

THE *A1* STEAM LOCOMOTIVE TRUST

Registered Office, General Correspondence & Membership Enquiries:
Darlington Railway Centre & Museum, North Road Station, Darlington DL3 6ST
Hotline Answerphone: 01325 4 60163

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FIRST MOTION COMPONENTS FOR NEW STEAM LOCOMOTIVE DELIVERED *250 attended Convention to see *Tornado*'s 'face' for the first time*

The A1 Steam Locomotive Trust, the registered charity that is building the first new mainline steam locomotive in Britain for almost 40 years at a cost of over £1.6 million, today announced that the first complete motion - the equivalent of a car's gearbox - components have been delivered to its Darlington Locomotive Works (DLW). The three slidebars, one for each of its three sets of motion, were forged by John Hesketh & Son at Bury and machined by Ufone Precision Engineers at Rowley Regis and will be fitted to No.60163 *Tornado* by March 2000. The slidebars were paid for under the Trust's 'dedicated covenant scheme' at a total cost of £5,000. The total cost of the three sets of motion for *Tornado* will be around £130,000.

At the Trust's recent Annual Convention for its covenantors, over 250 donors gathered to witness the unveiling for the first time of many significant components of No. 60163 *Tornado* including a wheelset from the 6ft8in driving and 3ft8in cartazzi (rear) wheelsets. The highlight of the day was the unveiling of the mounted smokebox and smoke deflectors, complete with chimney - giving *Tornado* its 'face' for the first time.

Mark Allatt, marketing director of The A1 Steam Locomotive Trust, commented:

"The delivery of the first motion components for *Tornado* is a major step forward for the Trust in its project to build a new Peppercorn class A1 steam locomotive.

"Drawings are currently being prepared for the boiler, modifying the original design to reflect modern health & safety and construction techniques. The banner hung on *Tornado* for our Annual Convention states '£250,000 needed to fill this gap' - representing the money needed to complete the boiler. With work now being carried out on the wheelsets, motion, boiler and tenders it is only the rate at which funds can be raised is determining the date on which *Tornado* will be steamed."

More follows...

Construction Update

In addition to the delivery of the slidebars, work continues on many other aspects of *Tornado's* construction:

- **wheelsets:** the three 6ft8in driving wheelsets will have the remaining work of fitting their tyres and crank pins completed in February 2000. The bogie wheelsets are now finished and will be delivered to DLW by Christmas. The machining of the axleboxes for the leading driving wheels continues and will be completed by Ufone Precision Engineers in January 2000. The machining of the cannon boxes for the bogie will be complete by March 2000 with the remaining coupled wheel cannon boxes to follow.
- **bogie:** following the display of its components at the Convention, work has now started at DLW on the erection of the bogie by its staff. The bogie frames are due to be completed in February when they will be ready to accept the wheelsets and cannon boxes. The bogie centre crosshead (which through springs is used to centre the bogie when the locomotive is running on the track) is being machined at Ufone Precision Engineers and the phosphor bronze bogie side bearers are due to be cast in February.
- **boiler:** an initial general arrangement of the redesigned boiler has been submitted to the Trust for discussions with the various certification bodies. It is estimated that the boiler will cost around £250,000 to complete.
- **tenders:** work continues on the modified tender tank design. The revised tender will have a coal space into which the oil tank will be fitted when *Tornado* is running in oil-fired mode, has been redesigned without a water scoop and higher back space to increase water capacity to around 6,250 gallons. The second tender will have a water capacity of around 9,250 gallons, enabling the completed locomotive to run for over 250 miles non-stop when required.
- **motion:** the pattern for the piston crossheads is with William Cook Cast Products, Burton upon Trent, for casting. An order has been placed with John Hesketh & Son for the large motion components, including the three combined pistons and piston rods; the three connecting rods (with two outside around 10ft and the inside around 7ft in length); and the four items that make up each of the two coupling rods (each 15ft in length).
- **smokebox:** preparations are currently being made for the machining of smokebox fittings, including the chimney, chimney liner and inside steam pipes, all cast free of charge by Charles W Taylor Ltd of South Shields under a generous sponsorship agreement.