No. 60121 was one of 10 to go that month. Scrapping took place at T.W.Ward, Killamarsh in November. Its racehorse name was certainly appropriate for much of its work speed along the East Coast Main Line.

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 information.
Orders have now been placed for brake pull rods and brake cross stays. Ian Matthews and the volunteers have been making brake pins and brake equalising levers at Darlington Locomotive Works. The axle mounted pulley for the tender alternator has been completed by North View Engineering Solutions, Darlington. Ian Howitt is making good progress with the tender frames and has made a number of detailed parts for them. The front dragbox for the tender has also been completed. The assembly of the wheelsets is underway at South Devon Railway Engineering.

Right and below: Wheelsets are assembled at SDR(E).

Although the headline-grabbing wheelsets are away at South Devon Railway Engineering, work continued at a fair pace at Darlington Locomotive Works, including the delivery of the spectacle windows and frames; the frames have been CNC machined from leaded gunmetal (bronze) castings by Durham Precision Engineering, the glazing retaining strips have been laser profiled from 6mm brass sheet by Holme Dodsworth of Newcastle. 20.5mm thick multiple laminated glazings with an anti-spall coating on the inside have been made to comply with current railway group standards by Romag at Consett. Meanwhile, Ian Matthews has also been producing the fiendishly complicated compound curvature for the junction of the firebox cladding and that of the boiler barrel.

Cab spectacle windows.

The complex curvature of the firebox cladding.

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Cab spectacle windows.

The complex curvature of the firebox cladding.

HARNESS THE POWER OF STEAM THIS FATHER’S DAY
by Mandy Grant

Sponsor a component and help to build Britain’s most powerful steam locomotive.

As the project to build No. 2007 Prince of Wales prepares for the wheeling of the engine, only five years after its launch, a new batch of components has been released for sponsorship in time for Father’s Day on Sunday 17th June 2017. You can see full details of components available for sponsorship here. 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.
The alternator pulley.

A further new addition to the engineering team is Alan Parkin who, in collaboration with our Electrical Director Rob Morland, will be working on detailed electrical design for No. 2007 Prince of Wales. His first tasks have been to produce detailed drawings of the steam turbine alternator. This will enable us to manufacture new parts to refurbish old turbines and if necessary to make complete new ones. Alan has also been designing a replacement for the carriage type axle driven alternators that we are presently using in the Prince of Wales and her support coach. These 1960s designs are becoming increasingly rare and expensive to overhaul. The new design is intended to use a heavy duty 28 volt bus/truck alternator which is readily available and is likely to remain so for many years to come.

Frame plates for engine and tender rolled; footplating and splasher kits delivered and permanently fitted to frames

Casting of leaded gunmetal and phosphor bronze castings of crank pin bearing bushes

Machining and white metalling of bearing bushes

Fitting oil box tops

Assembly of bearing bushes to rods

Polishing rods

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, £3m has now been donated or pledged. Recently we have been focused on preparing to wheel No. 2007 by the end of 2018 and remain on-track for completion of the new locomotive in 2021.

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

COMING ON, COME ON, DO THE LOCO-MOTION WITH ME!

by Mark Allatt

At our P2 Roadshow on Saturday 7th April in front of No. 2007 Prince of Wales we launched a new £210,000 appeal to manufacture the motion for our new Gresley class P2. The A1 Steam Locomotive Trust has set itself the challenge of raising £210,000 through The Motion Club from 175 supporters each donating £1,000 (plus Gift Aid) to the project in up to eight payments of £125 by standing order.

If the project is to remain on schedule to complete No. 2007 by 2021, the Trust needs to order the motion in 2018. Following the success of The Founders Club (to get the project to the point of casting the frames), The Boiler Club (to fund the construction of the boiler) and The Mikado Club (to wheel the locomotive), The Cylinder Club (to make the cylinder block), the Trust has decided to establish The Motion Club to raise an estimated £210,000 required to manufacture No. 2007’s motion.

In return for supporting this appeal, special benefits for members of The Motion Club include:

- Opportunity to buy tickets (seat already reserved) on one of the first trains hauled by No. 2007
- Reasonable access to No. 2007 at all times
- Opportunity to buy exclusive Motion Club badge
- Opportunity to join one of the teams building No. 2007
- First choice of other components to sponsor
- Special Motion Club day with Tornado
- Special limited-edition version (signed/numbered) of Stuart Black’s drawing of No. 2007 Prince of Wales

The work involved in designing and manufacturing the motion includes:

- Incorporation of late-pattern BR-type continuous white metal lined crank pin bearing bushes
- Use of the late-A1 design of inside connecting rod which overcame the tendency for the original design of inside connecting rods on LNER ‘Pacifics’ to big-end failure
- Open die forging of six coupling rods, two outside connecting rods and the inside connecting rod and strap
- CNC machining of all rods
- Manufacture of oil box lids, coupling rod knuckle pins, nuts and washers and bearing bush keys
- Casting of leaded gunmetal and phosphor bronze castings of crank pin bearing bushes
- Machining and white metalling of bearing bushes
- Fitting oil box tops
- Assembly of bearing bushes to rods
- Polishing rods

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- Polishing rods
WE WANTED EIGHT – AND WE DIDN’T HAVE TO WAIT!

by Mark Allatt

We are delighted to announce the achievement of a significant milestone in the fundraising for No. 2007 Prince of Wales with the closure of The Mikado Club fundraising initiative to pay for the wheeling of the engine and tender. The Mikado Club was launched two years ago to raise £200,000 from 160 members to wheel the engine and was extended in May 2017 to 200 members up to £250,000 to also wheel the tender.

The work involved wheeling the engine to create the first standard gauge ‘Mikado’ since 1945 includes:

- Machining axle and cannon box castings, manufacturing roller bearing details
- Boring eight coupled wheel bosses to finished size
- Assembling bearings and cannon box onto plain coupled axles
- Trial fitting coupled axles to frame
- Pressing Cartazzi wheels onto axle, fitting & machining tyres and fitting bearings & axleboxes
- Pressing plain coupled wheels onto axles, fitting and machining tyres
- Assembling crank axle, fitting bearings & axleboxes, pressing onto crank axle, fitting and machining tyres
- Finish machining crank bosses & boring crank pin holes and machining & fitting all crank pins
- Trial fitting wheelsets to frames at DUW.

The past two years have seen 200 supporters joining The Mikado Club and pledging £1,000 each plus, you were quite sure if the email arrived at its destination! We held eight ‘Volunteer Days’ in Peterborough; here we had a little training session on this new tech, and also had a bit of social time together.

‘The North B’on the 2018 volunteer tour was a wonderful trip over the Settle and Carlisle, slightly marred by the unexpected arrival of an AW’s trip failure which meant that we were piloted by a desal! This did not on the whole detract from our passengers’ enjoyment and we had good sales of merchandise. The stewarding was as always, very professional and Tornado then made her way to the North Yorkshire Moors Railway and the ‘Beast from the East’. After having people in place for the first weekend of their Gala, I made the decision to cancel our event stay there. Goods were looking like it may get cut off from civilisation! Following the decision themselves cancelled that weekend’s event.

Better weather (not by much) was in place for the week after – good news as we had our ‘Covenanter Day’ – plenty turned out in the cold but enjoyed a trip along the scenic railway. It gave a number of our volunteers a chance to interact with our supporters. The second weekend’s gift of £250,000 to also wheel the tender.

The funding of the cylinder block will help to ensure that the project’s British-made powerful steam locomotive has received since construction started only four years ago.

We are confident that we will have completed the rolling chassis for No. 2007 Prince of Wales in summer 2018 and we remain on-track for completion of the new locomotive in 2021.

P2 ROADSHOWS by Mark Allatt

As you will be aware, in 2018 we are holding a series of presentations and major events associated with both the original Gresley class P2s and No. 2007 – a slight change from our journey along the route of the East Coast Main Line from London to Aberdeen during 2017.

Our second P2 Roadshow this year was held on Saturday 10th February 2018 at The Great Northern Hotel, Peterborough and was attended by 41 people and raised £6,900.

The third Roadshow went ahead on Saturday 3rd March at The Principal Hotel, York with Mark Grant standing in for Mark Allatt due to the snow and was attended by 19 people, raising £1,500 in spite of the bad weather.

Our fourth Roadshow this year was held on Saturday 8th September 2018 – Glasgow Royal Concert Hall, Glasgow.

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 if you can bring a friend or two! For more information visit www.p2steam.com, email enquiries@p2steam.com or call 01325 460163.

VOLUNTEERS by Mark Grant

I mentioned in a previous TCC, that we have started to use an online calendar and instant messaging system for our volunteers to express their interest in either stewarding or merchandising. It can all be done via a smartphone as well as a computer. The system is very easy, and completely comfortable in using this technology, rostering the trips/events has become quicker, easier and more transparent.

The fourth Roadshow this year was held on Saturday 3rd November 2018 at the Centre, Derby – DoubleTree by Hilton Manchester Centre, Manchester and was attended by 36 people in place shortly.

Better weather (not by much) was in place for the week after – good news as we had our ‘Covenanter Day’ - plenty turned out in the cold but enjoyed a trip along the scenic railway. It gave a number of our volunteers a chance to interact with our supporters. The second weekend’s gift of £250,000 to also wheel the tender.

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

- Saturday 9th June 2018 – Glasgow Royal Concert Hall, Glasgow
- Saturday 1st September – DoubleTree by Hilton Bristol City Centre, Bristol
- Saturday 8th September 2018 – Derby Conference Centre, Derby
- Saturday 3rd November 2018 – Manchester Conference Centre, Manchester
- Saturday 8th December 2018 – Hilton Leeds City Hotel, Leeds.

We are delighted to announce that the cylinder block for No. 2007 Prince of Wales is fully funded and that considerable progress has been made on its redesign. The A1 Steam Locomotive Trust launched The Cylinder Club to raise £100,000 from 100 supporters, each donating £1,000 (plus GAD) in up to eight payments of £125 by standing order to pay for the redesign and manufacture of the new steam locomotive’s cylinder block in October 2017. It reached its target two months early thanks to the generosity of our supporters.

The funding of the cylinder block will help to ensure that the project remains on schedule for completion in 2021 and enable the Darlington-based team to complete the wheelsets, continue the boiler procurement, order the cylinder block, design & order the first motion parts, continue to progress work on the tender and commence the electrical design during 2018.

The work involved in designing and manufacturing the new cylinder block includes:

- Convert the original class P2 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)

But lots of people around. We had an exceptional selling time - most of our goods were bought, so a restock will be in place!

The ‘Ebor Flyer’ was our first 90mph tour! A rake made up of largely Mk2 coaches, meant that the stewards didn’t need to apply secondary door locking. Smoother running in an air-conditioned environment on a warm spring day just what you need until – well you all know what happened. We had special 90mph goods for these. The almost entirely well and prior to losing the support coach, we took what stock we could into a free section of one of the coaches. This enabled us to continue promoting for the rest of the journey. Despite what happened on this trip, the comments the on board teams (stewards, merchandisers and support crew) received were amazingly supportive. We felt very humbled and proud of who we are and what we are a part of.

My thanks to all our stewards. You do a sterling job of looking after the safety of our passengers, helping to keep the coaches tidy and providing information as needed. Thank you to all the volunteers in whatever capacity, who give up hours of their time to help us in any way we can. These people, with a lot of interest shown in the project.

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 P2 Steam Locomotive Trust, Darlington Locomotive Works, Hopetown Lane, Darlington DL3 6RQ

CYLINDER BLOCK FOR NO. 2007 PRINCE OF WALES FULLY FUNDED by Mark Allatt

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- Convert the original class P2 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 streaming 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
- 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 mating cylinder and valve covers
  - Hydraulic testing the assembly.

To date we have completed the conceptual design of the cylinder block and it is expected that the Trust will place of order for the manufacture of the new cylinder block in 2018 for delivery in Summer 2019.
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 continue to give most generously to the project.

Pledges towards building No. 2007 Prince of Wales have passed £3m just four 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 880 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 around £17.30 per Covenantor (including Gift Aid) and the projected monthly income for our P2 project from the monthly Covenant scheme is now running at 109% of that of the existing supporters sponsoring a variety of components. The Gresley Society Trust has also sponsored the locomotive’s distinctive front-end for which we are most grateful.

As you will have read in recent issues of The Mikado Messenger, we continue to be impacted by the incorrect machining of the keyways in the plain coupled axles meaning that we have had a long wait for the new axles to be supplied from South Africa. Although this has delayed the process of wheeling the frames of No. 2007, work is now well underway at South Devon Railway Engineering and extraordinary progress on other fronts means that this will have no effect on the overall timetable and Darlington Locomotive Works has been far from idle over the past few months.

There are still a considerable number of wheeling-related tasks that we have had already signed up 75 members of The Cylinder Club, and we are now hopeful that we will have completed the rolling chassis for No. 2007 Prince of Wales in summer 2018 and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to raise more than £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes. Last financial year we more than achieved our budget of £500,000 and this financial year we have set a fundraising budget of £700,000.

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 member of The Motion Club or taking out a Dedicated Donation. It’s time to get on-board!

For more information on how you can help to build Britain’s most powerful steam locomotive visit www.p2steam.com, email enquiries@p2steam.com or call 01325 460163.
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!

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

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 No. 2007’s first main line trips
- 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 limited edition version (signed/numbered) of the first official painting of No. 2007 Prince of Wales with No. 60163 Tornado
- Special Boiler Club day with Tornado.

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

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The NECC visit to DLW.
NECC VISIT by Gemma Braithwaite
Our ‘Behind the scenes’ North East Chamber of Commerce event was a great success! On Wednesday 18th April, The A1 Steam Locomotive Trust hosted a breakfast event to introduce local businesses to the project and allow us to make contacts within the local community. Everyone was suitably impressed by No. 2007 Prince of Wales.

OPEN DAYS AT DLW - Darlington Locomotive Works are open to the public on the first and third Saturday of each month, the latter a day that coincides with NELPG also opening their doors to visitors.

COUNCILLOR JANE’S VISIT
Cllr Jane Hylton-King for North Lincolnshire Council heard about the project to build No. 2007 through Cllr Chris McEwan for Houghton and Springfield, Darlington. Jane and her husband Paul, had arranged to come into Darlington Locomotive Works to see the progress.

By complete coincident Cllr McEwan had arranged a meeting with Gemma Braithwaite, Daniela Filová, John Bignall from the Bignall Group and Mark Carrigan from Darlington Borough Council on the same day!


A LITTLE BIT OF BULLEID by Gemma Braithwaite
On Saturday 10th March 2018, The A1 Steam Locomotive Trust placed a bid on a speedometer which we believe to be from a Bulleid Pacific. We were yet to find a speedometer for No. 2007 Prince of Wales and so when we saw this speedometer in auction with Great Central Railwayana Limited, we just had to bid! Someone else was bidding against us in this lot, but in the end our bid of £1,550 was the winning bid. A very appropriate acquisition given Oliver Bulleid’s involvement with the development of the class P2 ‘Mikados’ when he was Sir Nigel Gresley’s assistant.
Above: An original LNER press photo, dated September 1941.

No. 61701 at Glasgow Eastfield during September 1948 - Crown Copyright (expired 1998).

Above: A Cock o’ the North beer pump clip.

A P2 on the Tay Bridge - a Valentines postally dated 1960!

LNER Class P2 No. 2002 Earl Marischal, Class A1 No. 3552 Sensovino and Ivatt Atlantic Class C1 No. 3288 - LNER official photo.

A postcard of No. 2006 at Edinburgh Waverley.

Left: Alli Dell Intrepido Microstoria Della Locomotiva Collector Card.

An LNER luggage label for Edinburgh Waverley.

Above: No. 2002 on display at York.

A P2 on the LNER publicity photo.

Newly out-shopped No. 61700 Bantam Cock at Eastfield in 1952.

Above: A Cock o’ the North beer pump clip.

A postcard of No. 2006 at Edinburgh Waverley.

LNER Class P2 No. 2002 Earl Marischal, Class A1 No. 3552 Sensovino and Ivatt Atlantic Class C1 No. 3288 - LNER official photo.

Left: Alli Dell Intrepido Microstoria Della Locomotiva Collector Card.
PROFILE – CHRIS WOODCOCK by Graham Langer

Chris Woodcock has been a covenantor since 1991 and an indispensable member of our imaging team since 2008. Chris was born in west London and his home was close to the former GW and GC Joint Railway; however, his primary school overlooked the four lines of track giving frequent views of polished ex-GWR Kings and Castles pulling clean chocolate and cream painted coaches including ‘The Cambrian Coast Express’.

School holidays and weekends provided an opportunity with a cousin to visit a number of the London locomotive sheds particularly Old Oak Common where his highlight was clambering up on to the footplate of ex-GWR No.3440, City of Thoro shortly after its return to service in 1957. Both of his parents came from Grantham where his mother’s family had a link with the railway by providing three generations of railwaymen for the GNR and LNER through to BR days. Family visits with his mother were usually taken by train from King’s Cross but he was always disappointed that a grubby V2 was often allocated to the train. Luckily his grandmother lived very close to Grantham station allowing him to be one among the groups of train spotters on the platform to see the many ‘top link’ expresses that passed. Moving to a grammar school meant the viewing of the railway ceased apart from occasional Ian Allan steam specials to locomotive works at Swindon and Derby.

Chris left school wanting to become a civil engineer and joined Taylor Woodrow as a trainee engineer employed on the reconstruction of Euston station. During his first year the ICE announced that to become a chartered engineer you had to have a degree; a HNC qualification was no longer acceptable. Consequently, the following year Chris began a full-time degree course in civil engineering at Portsmouth College of Advanced Technology, graduating in 1969.

He joined Kier as an indentured graduate engineer and was sent as site engineer to a section of the Midland Link Motorway (M16) under construction between Coventry and Solihull. After a demanding and interesting year on site Chris was posted to their head office at Templeford Hall for 12 months design training experience. 1972 saw him on a serious accident incident in which he received a severe spinal injury to his neck causing permanent paralysis. He was visited in hospital by Kier’s Director of Engineering who offered him a post in their design department provided he was physically capable and could commute to his HQ. In time of national industrial unrest it was a wonderful philanthropic opportunity and he accepted.

Chris moved to live in a new Cheshire Home in Hitchin in 1973 from where he retook his driving test and gradually returned to full time work. The office was busy working on projects for the various structures supporting the temporary works for the groups of train spotters on the platform to see the many ‘top link’ expresses that passed. Moving to a grammar school meant the viewing of the railway ceased apart from occasional Ian Allan steam specials to locomotive works at Swindon and Derby.

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Chris with HRH Prince Charles at the naming ceremony for Tornado.

HS1 rail line across the former site of Top Shed. The work included three major bridge slides, 1 ECML + 2 MML, also construction of a temporary rail head for the removal of tunnel spoil by rail to a landfill site.

His father had been a keen amateur photographer with his own dark room in the loft at home. Chris took up B&W photography using his father’s early 35mm Pentax SLR and his own darkroom. Through a local camera club Chris saw an impressive exhibition of photographs of the steam railway that reminded him of his former childhood interest. A friend introduced Chris to David Eastwell, the railway photographer, who gave advice on various accessible locations to photograph the SLOA steam specials of the 1990s.

During this time two friends from Kier, Robin Gibson and Peter Johnson, joined Chris to photograph and then later to travel in the cage of the brake on a number of SLOA specials. Reading of the proposal to build an A1, they all became Covenanters to the A1SLT in 1991 and have remained so. In 2008 Chris volunteered to help take over the day to day running of A1 photo archive with Keith Drury and Neil Whitaker. Keith gradually eased down his involvement and was ably replaced by Tony Watson who now organises and holds the archive while Chris has responsibility for arranging copyright release from the many photographers who offer their images for the A1SLT to use. Neil meanwhile monitors Flickr and Facebook looking for images of Tomo photographers may allow A1SLT to use.

After 12 years in Hitchin Chris remarried and moved to rural Cambridgeshire. After retiring from Kier in 2005 he found time to research, write and publish a book on his father’s wartime RAF Hawker Typhoon Squadron. It was a labour of love that led Chris to meeting a number of fascinating Typhoon veteran photographers who became Covenantors to the A1SLT in 1991 and have remained so. In 2008 Chris volunteered to help take over the day to day running of A1 photo archive with Keith Drury and Neil Whitaker. Keith gradually eased down his involvement and was ably replaced by Tony Watson who now organises and holds the archive while Chris has responsibility for arranging copyright release from the many photographers who offer their images for the A1SLT to use. Neil meanwhile monitors Flickr and Facebook looking for images of Tomo photographers may allow A1SLT to use.

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