

THE COMMUNICATION CORD



60163 TORNADO
New Steam for the Main Line



2007 PRINCE OF WALES
Building Britain's Most Powerful Steam Locomotive

No. 48 Autumn 2017



David Champion, David Elliott, Lt. Alex Chenery, Huw Parker, Lt. Cdr. David Wright, Graeme Bunker-James and Mark Allatt with the ship's crest from HMS Prince of Wales.

Mandy Grant

BUILDING ON SUCCESS *by Mark Allatt*

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 Covenantors, 12 P2 Covenantors, one Boiler Club member, two Mikado Club members, two I63 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' railtour 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. **TCC**

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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. **TCC**



Perhaps *Tornado* will have a shed of her own soon. No. 60163 is seen at Didcot in October.

Andrew Shipland

2017 CONVENTION by Graham Langer

The Trust's 2017 Convention was once again held in Darlington, with presentations in the morning at the Mercure King's Hotel and an afternoon session at Darlington Locomotive Works to view progress with the construction of No. 2007 *Prince of Wales*. Mark Allatt opened proceedings and welcomed over 220 covenantors who filled the Ballroom at the hotel; Huw Parker then took over to introduce Lieutenant Commander David Wright and Lieutenant Alex Chenery from HMS *Prince of Wales* who were representing the Royal Navy and the connection between the new P2 and the newest aircraft carrier in the fleet, currently under construction at Rosyth. At this juncture we were able to show an inspiring video of the assembly of HMS *Prince of Wales*, much of it focussed on impressive time-lapse segments of the component parts coming together from assorted yards round the country. David Champion was then able to present the Lieutenant Commander with a signed print of Chris Ludlow's 'Dream Team' painting

of *Tornado* and *Prince of Wales* together while noting the similarities between the construction of No. 2007 and the new vessel; in return the Trust was given a Royal Navy crest from the ship, uniquely bearing the Prince of Wales' feathers in its centre. With the formalities over, David went on to pay tribute to Mark Allatt, thanking him for his 16 years 'in the chair' and for all he has achieved on the Trust's behalf.

Chris Walker took over to cover financials, reassuring covenantors that there was a clear division between the income streams for *Tornado* and *Prince of Wales* and funds were allocated accordingly. Chris noted that although the A1 needed more covenantors income was up (as were costs), mainly because *Tornado* has had a very busy year, in consequence the small loss recorded last year was converted into a decent profit this year. Funds have been invested in the internal fitting out of the new offices in the 'tower' at Darlington Locomotive Works and other

workshop enhancements completed. Chris expressed concern that the total number of covenantors had declined to 1,112 but was able to say that recruitment was now replacing the losses (largely through the effects of anno domini) and the good news was that The 163 Pacifics Club was almost complete, the original target having been reached and overtaken recently. A consequence of doing so many 'Belmonds' recently is that merchandise turnover is down (we can't sell our merchandise on the Pullman). One target is create a fund for the next overhaul as well as ensuring that there is a contingency fund for unforeseen issues and routine repairs such as cylinder re-bores.

Mark Allatt then re-took the podium to add some detail to the A1 fundraising programme, noting the success of The 163 Pacifics Club which will allow the tender repayment to be made well ahead of schedule but stressing the need to recruit more Covenantors and members of the *Tornado* Team. Mark stated that the loss of Covenantors was inevitable but that the passing of some of our members had been matched by most generous legacies. He went on to remind the room that with



Above: Lt. Cdr. Wright presents David Champion with a naval crest bearing the Prince of Wales' feathers.

Left: David Champion presents Lt. Cdr. David Wright with a print of the 'Dream Team' by Chris Ludlow (held by Huw Parker).

Photos: Mandy Grant



Covenantors assemble for the annual group photo in Darlington Locomotive Works.

Christmas approaching, now was a good time to sign up to Easyfundraising for online shopping!

Mark then handed over to Rob Morland who covered the replacement of the loco-tender umbilicals and was able to expound about the preparatory work involved in getting *Tornado* to 100mph; this included fitting additional USB power

ports in the cab, the Ziconix big end heat sensor (covered in detail in TCC 46) and the mobile 'phone display on the fireman's running board; Rob believed that *Tornado* is the first steam locomotive the have a 'Raspberry Pi' computer installed on the footplate! However, later in the year the engine suffered a turbogen failure, with the result that a 77 volt output was

recorded, blowing some of the electrics; in consequence he will now fit an overcharge 'crowbar' to prevent this happening again.

Graeme Bunker-James and Huw Parker relieved Rob to conduct a review the year's operations with *Tornado*, Graeme recording 33 main line runs, 16 light engine movements and visits to four preserved lines, a period which included a high



At the Convention dinner, Mark Allatt, Nick Brodrick (who gave a very entertaining after dinner speech), Huw Parker, Lt. Cdr. David Wright, David Champion, Lt. Alex Chenery, Ben Godfrey, Tina Godfrey and Nina Britten.

percentage of 'Belmond British Pullmans', the Settle & Carlisle 'Plandamp' series, the Walton-on-the-Naze shuttles, several 'Torbays' and our own sell-out tours such as 'The North Briton', 'The Talisman' and the epic run to Cornwall, the nest result of which was a profit in excess of £50,000. With an ambition to run more and more of our own tours the target profit per annum is £100,000. Huw paid fulsome tribute to the support crew and train volunteers, without whom none of this would have been possible. Graeme advised the room of plans for 2018 which will include an increased number of Trust tours, at least three 90mph runs and visits to North Wales, The North Yorkshire Moors Railway, The Severn Valley Railway, The East Lancashire Railway, The Midland Railway Centre, The Nene Valley Railway, some more 'Belmonds' and 10th Anniversary celebrations among which will be events in Darlington, a 10th birthday train on 1st August, a commemorative poster and a new, updated '*Tornado Story*' book.

Mark Allatt now moved the focus of the Convention to our new P2, recording the success of the various schemes and 'Clubs', The Boiler Club now have £300,000 pledged or already given, The Mikado Club had to be extended from 160 members to 200 and there are only 24 places left!

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 £1.36m has been spent to date with more to follow this year.

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 Mk3 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 site for the Trust's base; Paul revealed that the location chosen was Whessoe Road, a stone's throw from our Hoptown works, albeit 'on the other side of the tracks' as it were. This exciting development will give

us an opportunity to create a new works building and, using the existing historic 1861 Stockton & Darlington building, a four road running shed with additional room for a turntable and carriage stabling – there is even a chance of a quarter of a mile running line. The Trust has a number of partners already engaged in the project, including the TVCA, Darlington Council and Network Rail. For further details on this ground-breaking development see Paul Bruce's article on page 28.

Mark Allatt then called for questions from the floor; these included the choice of boiler manufacturer, running a sleeper special and the provision of a carriage shed at Whessoe Road. Gemma Braithwaite wrapped up the meeting and issued instructions for the bus transfer to Darlington Locomotive Works (after lunch).

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 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. **TCC**

TORNADO ON TOUR

'THE WALTON PIER EXPRESS' - WALTON-ON-THE-NAZE 150th CELEBRATIONS - by Graham Langer

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 RA8) 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 very good day and *Tornado* sparkled in the sunshine. **TCC**



Tornado is seen at Wivenhoe on the outward run.



Another good shot of one of the shuttles at Wivenhoe.



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

'THE EASTERLING' 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 breasted the climb in fine style had the train not had to follow an earlier service out of the station. The rising gradients to Potters Bar were tackled with gusto some estimating that *Tornado*

was producing over 1,500edhp on the 1:200 gradient approaching that station. Checks were encountered at the Welwyn viaduct and Woolmer Green resulting in Stevenage being reached nearly ten minutes down and this set the pattern through Baldock and Royston, checks and recoveries resulting in a seven minute late arrival in Cambridge for the water stop. However, rapid work by the tanker and the support crew saw the train underway very rapidly, consuming the undulating road in the 60s and 70s and *Tornado* producing peak power outputs varying between 1,600edhp and 1,800edhp at Thetford and Hethersett respectively to achieve a one minute early arrival in Great Yarmouth!



'The Easterling' is seen at Santon Downham.

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! **TCC**



No. 60163 makes a rousing start with the retuning 'Easterling'.

OLD OAK COMMON OPEN DAY by Graham Langer



Tornado stands in the sun at Old Oak Common.

The AI 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. **TCC**

TORNADO ON TOUR

'THE BORDER RAIDER' by Graham Langer



Left: The outward bound 'Border Raider' is seen at Winwick.

three trains pass the climb to Grayrigg was made in a workmanlike fashion, the summit topped at 40mph, before steady acceleration saw Tebay passed at 70mph for the start of the climb to Shap which was breasted at 35mph; then followed a spirited dash to Penrith, with the speed only slightly checked through the station, before a final dash to Carlisle.

The lead up to 'The Border Raider' on Saturday 16th September certainly gave those organising the run a few sleepless nights and those travelling cause for 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 resulted in a revised plan a return run via Leeds, Huddersfield and Standedge Tunnel.

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 this stop built to the mid-70s at Lancaster with Carnforth taken at the charge, chime whistle bellowing. After waiting at Oxenholme to let

For the return run over the 'Long Drag' departure from Carlisle was delayed nearly 20 minutes and steady rain meant the routs 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 Hellfield and proceeded to Skipton on its peripatetic route back to the start point via Wakefield, Huddersfield 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! **TCC**

BARROW HILL ROUNDHOUSE RE-OPENING by Graham Langer

The A1 Steam Locomotive *Tornado* has had a long association with Barrow Hill Roundhouse, *Tornado* paid her first visit during her main line trials in 2008, and it was a pleasure to take our locomotive back there on 22nd September to support the re-opening of the roundhouse after a £1.4million restoration and facelift. No. 60163 now shares the cachet of being 100mph locomotive with the centre's other star guest for the weekend, No. 60103 *Flying Scotsman*, and the two LNER design Pacifics were able to handle a number of double-headed trains on the site's demonstration line.

The museum now boasts much improved visitor facilities including a new entrance and café, restored shop, offices and museum displays as well as the now thoroughly renovated roundhouse, location for some cameos featuring the engines present for the weekend. Over 5,000 people visited the site during the weekend which proved to be an enormous success. **TCC**



Tornado is mobbed at Barrow Hill.

'THE TEES-TYNE EXPRESS' by Graham Langer

Run on Saturday 7th October, this was another tour originating in the West Midlands, this time from Dorridge. The train was diesel hauled to Derby where *Tornado* came on the train, again totalling 13 coaches; driver Keith Murfin, 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 firebox 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 a 23 minute deficit at Darlington cut to a 17 minute late arrival at Newcastle.

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 station and as a result departed 31 minutes late, now with Pete Sheridan as fireman supervising trainee fireman Andy Dalton who fired back to York. Some textbook running followed to Durham allowing some time to be regained but Steve Hanczar's controlled departure from the station gave little clue for what was to follow; the gently



Above: 'The Tees-Tyne Express' carried this tribute to Barry Wilson.

Framed in the lattice work of a footbridge, *Tornado* races through Chesterfield, the famous crooked spire in the background.



undulating road south was tackled aggressively with *Tornado* reaching the low 70s in the last few miles to Darlington, after which the speedometer didn't stray below 74mph all the way back to York, this rapid gallop only being reined in for the final approach to the latter. Apparently on the basis of this performance Andy Dalton was promptly passed out as a fireman!

The stop at York allowed the locomotive to be watered and the footplate crew replaced by driver Graham Ward, fireman Vince Henderson 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 crews at their very best. **TCC**



Tornado is readied for the departure south from Newcastle station.

'TEES-TYNE' PEOPLE



Above: Jim Smith, Traction Inspector, at York.

All photos Mandy Grant



Above: Driver, Steve Hanczar, takes refreshment.



Top left: Waiting for the 'right away' at Derby.

Right centre: Jim Smith talks to Graeme Bunker-James.

Right: Matthew Wilson with the headboard dedicated to the memory of his father, Barry Wilson, for many years financial director of The AISLT.



THE NORTH BRITON

Saturday 24th February 2018 - A special trip on the Settle & Carlisle Railway



Geoff Griffiths

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 Ribbleshead 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.



TIMES (PROVISIONAL)	OUTWARD	RETURN
Cambridge	07:30hrs	23:00hrs
Ely	07:50hrs	22:40hrs
March	08:10hrs	22:20hrs
Peterborough	08:30hrs	22:00hrs
Newark Northgate	09:15hrs	21:15hrs
Doncaster	10:30hrs	20:30hrs

TICKET	PRICES (STARTING FROM)
First Class Dining	£249.00
First Class Non-Dining	£159.00
Standard Class	£109.00

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

‘UPPER CLASS’ – A YEAR SPENT WORKING THE ‘BELMOND BRITISH PULLMAN’ by Huw Parker



Tony Bardett

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* 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 stabled 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 crew to reach all areas of the locomotive in safety and this allows for a high standard of cleaning. Liberal quantities of metal polish, wash 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 ensure that we 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 in 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 visit to Bath or Bristol. Both trips start in the same manner, with the coaching stock



Trevor White

Tornado makes the routine stop at Shalford for water on the Surrey Hills circuit.

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

River Thames for the first time on the journey, the lunch time Pullman heads through Clapham Junction, Richmond and Twickenham, before crossing the Thames 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, leapfrogging 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 Dorking 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 stable under cover ready for the next turn of duty.

‘The Bath Bristol Pullman’ is more of an all-day affair, with an earlier morning departure from London Victoria. Passengers receive a full three course brunch as *Tornado* heads West through London to Reading, before swinging down through Theale and Thatcham to Newbury. After a brief stop for water at Newbury Racecourse Station by kind permission of the Racecourse, the route gets interesting with a challenging westbound climb over Savernake followed by a picturesque meander along the Avon valley from Trowbridge to Bath Spa. Here some passengers choose to leave to explore the majestic city of Bath, whilst most travel on to Bristol for visits to *SS Great Britain*.

Unlike the leisurely Surrey Hills diagram, the Support Crew really earn their keep on arrival at Bristol Temple Meads. Once all the passengers have detrained, the train departs to the West of the station, where *Tornado* runs around and then



Andrew Shopland

No. 60163 lifts the heavy consist past Hackhurst Farm.

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 Dr. Days Junctions, to make a brief visit to Temple Meads before returning chimney first to East Yard. Both *Tornado* and the train are watered from separate tankers; although the locomotive tender holds seven and a half tonnes of coal and 6,200 gallons of water, we frequently load another four tonnes and 4,000 gallons of water in preparation for the return trip. At the same time, the fire is cleaned of ash and clinker and built up again, whilst the locomotive motion is carefully inspected and oiled. Once complete, the locomotive is handed back to the DB crew ready to return to the station, different one for the return journey, they will have relieved their colleagues when the train first arrived at East Yard.

The return trip leaves Temple Meads late afternoon, just as evening commuters begin their journeys home. Regular travellers are well used to the sight of steam departures at Bristol and Bath, but many still watch in awe as we depart towards London from either station. A quick run to Bath Spa to pick up those we left to explore the historic streets and once back on board, weary travellers enjoy a champagne reception followed by a superb four course dinner served in style. At the front of the train *Tornado* can be heard getting into the task of getting back to London on time. We can really stretch her legs on the return, as the route takes us through Chippenham to join the Great Western main line at Wootton Bassett Junction. Several trips have made good time back to Reading, only to join a slow trundle back around the suburban lines through Bracknell, Ascot, Chiswick and Putney

before returning through Clapham Junction and via Longhedge Junction to tackle the climb back over Grosvenor Bridge. Without diesel assistance on the rear, the footplate crew face a difficult challenge here; the fireman has to build sufficient fire for the climb over the bridge with a heavy train of Pullman cars and then manage the locomotive on the stops inside the station without making smoke or blowing off. The driver will not proceed past the signal at Stewart’s Lane Junction without a green aspect, to ensure that once the train is moving, he can accelerate it down under the main lines to Vauxhall and Waterloo and then up the steep gradient onto Grosvenor Bridge. A red signal or a bad slip here could bring the train to a stand with limited chances of starting it from this position. Once safely over the bridge, the crew can begin to relax and bring the train safely to a stand at the end of Platform 2. As happy passengers depart and exchange the traditional pleasantries with the driver and footplate crew, the Class 67 diesel arrives from Stewarts Lane Depot to draw the train out of the station in a repeat of the moves made at the end of the Surrey Hills diagram.

The high profile ‘Belmond British Pullman’ trains have allowed us to showcase *Tornado* in the best possible light. 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. **TCC**

THE SULIS AND SARUM EXPRESS

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



Craig Munday

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 *Tornado'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 *Tornado* 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.



TIMES (PROVISIONAL)	OUTWARD	RETURN
Tame Bridge Parkway	08:15hrs	21:45hrs
Birmingham New Street	08:30hrs	21:30hrs
Bromsgrove	09:00hrs	20:40hrs
Worcester Shrub Hill	09:20hrs	20:15hrs
Cheltenham Spa	10:00hrs	19:30hrs

TICKET	PRICES (STARTING FROM)
First Class Dining	£245.00
First Class Non-Dining	£159.00
Standard Class	£109.00

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

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 *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 2021.

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 £960 (or £10 per month over eight years) with the addition of Gift Aid this would raise £195,600.

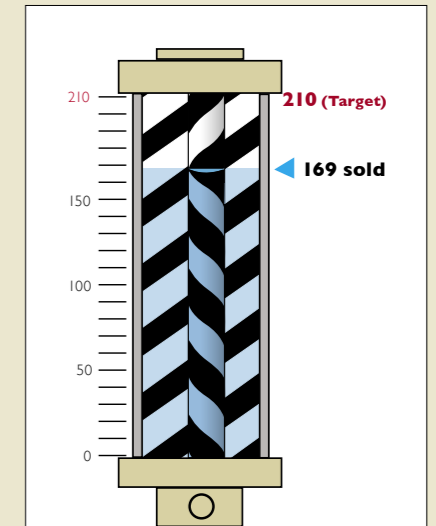
Given some of the wonderful names carried by the other LNER Pacifics from the Raven class A2s, Thompson classes A2/1s, A2/2s & A2/3s and the

Peppercorn class A2s and our desire to try to purchase the tender from WCCP before *Tornado's* 10th birthday, we decided to extend The 163 Pacifics Club to include those as well. We also added in the ill-fated Gresley class A4 No. 4469 *Gadwall* (renamed *Sir Ralph Wedgwood* – name transferred to No. 4466/60006 formerly *Herring 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. 10000/60700 – unnamed 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, 169 Pacifics have already found new shed allocations and over £200,000 pledged, leaving only 41 remaining for sponsorship. With *Tornado* 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. **TCC**



The 163 Pacifics Club Shed allocation Gauge.

No. 60005	<i>Sir Charles Newton</i>	No. 60519	<i>Honeyway</i>
No. 60040	<i>Cameronian</i>	No. 60520	<i>Owen Tudor</i>
No. 60053	<i>Sansovino</i>	No. 60521	<i>Watling Street</i>
No. 60066	<i>Merry Hampton</i>	No. 60522	<i>Straight Deal</i>
No. 60073	<i>St. Gatien</i>	No. 60524	<i>Herringbone</i>
No. 60075	<i>St. Frusquin</i>	No. 60526	<i>Sugar Palm</i>
No. 60083	<i>Sir Hugo</i>	No. 60527	<i>Sun Chariot</i>
No. 60088	<i>Book Law</i>	No. 60528	<i>Tudor Minstrel</i>
No. 60095	<i>Flamingo</i>	No. 60529	<i>Pearl Diver</i>
No. 60503	<i>Lord President</i>	No. 60531	<i>Bahram</i>
No. 60504	<i>Mons Meg</i>	No. 60533	<i>Happy Knight</i>
No. 60507	<i>Highland Chieftain</i>	No. 60534	<i>Irish Elegance</i>
No. 60508	<i>Duke of Rothesay</i>	No. 60535	<i>Hornets Beauty</i>
No. 60510	<i>Robert the Bruce</i>	No. 60536	<i>Trimbush</i>
No. 60512	<i>Steady Aim</i>	No. 60537	<i>Bachelors Button</i>
No. 60513	<i>Dante</i>	No. 60538	<i>Velocity</i>
No. 60514	<i>Chamossaire</i>	No. 60539	<i>Bronzino</i>
No. 60515	<i>Sun Stream</i>	No. 2401	<i>City of Kingston upon Hull</i>
No. 60516	<i>Hycilla</i>	No. 2403	<i>City of Durham</i>
No. 60517	<i>Ocean Swell</i>	No. 2404	<i>City of Ripon</i>
No. 60518	<i>Tehran</i>		

41 Names still available for allocation.

THE LAST 'TORBAY' by Katie Pearson



Mandy Grant

No. 60163 brings the empty stock into Bristol Temple Meads at the start of the run.

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's challenging to clean the locomotive and it takes a lot of rags, paraffin, and polish to bring her up to standard. Rain was threatening and we quickly found the jobs which kept us dry when it came - inside the cab, cleaning the wheels and motion, and going under the engine (although even rain isn't bad enough to drive people voluntarily into that confined space).

When the sun came out, we climbed about on the running boards and over the front end to buff her up; we all take pride

in how she looks and there's something incredibly satisfying about the job. We shunted over 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!)



Alan Peryman

***Tornado* is 'panned' at Cogload junction on the last 'Torbay Express' of 2017.**

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 AI 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, winding 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. 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 ashpan 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 to 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



Steve Weston

Above: Having been turned at Churston, *Tornado* backs on to the stock at Kingswear.



Mandy Grant

At the end of the day and a very successful 'Torbay' season, *Tornado* rests back at Temple Meads and passengers drift happily home.

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 sun began to set. We slowed down for the approach to Bristol Temple Meads, and the train wound its way slowly into the darkened platform. I was leaving here, and I joined the crowds of people disembarking and heading out to their

waiting cars, reflecting on the end of the last 'Torbay Express' 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 drifting past, I thought about those two little girls and the awe in their faces, and I felt that was really what it's all about. **TCC**

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 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.



TIMES (PROVISIONAL)	OUTWARD	RETURN
Peterborough	08:00hrs	22:00hrs
St Neots	08:30hrs	21:30hrs
Stevenage	09:15hrs	21:00hrs
Potters Bar	09:40hrs	20:30hrs
Finsbury Park	10:10hrs	20:00hrs

TICKET	PRICES (STARTING FROM)
First Class Dining	£245.00
First Class Non-Dining	£159.00
Standard Class	£109.00

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

THE TORNADO TEAM AT BARROW HILL by Sophie Bunker-James



Tornado Team members had some time to get 'up close and personal' with *Tornado* at Barrow Hill.

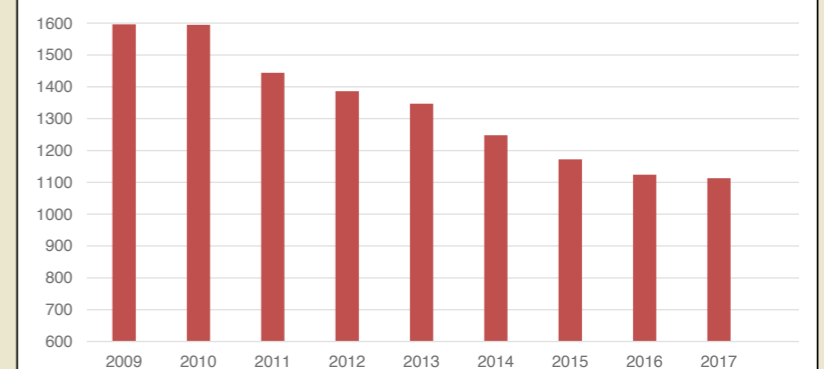
KEEPING TORNADO ON THE TRACKS by Mark Allatt

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 £5pm equivalents) in 2009 to 1,112, each person donating an average of £9.98pm before Gift Aid. This decline is mostly due to anno domini 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 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 'I♥S&C' Plandampf, 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 (63% of whom are not also A1 covenantors) to come on-board if they are able to. **TCC**.

A1 Covenantor Numbers



A1 Covenantors



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

PADDINGTON 2 by Graeme Bunker-James



Alex Morton

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



James Gillham - Studiocanal

A scene from the film.

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... **TCC**

Far right: Hugh Bonneville, Madeleine Harris and Samuel Joslin with two of the young passengers.



Right: Hugh Bonneville and Princes William and Harry at Paddington.



Below: Hugh Parker and Traction Inspector Don Clarke look on.



The Duchess of Cambridge meets some of the children.

Left: The Princes and the Duchess of Cambridge meet a certain small bear.



Below: Paddington greets Huw Parker at Victoria, after Tornado had hauled the Belmond Pullmans on the charity special.

Alex Morton



Above: The Duchess of Cambridge dances a calypso with Paddington.

THE YORKSHIRE PULLMAN

Saturday 2nd June 2018 - A luxury trip to York or Scarborough



Tornado photo: David Ireland



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 precludes 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.

TIMES (PROVISIONAL)	OUTWARD	RETURN
London King's Cross	08:18hrs	22:30hrs

TICKET	PRICES (STARTING FROM)
Individual	£475.00
Coupe for 4	£1,795.00
Table of 3	£1,350.00



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

• SHED NOTICES •

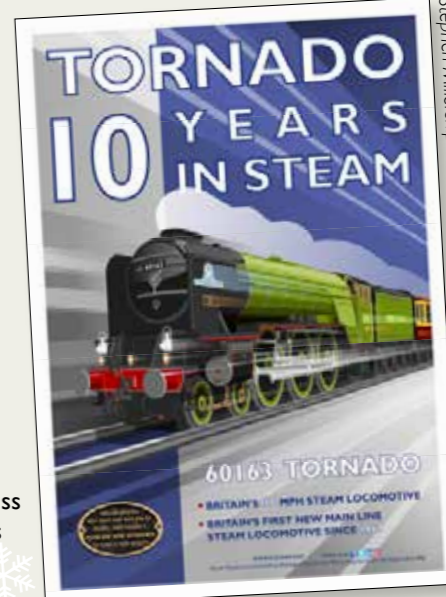
TORNADO AT CHRISTMAS!

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



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 AI Steam Locomotive Trust' along with your delivery address to the address below.



Stephen Millership

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.

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

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.



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.



Photos: Studiocal



'The Border Raider' on its return run is seen crossing Arten Gill viaduct.



Bill Reed

Sporting BR green, an early emblem and a lipped chimney, Patrick Stirling is seen at Grantham.

Emerging from Doncaster Works along with No. 60118 in November 1948 (Works No. 2036), the sixth AI was resplendent in the customary apple green LNER livery with black and white lining plus the words 'BRITISH RAILWAYS' on the tender, although the plain chimney was perhaps not as elegant as the rest of the locomotive. One of five AIs to be allocated initially to Cropley Hill, it entered service on the 26th.

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 AI it was further down the queue to go into the new BR express blue 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 repainted 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 was removed. Naming took place in July, one of four that month although 16 AIs had already been named before then. Like its numerical predecessor, No. 60119 was named to commemorate

an eminent GNR locomotive superintendent whose tenure was three decades (1866 to 1895). The name *Patrick Stirling* was an appropriate choice for that engineer was best remembered for his 'Singles' – the epitome of nineteenth century elegance combined with power; in the AIs we have a twentieth century version of those same qualities.

Most of *Patrick Stirling's* early life was spent between west Yorkshire and London. Named trains hauled included the up 'Yorkshire Pullman' followed by the down 15:45hrs 'West Riding' on 5th July 1952. An ordinary working recorded was leaving Doncaster at 15:03hrs on 2nd July 1953 with a King's Cross to Leeds train. A repaint into the dark green livery with orange and black lining came in February 1952; nearly half the class had been repainted by then. The plain chimney was replaced by the more attractive lipped version.



Bill Reed

In reasonable condition and now carrying the late BR crest, No. 60119 is seen at Doncaster.

Reallocation to Grantham occurred on 18th December 1955. Workings featured trains both down the main line and into Yorkshire. Four times between New Year's Eve 1955 and 7th January 1956 No. 60119 departed Newcastle at 12:55hrs with a Glasgow to King's Cross train; the same working is recorded in subsequent months. On 30th March 1956 *Patrick Stirling* arrived at Newcastle for the Tyne Commission Quay at 14:49hrs with a boat train from the capital and returned from Newcastle with the up 'Heart of Midlothian'. The 22:20hrs from the 'Cross to Edinburgh and the 10:20hrs train to Leeds were each noted a number of times in the last four months of 1956. A more local working was the 06:45hrs to Grantham from the capital on 29th December. The 15:10hrs to Newcastle was noted seven times in the first 17 days of 1957 while on 20th April No. 60119 hauled the down 'Flying Scotsman' into Newcastle. In common with the other AIs, the smokebox numberplate and handrail were transposed and the later BR crest applied to the tender in August 1957.

A transfer to King's Cross took place in September. 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 1959 with 13 coaches on a Leeds to King's Cross train. As the 1960s unfolded 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 April 1962 and the 3E22 Aberdeen to King's Cross fish hauled from Newcastle on 2nd January 1963 as a return working to the IA12 boat train from the capital for Tyne Commission Quay. Rosters were truly a mix of passenger and non-passenger workings. Named trains included the 'Queen of Scots' from the 'Cross on 8th January and arriving with the up



Dick Manton

Patrick Stirling awaits its fate at Doncaster in August 1964.

'Master Cutler' 13 days later. Other trains noted in June were the 18:12hrs departures to Leeds. Of note is that No. 60119 was stand-by engine at Doncaster on 13th January and station pilot there on 14th June.

The final trains recorded were the 3S46 York to Edinburgh parcels arriving in Newcastle on 21st December 1963 and the 10:00hrs York to Edinburgh on 18th January in 1964 with 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. **TCC**

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.

WHESOE 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&DR'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. Thought to be one of the oldest surviving engine sheds in the world, it will require major roof repairs and other remedial works before it can again house live steam locomotives.

We also plan to build a purpose built, three-road workshop, complete with overhead cranes and educational facilities, where we can maintain and overhaul our locomotive and carriage fleet, as well as build additional locomotives, such as the planned third new steam locomotive, Gresley class V4 No. 3403. Other planned features of the new 'Darlington Locomotive Works' include a 70-foot diameter turntable and a carriage shed to house the proposed BR Mk3 carriage-based charter train. The site can be easily and relatively cheaply reconnected to the national network as there is already a fully signalled connection into a rarely used siding in the former yard at Whessoe Road, sited west of Network Rail's North Road station on the line from Darlington to Bishop Auckland.

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 steam hauled shuttle services 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



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



The proposed track plan for the new site.

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&DR carriage works on Hopetown 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.

TCC

A/SLT

Covenantors' Diary by Gemma Braithwaite



What a convention! Thank you to all of those who attended and made the day special.

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? **TCC**



Over 200 covenantors attended this year's event, seen here at Darlington Locomotive Works.

Mandy Grant

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, Watford, Milton Keynes and Northampton to Chester

2018

- **Saturday 24th February** - 'The North Briton' - Cambridge, Ely, March, Peterborough, Newark Northgate and Doncaster to Carlisle
- **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

- **Friday 30th March to Monday 2nd April** - East Lancashire Railway
- **Saturday 14th April** - 'The Ebor Flyer' - First 90mph train - London to York **SOLD OUT**
- **Saturday 21st April** - Midland Railway Centre

- **Saturday 28th April** - 'The Ynys Mon Express' - East Midlands and North Staffordshire stations to North Wales Coast (Option: Ffestiniog and Welsh Highland Railway)

- **Tuesday 3rd to Sunday 13th May** - Nene Valley Railway

- **Saturday 19th May** - 'The Canterbury Tale' - Peterborough, St. Neots, Stevenage, Potters Bar and Finsbury Park to Canterbury and Dover Coast

- **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 Deltic diesel locomotive D9009 *Alycidon*

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

- **Wednesday 1st August** - 'The Mad Hatter' - 10th anniversary train - Darlington, York and Wakefield to Chester.

- **Saturday 13th October** - A1/P2 Convention - Darlington

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

UK Railtours
Tel: 01438 715050
www.ukrailtours.com

Barrow Hill Roundhouse
T: 01246 475554
enquiries@barrowhill.org

Torbay Express
Tel: 01453 834477
www.torbayexpress.co.uk

P2 ENGINEERING UPDATE by David Elliott

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 BI 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 castings are fine.

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

Wheelsets

Unilate 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 Unilate 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 Timsons 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.



Above: The Cartazzi wheelset complete with tyres.

Left: The completed crank axle after painting.

David Elliott

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'.



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

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



Sand boxes

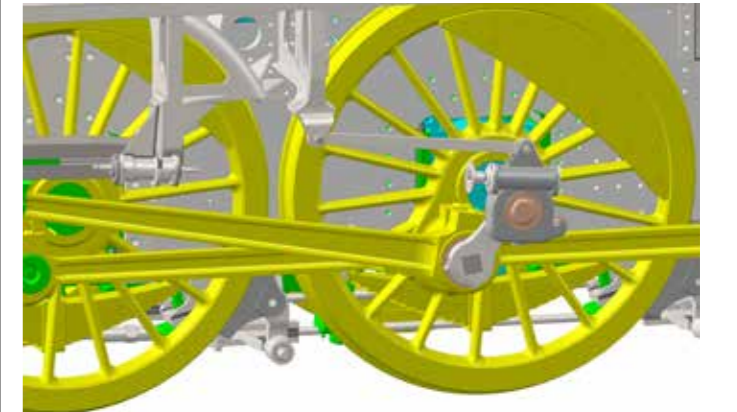
The sand boxes have been grit blasted and painted, and the final details welded on. Ian Matthews painted the backs of the boxes and the main frames behind where the boxes bolt on to finished condition so that the sandboxes can be permanently attached to the frames.



Above: The finished sandboxes painted and ready for final assembly to the frames.

Design

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



The return crank gearboxes have been added to the CAD drawings.

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.



David Elliott

Paul Pridham

•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 a The AI 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, from a set of locomotive-hauled Mk3 carriages, which will be extensively refurbished and overhauled for its new role.

The Trust has over 2,500 supporters who raised the £3m needed to complete *Tornado* and are now raising £5m to build *Prince of Wales*. It also has the backing of leading British business including William Cook Cast Products, Cleveland Bridge and Virgin Trains East Coast.

Tees Valley Mayor Ben Houchen commented, "This is a wonderful project taking place at the home of the modern passenger railway and we should be getting behind it. It was

exciting to hear the Trust is looking to expand into a larger and better facility. It will be a fantastic thing to be able to take this project forward to the next level, even beyond completion of *Prince of Wales*, which is an achievement in itself."



Ben Houchen and Mark Allatt at Darlington Locomotive Works.

A/SLT

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 AI Steam Locomotive Trust's Darlington Locomotive Works where Peppercorn class A1 No. 60163 *Tornado* was completed in 2008 and No. 2007 *Prince of Wales* is now under construction.

Two apprentices, Scott Henderson and Andrew Patterson from Virgin Trains' Craighentiny depot in Edinburgh, completed a week-long stint in August with the Trust at DLW working on No. 2007 *Prince of Wales*. Over this period, they have worked with AISLT staff, helping with the shaping and fabrication of the locomotive's distinctive boiler cladding using the dinosaur-like former nick-named 'Craig the Cretaceous'. 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, "While 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."



All three apprentices hard at work in the Darlington workshop. Top: David Harrison using mag drill on backhead cladding. Left: James Henshaw angle grinding backhead cladding. Right: Ondre Brooks.

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 crown sheet (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 knobs!

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 **TCC**

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 AI 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 England trip we – around 16 members of the Swiss GIMRA 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 **TCC**



Three members of the group view the smokebox door.



Above: Closer examination of the P2 frames.



Talk given to the Swiss group.

Photos: Charles Simon



A GIANT RESURRECTED

No. 2007 PRINCE OF WALES IN DARLINGTON LOCOMOTIVE WORKS

WWW.P2STEAM.COM

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

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 Visit: www.a1steam.com
 90% of extended target achieved!

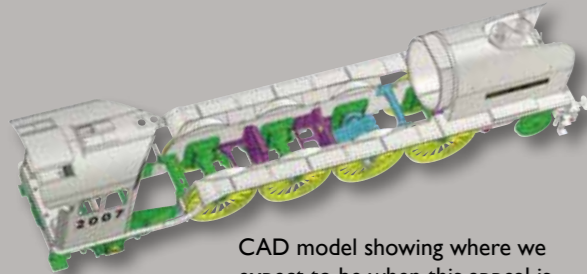
“We want eight and we won’t wait - let’s make a Mikado!”

Help us to wheel new Gresley class P2 2-8-2 No. 2007 Prince of Wales during spring 2018

Following the success of The Founders Club (to get the project to the point of cutting the frames) and The Boiler Club (to fund the construction of the boiler) we have decided to establish The Mikado Club to fund the wheeling of No. 2007 *Prince of Wales*.

We set an initial target for The Founders Club of at least £100,000 from 100 ‘Founders’ but due to the overwhelming generosity of our supporters we actually raised £450,000 from 360 donors. Our aim for The Boiler Club is to raise at least £600,000 from 300 supporters each donating £2,000 in up to 40 payments of £50 and we are already we are already half way there.

If we are to remain on schedule to complete No. 2007 *Prince of Wales* in 2021 we need to wheel the engine in winter 17/18. We have therefore set ourselves the challenge of raising £200,000 through The Mikado Club from 160 supporters each donating £1,000 (plus Gift Aid) to the project in up to eight payments of £125 by standing order. In June 2017 we reached this target and have extended The Mikado Club to 200 to wheel the tender.



CAD model showing where we expect to be when this appeal is successful.



Special benefits for members of The Mikado Club

- Reserved seat on one of No. 2007’s first main line trips
- Reasonable access to No. 2007 at all times
- Opportunity to buy exclusive Mikado Club badge
- Opportunity to join one of the teams building No. 2007
- First choice of other components to sponsor
- Special Mikado Club day with *Tornado*
- Special limited edition version (signed/numbered) of Stephen Bainbridge’s new painting of No. 2007 *Prince of Wales* at Darlington station



Join The Mikado Club today!

Thank you for your valued support.

Together we can build this remarkable locomotive!



2007 PRINCE OF WALES
 The Ship’s Company’s Most Powerful First 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

HMS PRINCE OF WALES AND No. 2007 by Mark Allatt



HMS *Prince of Wales* and some of the ship’s company.

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.

“Construction continues apace at Rosyth and we are pleased to say that many of the lessons identified in the construction of HMS *Queen Elizabeth* have helped to accelerate HMS *Prince of Wales*’ build schedule. With the hull nearing completion, we are now looking towards a launch early in the New Year. We look forward to hearing how you have found building your second locomotive and implemented the lessons learned from No. 60163 *Tornado*.

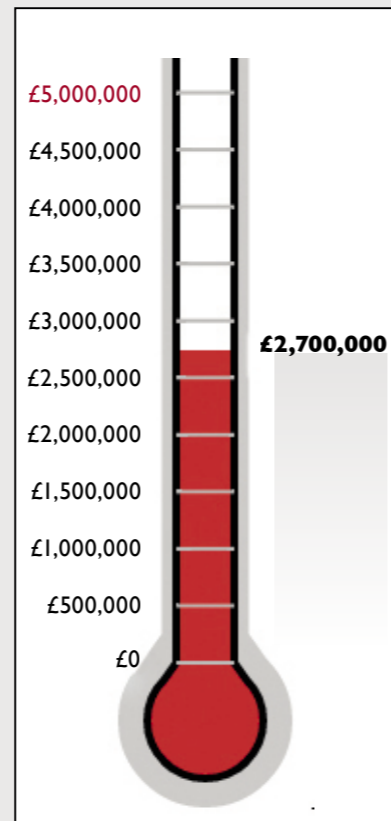
Receiving the crest, David Champion, President, The A1 Steam Locomotive Trust, added, “The Bond of Friendship with HMS *Prince of Wales*, the largest and most powerful ship ever built for the Royal Navy, is a momentous occasion, and as we shadow each other’s build over the next few years, there are a number of parallels between the Royal Navy and The A1 Steam Locomotive Trust.

“First, we both have a ‘can do’ attitude, delighting in tackling the seemingly impossible with a well thought out strategy and courage. Second, while we cannot match the dedication of the Royal Navy who, in the worst case will give their lives in the defence of the country, there are a number of us in the Trust who have given large parts of our lives in the pursuit of the Trust’s goals. Third, HMS *Prince of Wales* is being built in the historical stamping ground of the original Gresley class P2s. Fourth, after your experience of the building Lot 1 (the magnificent and identical HMS *Queen Elizabeth*), you have found that building Lot 2 is going quite a bit faster, we have found that with our Lot 2 also! Fifth, and lastly, 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 chime whistle saluting HMS *Prince of Wales* as she glides gracefully under.” TCC

FUNDRAISING FOR No. 2007 PRINCE OF WALES by Mark Allatt

Over £2.7m pledged of £5m target



Pledged P2 fund now over half way.

P2 No. 2007 at Darlington, October 2017.

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.

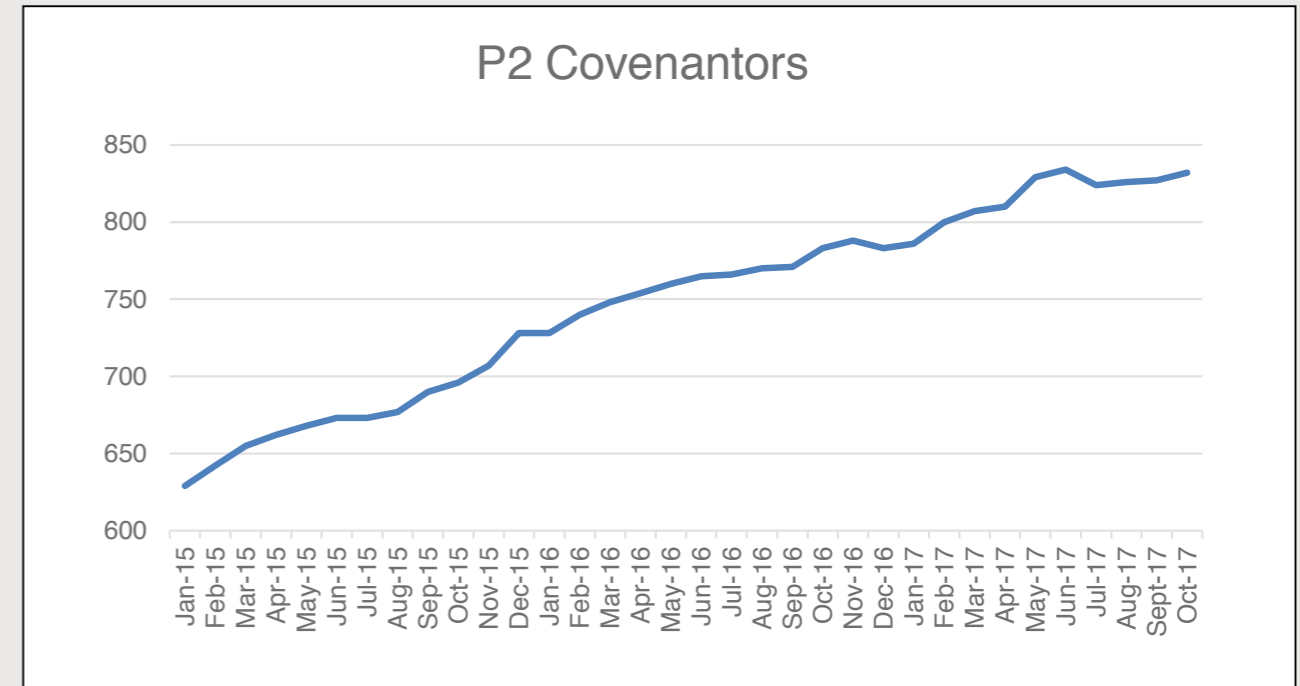
Pledges towards building No. 2007 *Prince of Wales* have passed £2.7m just over three years after the frames were rolled at British Steel's plant in Scunthorpe. Public interest in seeing a new Gresley class P2 become a reality sooner rather than later remains high and over 830 people have already signed 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 P2 project from the monthly covenant scheme is now running at 104% of that of *Tornado* – a remarkable achievement in such a short period of time - thanks to the generosity of our supporters. What is even more striking is that only 27% of all covenantors (36% of P2 covenantors) are regular donors to both locomotives, meaning that the overwhelming majority of the funds are being given by new supporters of the Trust.

In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each – target 100 people, now closed), The Boiler Club (136 people have pledged £2,000 each - target of 300 people – meaning half of the £600,000 target now pledged), The Mikado

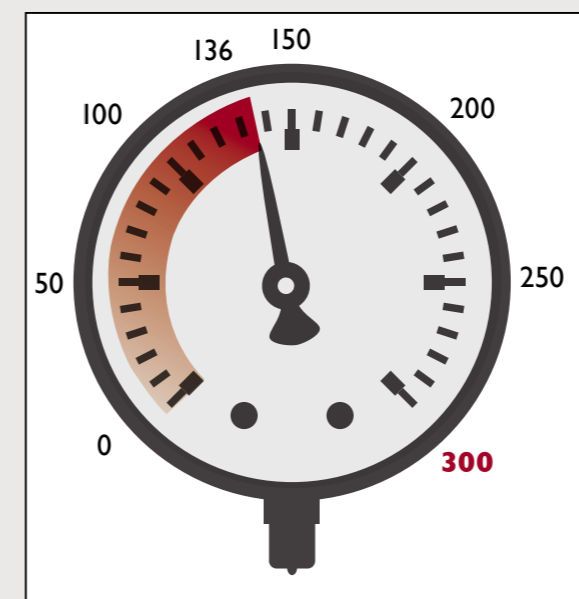
Club (176 people have pledged £1,000 each – initial target 160 extended to 200 to wheel the tender – meaning that £220,000 now pledged) and Dedicated Donations (over £200,000 from existing supporters sponsoring a variety of components). The Gresley Society Trust has also sponsored the locomotive's distinctive front-end for which we are most grateful.

As you will have read in recent issues of *The Mikado Messenger*, the fickle hand of fate interrupted the otherwise smooth flow of components for the assembly of the wheelsets (with the keyways in the plain coupled axles being machined incorrectly) which means new axles have been supplied from South Africa. Although this has delayed the process of wheeling the frames of No. 2007, 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. We do however still need to complete our funding of The (extended) Mikado Club as soon as possible so that we can wheel both the engine and tender. As I write this article in early November we have already recruited 176 members (16 over the original 160 target) to the club and are looking for just another 24 members to reach the new target of 200 – so if you haven't already joined please do consider coming on-board and help us to make a Mikado (with wheeled tender)!

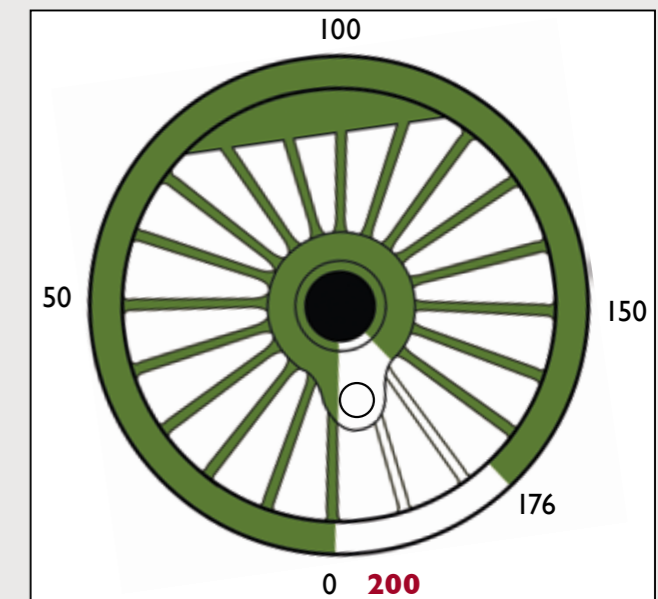
There are also a considerable number of wheeling-related Dedicated Donations still available for sponsorship, ranging from a driving wheel spoke at £600 (or from £25 per month



Graph showing increase in P2 Covenantors.



Boiler Club Gauge (136 Members).



Mikado Club Wheel Chart (176 Members).

for 24 months) to a Cartazzi axlebox casting at £1,300 (or from £50 per month for 26 months) to and driving wheel casting & proof machining at £12,000 (or from £200 per month for 60 months).

We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. This means over £1.3m (over 26% of the total required) converted into metal, over £1.7m (over 34%) raised and more than £2.7m (over 54%) pledged.

We are now hopeful that we will have completed the rolling chassis for No. 2007 *Prince of Wales* in winter 2017/18 and we remain on-track for completion of 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, 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!

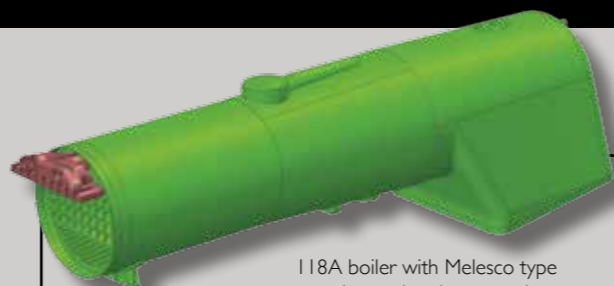


The boiler is the beating heart of a steam locomotive and to keep the construction of No. 2007 Prince of Wales on schedule for completion in 2021, we need to place the order for the boiler in 2019 for delivery in 2020. We have established The Boiler Club to fund the construction of Prince of Wales' boiler. 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!



118A boiler with Melesco type superheater header as used on Tornado

No. 2007's boiler in detail

- Use of diagram 118A Tornado boiler with detailed modifications to improve overhaul life
- Interchangeable with Tornado boiler
- Tornado boiler is 17in shorter than P2 boiler – No. 2007's smoke box will be extended within the cladding
- 250psi of No. 60163's boiler will be retained to improve economy and increase maximum power



2007 PRINCE OF WALES
 Building Britain's Most Powerful Steam Locomotive

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-XEGR-XARL, The A1 Steam Locomotive Trust, Hopetown Lane, Darlington DL3 6RQ

PUTTING THE HORSEPOWER INTO BRITAIN'S MOST POWERFUL STEAM LOCOMOTIVE *By Mark Allatt*

£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

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!

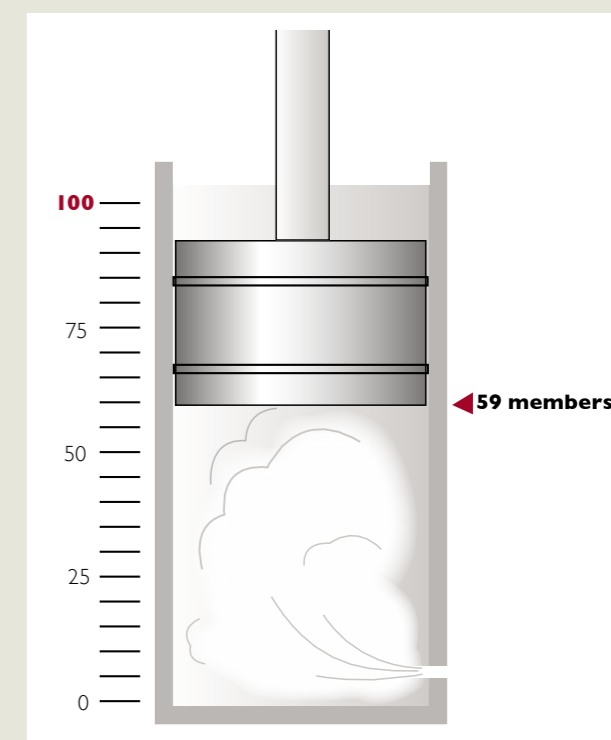
To become a member of The Cylinder Club, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com for more information. **TCC**



John Wigston presents his original oil painting to David Elliott.

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 streamlining 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.



Official Doncaster works photo for the newly built *Wolf of Badenoch*.

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. The enlarged firebox meant that three extra rows of roof stays were fitted along with five inspection doors on each side of the boiler.

This boiler later became the prototype for the 118a boiler design which was used on Peppercorn's Class A1 locomotives.

From new the locomotive was allocated to Haymarket depot and seems to have been the only member of the P2 class not to venture south on the East Coast Main Line to King's Cross during its life as a Mikado. Soon the engine was transferred to Aberdeen where it stayed until October 1942 when it returned to Haymarket. The engine did not have its own regular crews whilst in Aberdeen, instead being used as a general engine in the No. 1 Link who worked the passenger trains and No. 2 link who worked the fast fish and meat trains.

No. 2006 was withdrawn for rebuilding as a Pacific on 28th January 1944 having completed 287,187 miles as a 2-8-2 locomotive. The rebuilt locomotive was released from Doncaster Works on 15th April but did not retain its original boiler which had instead been fitted to the rebuild of No. 2002. However this boiler

only lasted in service a further 18 months before being condemned. The engine was fitted with boiler No. 8796 which had been fitted to No. 2002 and during its life as an A2/2 received a further three different boilers.

After rebuilding the engine emerged in unlined black livery with 'NE' only on the tender carrying the number 2006 on the cabside. Under the renumbering scheme the engine was renumbered 506 on 30th June 1946 before being repainted into full Apple Green livery at Cowairs in October 1947. During a light repair at Cowairs 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



P2's Nos. 2003 and 2006 are prepared for their next service on shed in Scotland.

nameplates had been rescued, cleaned and replaced on the engine.

After rebuilding the locomotive returned to Haymarket shed where it remained until 8th August 1949 when it was once again sent to Aberdeen Ferryhill. This lasted

a year until it was again transferred to Haymarket before the whole class moved south of the border with the engine becoming allocated to New England shed in November 1949. During a short period in early 1954 Grantham shed borrowed

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. **TCC**

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 DLW 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**. TCC

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:

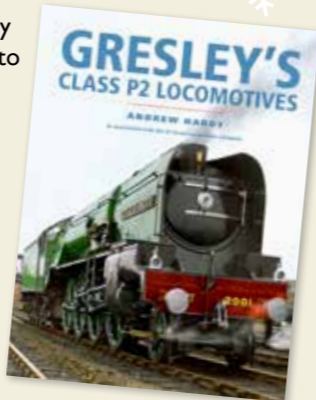
- **1st day of Christmas** – one Pony truck axle at £4,440
- **2nd day of Christmas** – two buffer spring casings cowls at £1,200 each
- **3rd day of Christmas** – three cylinder crossheads complete at £3,700 each
- **4th day of Christmas** – four Cartazzi wheelset roller bearings £1,590 each
- **5th day of Christmas** – five kilometres of electrical cable for £2,750
- **6th day of Christmas** – six lubricator atomisers at £350 each
- **7th day of Christmas** – seven upper superheater elements at £900 each
- **8th day of Christmas** – eight 6ft 2in driving wheels cast and proof machined for £12,000 each
- **9th day of Christmas** – nine cylinder slide bars from £900 to £1,700 each
- **10th day of Christmas** – ten hornblock oil boxes from £600 to £800 each
- **11th day of Christmas** – eleven firebox cladding sheets from £400 - £900
- **12th day of Christmas** – twelve engine wheel tyres from £1,200 to £1,900 each.

...with other parts at prices to suit all pockets, however deep.



Cartazzi wheelset roller bearings.

For the steam enthusiast, why not buy them membership into The Boiler Club, The Mikado Club, The Cylinder Club? Gresley Class P2 book by Andy Hardy - £22.50 (plus £2.50 P&P) No. 2007 GOMM badge - £5.00 A1 Size LNER poster - £15 each including P&P to the UK



Stephen Millership

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.

PROFILE – CHARLES TREMEER by Graham Langer



Gemma Barthwaite

which outlined a plan to build a new Peppercorn Class A1. He was intrigued, "For years I had thought it unfair that at least one example of every express passenger locomotive that ran during my lifetime had been preserved except an A1. I wanted someone to build a replica to complete the set, and now there was this group of people in Stockton who wanted to do just that. Having, upon reflection, decided that this might actually succeed, I became a Covenantor in March 1991, something I have been known to occasionally drop into conversations."

A red letter day was the unveiling of the frames at Tyseley in mid-1994. Charles was probably not the only covenantor relieved to see that his money had actually been spent on metal and not on foreign holidays or the favourite in the 3:15 at Haydock Park. He also enjoyed his first visit to the Darlington Locomotive Works in 1997, which was then being readied to accept the frames. A move from Merseyside to Northumberland in 1999 meant that he would now be able to consider taking a more active role within The Trust. An opportunity arose in the early 'noughties' when David Bedding, then the Trustee overseeing marketing, wanted more people assist at Works Open Days, and Charles was asked to recruit and administer a team of guides. This he did, and continues to do.

The team of guides worked well as *Tornado* was constructed, and visitors appreciated the fact that the North Eastern Locomotive Preservation Group next door was open at the same time. Opening twice a month was trialled, but stopped when the low level of footfall at the additional openings became apparent. Then, of course, in 2008 *Tornado* was finished and left home, which Charles found disconcerting, "I'd probably become over proprietorial about the locomotive and it wasn't easy giving it up to the rest of the world." One consolation was joining the many hundreds watching *Tornado* pass through Durham Station during its main line testing.

With an empty Works the team of guides was stood down. The number of visitors picked up slightly when the support coach was being remodelled but things only got back to 'normal' when the P2's frames arrived in the summer of 2014. Guides have since been recruited and Charles would like to record his thanks to Chris Calver, Richard Wright, John Kettle and Graham O'Hara for all their good work. The Works are open on the Third Saturday of every month, the opening times being the same as those for the Head of Steam Museum.

Charles is enthusiastic about the proposals for the new base for the Trust's activities on the Whessoe Road site in Darlington. He particularly likes the idea of the lecture facilities as this will enable the Trust to engage with those undergoing education in the town, something he feels has been under-developed to date. He also thinks that occasionally running steam shuttles along the length of site will help drum up interest from younger visitors, from the age group who will be running The Trust when the rest of us are long gone.

Finally, Charles reflects on having the opportunity to engage in the Trust's activities, "The fact that someone like me, with no transferable skills save for having the gift of the gab, can manage the Works Guides team, help with admin work, and steward and merchandise on *Tornado* hauled trains, with the fantastic memories that has given me, shows the variety of volunteering opportunities available. Now I'm retired, I can increasingly avail myself of these; long may this continue." TCC

Charles is seen working at DLW.

Charles is the Trust's Works Visits Manager (according to the A1 Website) or the Works Guides Co-ordinator (according to him). Either way, he has done this for approaching 15 years, along with other volunteering 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) Spam Can, hauling a train of exotic 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 Reading 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 led 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, each alive with fresh railway exploration opportunities.

In December 1990 and January 1991 *The Railway Magazine*, then, as now, Charles' railway periodical of choice, ran articles

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 Matterson 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 engine 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 axleboxes and covers in grey and axles in finished red gloss. Ian Howitt completed the brake gear at Crofton and by the winter of 2007 had completed the spring gear. The main and 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, Canterbury 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 DLW 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.



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* All information correct at the time of going to press mid-November 2017. For up-to-date information and dates please check the website www.a1steam.com.

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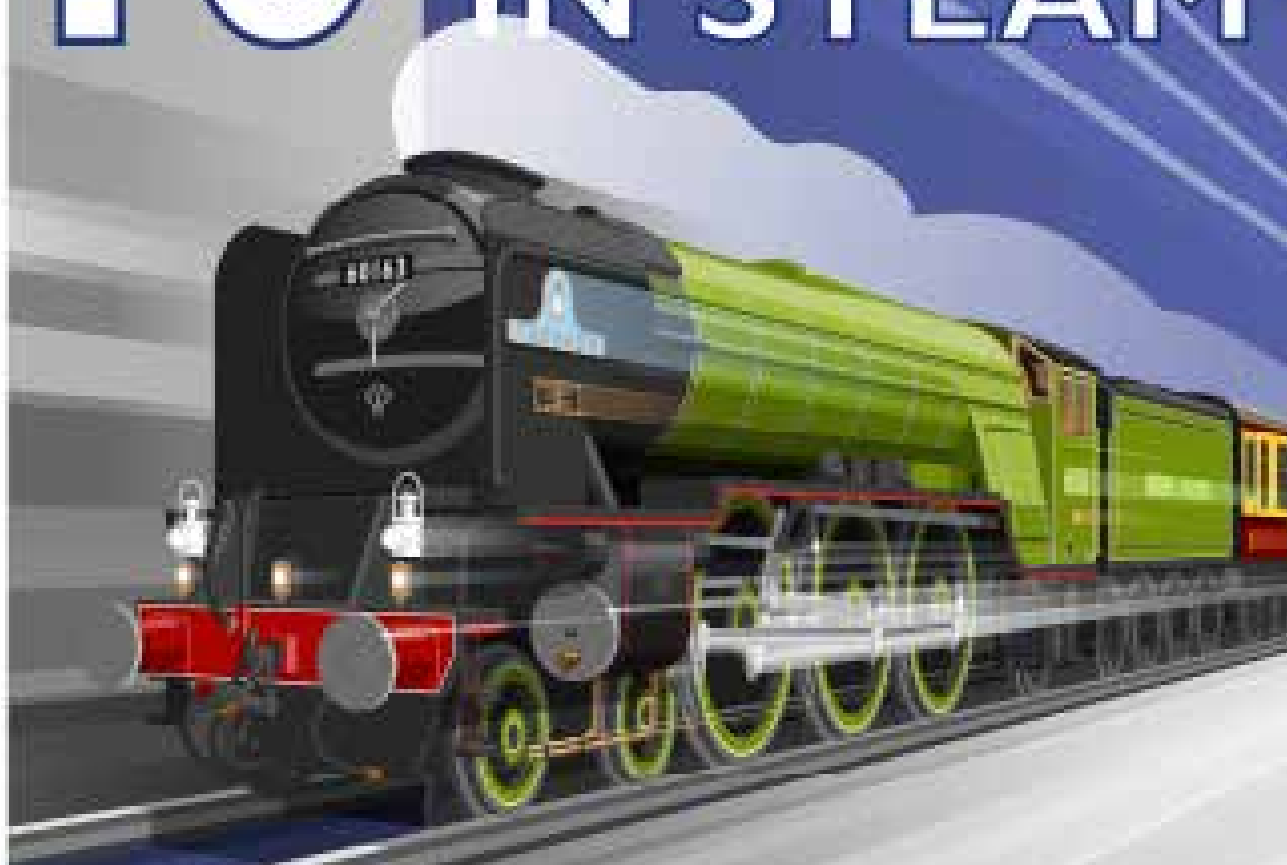
● e-mail: enquiries@a1steam.com ● website: www.a1steam.com ● tel: 01325 460163

Darlington Locomotive Works is normally open to the public on the third Saturday each month (11am – 4pm).

Access to the works is via Head of Steam: Darlington Railway Museum where covenantors are entitled to free entry. Charity registration No. 1022834. The Trust respectfully requests that anyone wanting to see *Tornado's* main line passenger trains follows the rules of the railway and only goes where permitted.

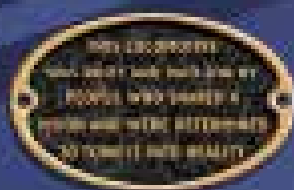
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TORNADO 10 YEARS IN STEAM



60163 TORNADO

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