

THE MIKADO MESSENGER



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



James May crafting *Prince of Wales*' smokebox dart, at DLW in 2014 - A1SLT

Welcome to edition No. 76 of The Mikado Messenger, our monthly eNewsletter which aims to provide a regular progress update on the construction of new Gresley class No. 2007 *Prince of Wales*.

As you will read elsewhere in this issue of The Mikado Messenger, significant progress is being made on all current areas of activity including both of our new boilers, where assembly of the first boiler is underway, the heavy motion and the cylinder block. We also remember when James May made the first P2 component at Darlington Locomotive Works when he visited on 22nd February 2014 to make the

smokebox dart.

We are pleased to announce that our online donations system is now live on the [P2 website](#) for signing up as a P2 Covenantor, joining any of the P2 clubs and contributing to The P2 Support Coach Appeal.

Due to the ongoing COVID-19 situation, our staff are still working from home or at Darlington Locomotive Works (DLW) where they are taking all the necessary precautions. The Works remain closed to volunteers, non-essential staff and visitors. We hope you understand that these circumstances are beyond our control and the restrictions are very necessary at this challenging time. We are reviewing all our activities on a frequent basis to protect everyone involved with the Trust and to secure our long-term future. Please keep an eye on our website and Facebook pages for updates, call 01325 460163 or email enquiries@p2steam.com if you have any questions.

FUNDRAISING UPDATE

A P2 for the price of a pint of beer a week: over 940 supporters have signed up as Covenantors for No. 2007 *Prince of Wales*, from as little at £2.50 per week, and are now kindly donating over £205,000 annually including Gift Aid. If you haven't yet signed up as a Covenantor we would encourage you to get on-board. You can find more information [here](#). We still hope to reach 1,000 regular supporters by the end of July 2021 as this is the 60th anniversary of the scrapping of the last of the former P2s - now is the time to come on-board or recruit a friend!

The Boiler Club has reached 216 members, leaving just 84 spaces available - passing the two-thirds milestone. As substantial progress is now being made on our boilers, we would urge those who haven't yet contributed towards the purchase of No. 2007 *Prince of Wales*' boiler to join us. This is the single most expensive component on the locomotive and the boiler for No. 2007 is due to be delivered to Darlington Locomotive Works (DLW) in 2021. More information about The Boiler Club can be found [here](#).

The Tender Club is still filling up slowly, with 93 places taken - just over one third of the initial target. In order to keep on schedule to complete No. 2007 within three years, we need to complete the manufacture of the tender frames. Our target for The Tender Club is 250 members, contributing £1,500, so if you would like to contribute towards the tender more information can be found [here](#). **Why not show a little Tender-ness: help us to reach 150 members by August.**

We launched The Turbogen Club in July 2020 and the fundraising campaign has already 'generated' 34 members - over three quarters of the initial target. Our target for The Turbogen Club is 40 members, contributing £1,000, so if you would like to contribute towards the turbo-generator more information can be found [here](#). **Help us to get this club over the line by the end of March.**

Our newest fundraising campaign, The P2 Support Coach Appeal, was launched in August 2020 to acquire, overhaul and convert BR Mark 1 BSK E34547 into the support coach for No. 2007. Our target is to raise £100,000 from 100 supporters each donating £1,000. We have already recruited 42 supporters - if you would like to contribute towards this appeal more information can be found [here](#). **Help us hit the half-way mark!**

The Motion Club has now reached our initial 175 members target. You can find more information about

The Motion Club [here](#) - help us to fund the manufacture of No. 2007's motion!

The Pony (Truck) Club, has attracted substantial interest and has galloped past its initial target. You can find more information about The Pony (Truck) Club [here](#) - help us to fund the manufacture and certification of No. 2007's pony truck.

You can sponsor components of No. 2007 *Prince of Wales* from as little as £30, ranging up to £15,000! The **Dedicated Donations** scheme has already raised over £400,000. If you would like to sponsor a component, please email dedicated.donations@p2steam.com, detailing the amount you would like to donate and/or if you had a specific part of the engine in mind, we will then send you some component recommendations to suit your donation.

To-date, over £2.5m has been spent and £3.8m raised of the required £5m to complete No. 2007 *Prince of Wales* within the next three years.

If there are any surplus funds left when our fundraising clubs have fulfilled their nominated purpose, we will use the money to buy other components for the Gresley class P2 that the charity would not otherwise have.

ENGINE FRAMES UPDATE



Components of rear frame stretcher tack welded in place prior to welding - A1SLT

Summary: engine's frames erected; all major frame stays, brackets, horn blocks, axle boxes & buffers cast and fitted using around 1,000 driven bolts.

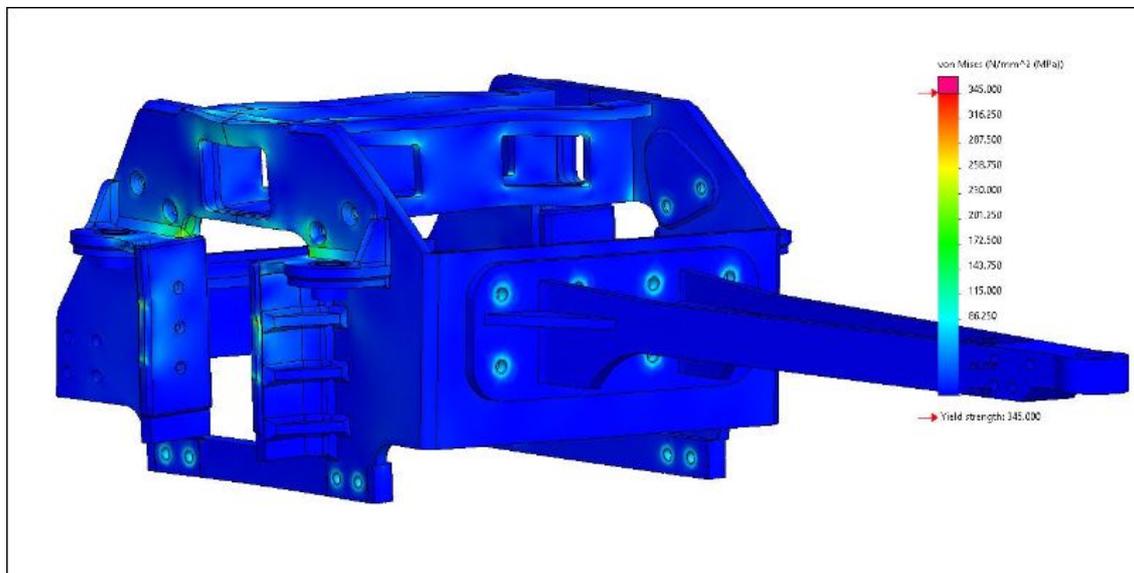
Progress update: the entire smokebox (cladding, smoke box barrel & door) has been dismantled and moved away, to allow access to the front part of the space between the frame plates - the whole set of

various copper pipes which form the air reservoir and train brake runs are being trial fitted; components of the rear frame stretcher, which will carry steam injector and various structured trunking junction boxes, known by its colloquial name the 'shelf', have been mounted onto the frame and tack welded ready for a visit from a coded welder to complete the job.

Next steps: sending the shelf for grit blasting, ordering countersunk driven bolts and then welding the shelf in place; mounting all structural trunking and junction boxes on to shelf.

Fundraising: The Founders Club was established in September 2013 to give the project a racing start and get it to the point of erecting the engine's frames with a target of raising £100,000 plus Gift Aid from 100 supporters each donating £1,000. The Founders Club closed in July 2014 having attracted 360 members and raised around £450,000.

PONY TRUCK UPDATE



Static FEA study on a structural integrity of a newly fabricated pony truck main frame - image showing 100 times magnified displacement - A1SLT

Summary: redesign of the pony truck, using side control springs, has been completed; order for pony truck frame fabrication placed with North View Engineering Solutions (NVES) in Darlington; pony truck wheelset and cannonbox delivered.

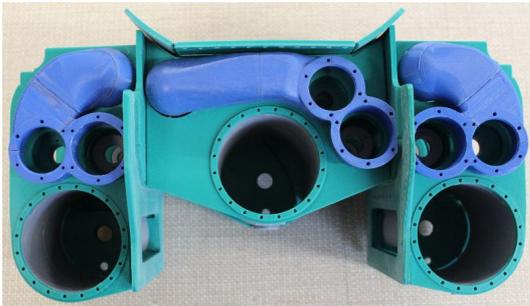
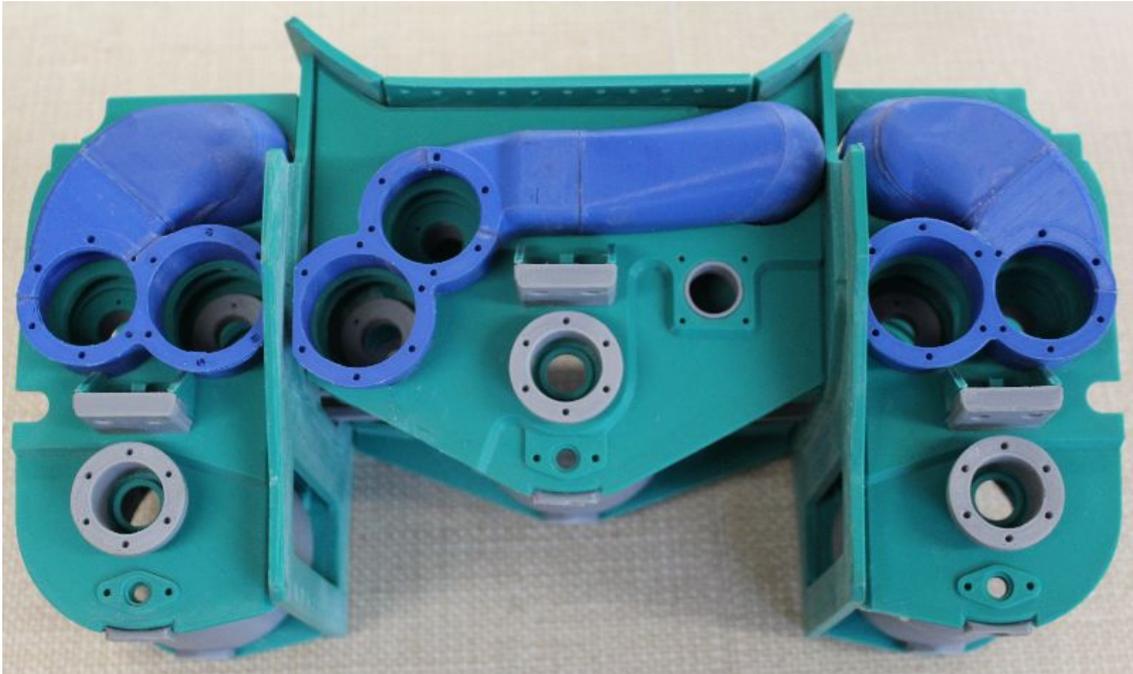
Progress update: NVES is in the last stages of pony truck fabrication; manganese steel liners, side spring pads and vertical spring locating hollow spigots have been welded on and the whole fabrication set up on a horizontal borer; the manganese steel liner will be brought to a correct dimension and the whole fabrication will be assembled and rechecked for a dimensional compliance; NVES completing final machining of the 11-14% manganese steel wear plates on the horn guides - this has required acquisition of additional tooling which delayed work until after Christmas which, coupled with COVID-19 measures, is causing further delays.

Next steps: continuing the FEA study for approval of new design; completion of machining of principle components; manufacture of spring gear details; final assembly of the cannonbox onto the wheelset; machining of the spring planks and bearer cup and spherical side bearers; arrival of pony truck at DLW

and final dimensional check.

Fundraising: in April 2020, we launched a £20,000 appeal - The Pony (Truck) Club - to fund the construction of the leading pony truck for No. 2007 *Prince of Wales*. We set a minimum target of 20 generous supporters willing to donate £1,000 plus Gift Aid (in up to four payments of £250) but this mini-club has galloped away and already passed its initial target. We have therefore decided to extend the club by a few members to cover the considerable certification costs associated with the modified pony truck design. Please consider joining The Pony (Truck) Club in advance of the frame's delivery to DLW. For further information click [here](#).

CYLINDERS UPDATE



Complete 1:8 scale 3D model of cylinder block - rear view (top image), front view (bottom left) and 1:8 scale inlet valve model outer view (with reference tea mug) - A15LT

Summary: design studies into cylinder block manufacture and selection of valve gear complete; 3D CAD design of the cylinder block and valve gear substantially complete; further progress has been made in applying the weld details to the cylinder block inside exhaust passages with particular attention being paid to the order of fabrication to ensure that all welds can be completed properly.

Progress update: following the successful responses to the request for Expressions of Interest (EOI) to build the cylinder block, a short list has been drawn up and Requests for Quotation (RFQ) packs sent to the shortlisted companies - the RFQ pack includes a total of 54 manufacturing drawings produced by

Alan Parkin in addition to the 3D CAD model and the assembly sequence previously supplied with the EOI pack; Martin Shepherd has continued with refining the detailed design of the cam boxes and production of manufacturing drawings for the boxes and components including gears - he has been seeking pattern and casting quotations for the cam box bodies, lids and gear casings, the gears and the reversing screws and forks.

Next steps: whilst we wait for the responses to the RFQ, the remaining detailed assembly drawings will be completed along with two small modifications to improve steam flow which have come out of the recommendations from the Frewer Computational Fluid Dynamics (CFD) modelling - this will enable a full drawing set to be sent to the company eventually chosen to manufacture the cylinder block; further detailed design work on the cam boxes and will be continued.

Fundraising: The Cylinder Club was founded in October 2017 to fund the redesign and manufacture of the cylinder block with an initial target of raising £100,000 plus Gift Aid from 100 supporters each donating £1,000. The Cylinder Club closed in March 2018 having achieved its initial target.

BOILER UPDATE



CNC machined boiler supports at DBM - *DMB/A1SLT*

Summary: boiler design study completed, revised design approved by TÜV Sud notified body and sent to UK authorities for information and comment - no adverse responses have been received; forged foundation ring corners manufactured & machined and regulator castings delivered to DLW - all subsequently despatched to DB Meiningen (DBM); superheater header cast and machined; boiler cladding manufactured, trial fitted to frames and now in storage; boiler order placed with DBM for delivery in 2021; minor re-design of the banjo dome to suit the P2 cladding completed by DBM; major progress on manufacture of the boiler and its components including the assembly of the barrel sections and marrying up to the inner firebox for the first boiler.

Progress update: construction progress at DBM means the delivery of the P2 boiler is on target for the end of 2021 - all of the basic components have been manufactured so uniting of the main sub-assemblies is underway and the first boiler is beginning to look like a boiler; DLW is manufacturing the regulator cross shafts and stuffing boxes which are required to set up the regulator mechanisms inside the boilers and to conduct the hydraulic tests; the regulator cross shaft has been welded onto the crank

(which operates a link between a cross shaft and a regulator) and subjected to Non-Destructive Testing (NDT); melted sifbronze has been applied on working surfaces of both regulator cross shafts and machined to a required size; the radii where the crank meets a shaft has been polished-ground which has resulted in a perfect fit when inserted into machined stuffing box castings.

Next steps: full assembly of boiler barrels and firebox shells; fully machine two sets of stuffing boxes and trial fit them onto regulator cross shafts thus making two final assemblies of stuffing boxes, glands and regulator cross shafts, ready to be sent to DBM.

Fundraising: The Boiler Club was founded in October 2017 to fund the design modification and manufacture of the boiler with a target of raising £600,000, plus Gift Aid, from 300 supporters each donating £2,000 in up to 16 payments of £50. As of today, The Boiler Club has attracted 216 members who have generously donated over £425,000, excluding Gift Aid. For further information click [here](#) - we must reach our 300 members target in 2021.

WHEELSETS UPDATE



The wheelsets have been removed from the engine to allow access for fitting the extensive pipework systems - CAG Photography/A1SLT

Summary: study into ride and suspension completed using Vampire[®] software; crank axle re-designed to comply with modern standards, approved and manufactured; all engine wheelsets complete and trial-fitted to engine; cannon boxes ready for final fitment to intermediate and trailing coupled wheelsets.

Progress update: Ian Matthews has completed the additional machining of the lower coupled cannonbox halves to enable the spring links to be fitted - the castings being slightly oversize in this area have required additional machining; Ian has also altered the shape of spring links around their lower circumference so they are free to rotate when inserted into axle and cannon boxes - this is due to the nature of the corresponding castings; pony truck axlebox bearing spacers have been surface ground to the required thickness and are ready to be inserted into an axlebox assembly - once this task is complete, the axlebox will be re-measured for sideplay which is required for the bearings to maintain their service life.

Next steps: assembly of the intermediate and trailing cannonboxes onto their wheelsets.

Fundraising: The Mikado Club was founded in March 2016 to wheel the engine with an initial target of raising £200,000, plus Gift Aid, from 160 supporters each donating £1,000. This was extended in May 2017 (to also wheel the tender) to 200 supporters raising £250,000 plus Gift Aid. The Mikado Club closed in May 2018 having achieved its target.

MOTION UPDATE





Progress at Stephenson (Engineering) Ltd: outside connecting rod forging underway; outside connecting rod forged; at DLW - first of all 4 crank pin bushes final fitted into intermediate coupling rod; polished leading coupling rods - *Robert Stephenson/A1SLT*

Summary: all heavy motion ordered from Stephenson (Engineering) Ltd of Atherton; intermediate and leading coupling rods delivered to DLW in 2020 have been fettled and polished to a mirror finish; work continuing underway on other heavy motion; updated poppet valve gear design almost complete with first components in manufacture.

Progress update: inside connecting rod and strap and outside connecting rods have been forged; trailing coupling rods have been heat treated prior to machining; all bronze white metal lined bushes have been pressed in intermediate coupling rods - this job involved lots of precise measurements to be taken and slight adjustment in a position of geometric features on these bushes which resulted in a perfect fit; this [video](#) show the process of pressing in one of the motion rod bushes.

Next steps: machining and heat treatment of remaining rods; drawing of leading rod bushes including a drawing of a knuckle pin which serves to connect leading and intermediate coupling rods; ordering of bronze rod bushes for leading coupling rods; altering the design of the oil lids and commencing their machining, ordering material for small plain bushes for intermediate coupling rods.

Fundraising: The Motion Club was founded in May 2018 to fund forging and machining of the heavy motion, with a target of raising over £210,000 including Gift Aid, from 175 supporters each donating £1,000 in up to eight payments of £125. As of today, The Motion Club has reached the initial target of 175 members, who have generously donated over £200,000. For further information on how to become a member click [here](#).

TENDER UPDATE





Tender frame at I D Howitt; the tender tank in green undercoat (at DLW); tender hornblocks fitted with temporary fastenings; bushed and tender brake stay - *Nigel Facer/A1SLT*

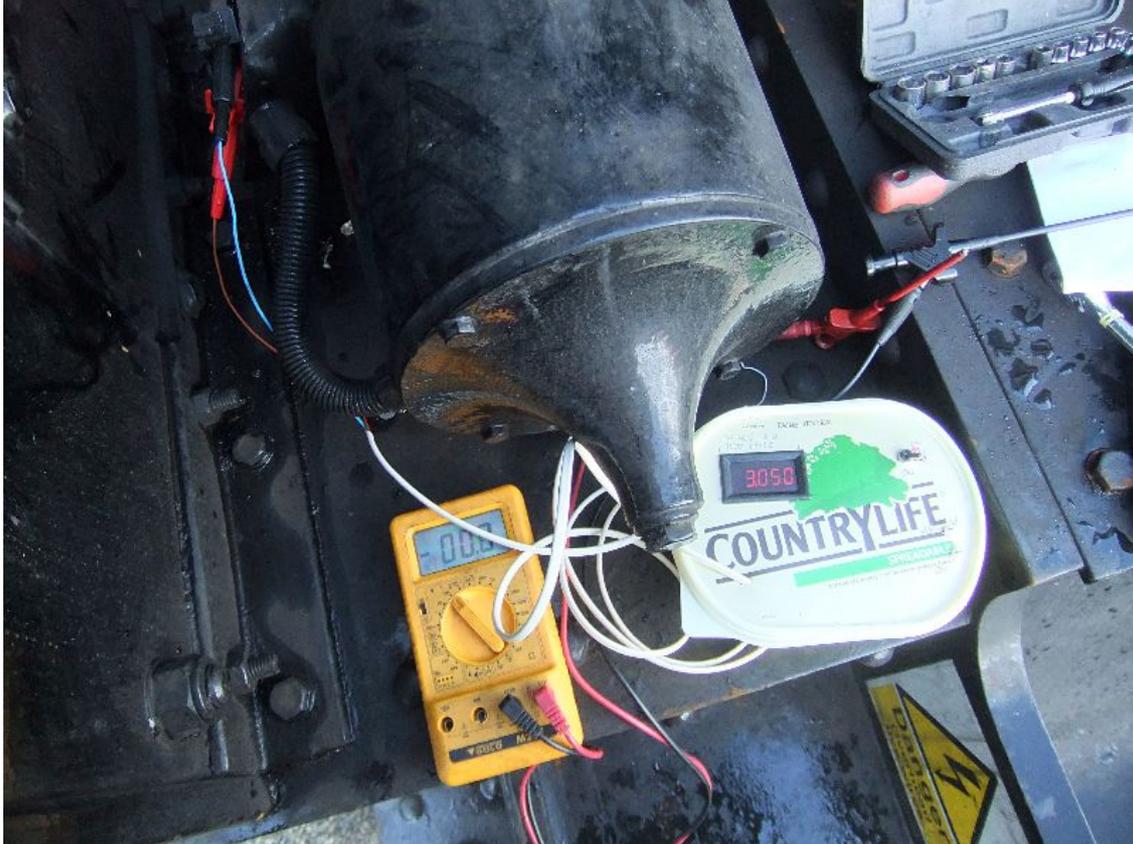
Summary: axlebox and other tender castings produced by William Cook Cast Products; frames being assembled by I D Howitt; tank construction complete, painted in green undercoat by Ian Matthews and now stored outside under a tarpaulin to create more space inside DLW; tender wheelsets at DLW, having been assembled South Devon Railway Engineering and painted by Ian Matthews.

Progress update: all the tender hornblocks have been fitted to the tender frame and work is now concentrated on the tender brake gear.

Next steps: completion of tender brake gear, machining of tender axleboxes; continued 3D CAD work on tender electrical and pipework layout.

Fundraising: The Tender Club was launched in April 2019 to fund the construction of the tender, with a target of raising £450,000, including Gift Aid, from 250 supporters each donating £1,500 in up to fifteen payments of £100. As of today, The Tender Club has so far attracted 93 members who have generously donated almost £140,000 - we still have a long way to go to fund the tender's construction. For further information on how to become a member click [here](#). **Why not show a little Tender-ness: help us to reach 150 members by August.**

ELECTRICALS UPDATE



Prototype turbogen tachometer circuit (inside the butter pot!) under test on *Tornado* with the turbogen running under load - the tachometer output frequency measures 305Hz - Rob Morland/A1SLT

Summary: design of the main circuits for the electrical system now complete, initial draft of clause-by-clause assessment of conformance with applicable standards complete and under internal review.

Progress update: work on documentation has continued, with an updated draft of the clause-by-clause assessment of relevant standards being produced covering the full set of applicable standards; the standards work highlighted several sections of the Electrical System Specification which required new content, so this has been written and an updated draft produced; the new turbogen startup circuit has been tested on *Tornado*, taking the opportunity whilst it was in steam at York at the end of its annual maintenance period - the circuit works as intended.

Next steps: the turbogen startup control circuit design will now be completed and incorporated into the Turbogen Switch Box schematic; construction and testing of the headlamp optics and drivers will continue; there will be an internal review of the Electrical System Specification, Hazard Log and standards assessment results.

Fundraising: We launched The Turbogen Club in July and the fundraising campaign has already 'generated' 34 members - over three quarters of our initial target. Our target for The Turbogen Club is 40 members, contributing £1,000, so if you would like to contribute towards the turbo-generator more information can be found [here](#). Help us to get this club over the line by the end of March.

MISCELLANEOUS FITTINGS



Brake cylinder connected to rear brake cross shaft and with piston rod fully extended - A1SLT

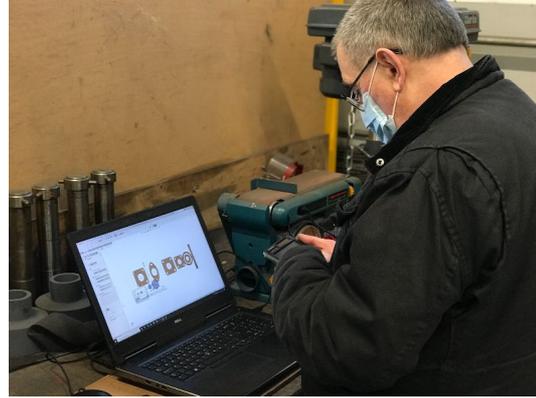
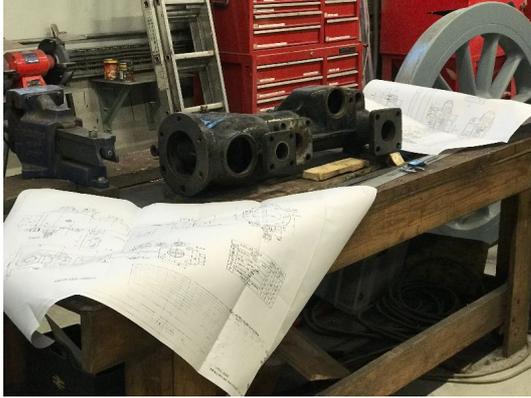
Running Gear

Summary: brake gear fully designed and mostly manufactured, drain cock linkage (based on A1 design) drawn, components made and trial installation commencing; started assembly and trial fit of the brake system.

Progress update: purchase of four air brake cylinders which have been tested on air and are working properly, however a small amount of modification work is required to make them identical to those on *Tornado* - David Elliott captured his testing of the air brake cylinders in this [video](#); Edward Laxton has started machining brake hanger bushes; trial fit of rear air brake cylinder resulted in a requirement for two modifications to be carried out, to alter the position of long levers on a rear brake cross shafts followed by the need to shim the air brake cylinder off the frame by 6mm - tests with compressed air showed that these modifications were carried out successfully; the decision was taken some time ago to use the later Davies and Metcalfe class K exhaust steam injector as fitted to No. 71000 *Duke of Gloucester*; the 71000 team has kindly lent us the pattern for the body of the injector, but we are struggling for detailed drawings of this and the internal components; to overcome this we have been able to borrow the class K injector from No. 70000 *Britannia*; this has been fully dismantled and cleaned to enable us to “reverse engineer” it into a detailed 3D CAD model from which we can produce the 2D manufacturing drawings.

Next steps: cylinder drain cock linkage to be installed between the frame; measurement of the lateral clearance between brake cross shaft bushes and shafts to determine the actual side play and to adjust the bronze bushes - machining and press fitting them into Y-shaped brake hangers; refurbishing newly acquired air brake cylinders - mainly consisting of inspecting condition of internal rubber components and modifying a connecting rod bush; adjusting offset of rear air brake cylinder by using 6mm shim material to align coupling eye with rear brake cross shaft levers; completion of 3D CAD model of class K injector - checking that the pattern agrees with the injector body.





Clockwise from top left - sand pipe run fitted between frame; detail of a machined coupling nut where sand pipe is connected to a sand trap; David Elliott taking measurements of a exhaust injector casting - position of flanges can be seen on laptop screen; exhaust steam injector casting - A1SLT

Pipework

Summary: the design is well advanced and installation under way.

Progress update: Alan Parkin has continued modelling the pipework through the tender; production of 2D manufacturing drawings of the copper pipework through the engine have begun, the earliest of which is for the air reservoir, and air brake pipes are complete; quotes have been obtained for the metric copper pipe and Yorkshire GHD pipe fittings required for the entire air system and the steam heating pipe through the full length of the locomotive and these will be ordered shortly; sander pipes manufactured and fittings silver soldered; all sander pipework fitted, including machined coupling nuts to connect them to sand traps; pipe bracket backing plates welded onto frames.

Next steps: continuation of 2D design of pipework details; ordering of long lead items; quotations are now being sought for the imperial pipework for steam and water along with the materials to make the numerous LNER style pipe fittings; finish producing a set of drawings for exhaust cylinder casting and all its internal components.

Fundraising

The Dedicated Donations scheme was founded to fund numerous components including the non-ferrous fittings and has raised over £400,000 to-date with new parts being frequently made available for sponsorship. For further information, click [here](#).

P2 SUPPORT COACH UPDATE



Commonwealth Bogies at DLW - A1SLT

The A1SLT acquired BR Mark 1 BSK E35457 for eventual use as the support coach for No. 2007 *Prince of Wales*. Brake Corridor Second (BSK) E35457 was built at Wolverton in 1963, is fitted with Commonwealth bogies and was most recently used as the support coach for BR standard class 4 No. 76084. In surprisingly excellent condition, E35457 will require minimal work other than the reinstatement of its dual-brakes and the addition of a similar electrical system to that fitted to E21249, No. 60163 *Tornado's* support coach.

In November 2020, BSK 35457 was moved from North Norfolk Railway to Great Central Railway. As soon as lockdown restrictions permit, we shall conduct a full survey of our new acquisition to plan the work we wish to undertake to improve the vehicle for our own use. The additional features we have on *Tornado's* Support Coach make operations and living on the coach so much easier and we will look to add these to BSK 35457 in time. A support coach is an essential vehicle for both the locomotive and the support crew, carrying all the tools and consumables needed to manage the locomotive on main line tours and on visits to preserved lines.

An opportunity has arisen for the Trust to purchase a pair of Commonwealth Bogies that will serve as spares for both of the Trust's support coaches. This will enhance the maintenance regime for both vehicles and will allow bogie repairs and refurbishment to take place in shorter time, enabling bogies to be changed quickly and without either coach requiring to be out of use for long. The bogies are being assessed now and a plan developed for a refurbished pair to be available for replacement under 21249 (*Tornado's* support coach) at the beginning of next year.

Fundraising: The P2 Support Coach Appeal was founded in August 2020 to fund the acquisition and overhaul of a support coach for No. 2007 *Prince of Wales* with a target of raising £100,000 from 100 supporters, each donating £1,000 in up to eight payments of £125. As of today, The P2 Support Coach Appeal has attracted 42 members - over one third of the initial target. For further information on how to become a member click [here](#). **Help us hit the half-way mark!**



Progress on No. 2007 *Prince of Wales* - A1SLT

TRAVEL WITH *TORNADO*



No. 60163 *Tornado* crossing Ribbleshead Viaduct in 2017 - Colin Williams/A1SLT

In line with the government's roadmap, we will be looking at how our planned trains for this year will fit in with the timeline of restrictions. We will be in touch with any affected passengers on tours up to and including our 15th May 2021 train as soon as possible. Our new train dates will be announced directly to our passengers, on social media and our website soon after. Thank you all for your understanding - we very much look forward to taking to the rails once more and welcoming our valued passengers back on board.

Railtours 2021 Diary

- Saturday 13th March - [‘The Ribbleshead Rambler’](#) - Hull to Carlisle and return - **to be re-dated**
- Saturday 27th March - [‘The Fens and Fells Flyer’](#) - Cambridge to Carlisle and return - **to be re-dated**
- Saturday 3rd April - [‘The Aberdonian’](#) - Edinburgh to Aberdeen and return - **to be re-dated**
- Monday 5th April - [‘The Clyde Aberdonian’](#) - Glasgow to Aberdeen and return - **to be re-dated**
- Saturday 10th April - [‘The Caledonian’](#) - Birmingham to Edinburgh and return - **to be re-dated**
- Saturday 8th May - [‘The Cumbrian Explorer’](#) - Darlington to Carlisle and return - **to be re-dated**
- Saturday 15th May - [‘The Jorvik Express’](#) - Liverpool to York and return - **to be re-dated**
- Saturday 22nd May - [‘The Pennine Explorer’](#) - Leicester to Carlisle and return
- Thursday 22nd July - [‘The Aberdonian’](#) - Edinburgh to Aberdeen and return
- Sunday 31st July - [‘The Aberdonian’](#) - Edinburgh to Aberdeen and return
- Thursday 12th August - [‘The Aberdonian’](#) - Edinburgh to Aberdeen and return
- Thursday 19th August - [‘The Aberdonian’](#) - Edinburgh to Aberdeen and return
- Thursday 2nd September - [‘The Aberdonian’](#) - Edinburgh to Aberdeen and return
- Saturday 11th September - [‘The Aberdonian’](#) - Edinburgh to Aberdeen and return
- Thursday 16th September - [Tornado and Flying Scotsman](#) - West Midlands to Carlisle and return
- Thursday 16th September - [Flying Scotsman and Tornado](#) - Peterborough to Carlisle and return
- Saturday 18th September - [Tornado and Flying Scotsman](#) - Middlesbrough to Carlisle and return
- Saturday 18th September - [Flying Scotsman and Tornado](#) - Birmingham to Carlisle and return

Tornado Railtours trains can be booked through the links above, our [website](#) or by calling 01325 488215.

DOWNLOAD THE 2021 RAILTOURS BROCHURE

THE A1 STEAM LOCOMOTIVE TRUST - THE VERY BEST OF BRITISH ENGINEERING



David Champion and Steve Davies MBE - A1SLT

David Champion, President of The A1 Steam Locomotive Trust (A1SLT), and Steve Davies MBE, Chairman, A1SLT, would like to invite you to their talk which is being hosted by The Leaders Club.

This Zoom event is on Wednesday 31st March 2021 from 18:00hrs to 19:00hrs. Their talk will reveal all and tell how a bunch of very determined individuals decided to build a new main line steam locomotive from scratch - a triumph of achievement over adversity and a study in engineering prowess.

The A1 Steam Locomotive Trust built and operate brand-new main line express steam locomotive *Tornado*, which recently achieved 101 mph on the East Coast main line north of York. Based in historic railway buildings in Darlington, this audacious project succeeded on the back of an inspiring vision, a dedicated and energetic team to deliver it, and a sophisticated fundraising and marketing campaign. Enjoying Royal patronage from TRH The Prince of Wales and The Duchess of Cornwall, the Trust is now in the process of building a further steam locomotive - *Prince of Wales* - which on completion in 2023 will be the most powerful in the UK. David Champion, the driving force behind the project in its earliest years, and Steve Davies MBE and will jointly tell a compelling, entertaining and inspiring story of British fortitude, determination and engineering at its very best.

This event is free to members of The Leaders Club and £30 for non-members. 50% of the proceeds will be given to The A1 Steam Locomotive Trust.

If you would like to attend, you can register [here](#) or [email](#) Stephen Fletcher JP FRSA for more detail.



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