

THE MIKADO MESSENGER



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



A gauge one model of No. 2001 *Cock o' the North* (David Parker, Buxton Model Works) in front of No. 2007 *Prince of Wales*' - A1SLT

Welcome to edition No. 81 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 nearing completion), the heavy motion, the cylinder block, the electrical system and the pipe work fitting.

Having commissioned Howco Group Plc to fabricate the new cylinder block using steel castings supplied by William Cook Cast Products Ltd, we have launched **The Cylinder Manufacturing Club** to raise the required £250,000. The aim is to raise an initial target of £250,000 from 250 supporters each donating £1,000 plus Gift Aid (in up to eight payments of £125) - the first 19 members have already joined.

We are pleased to confirm that our online donations system is 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.

From August, our Open Days will be back to their traditional open-house format on the first and third

Saturdays of the month - please see below for more information.

We recently welcomed Mark Thorburn and his team from Lonely Tower Film and Media to Darlington Locomotive Works to see the build progress of No. 2007 and learn about the Trust. This filming is part of the publicity for the run up for the Stockton & Darlington Railway 2025 celebrations - please click this [link](#) to see the short film on their Youtube channel.

FUNDRAISING UPDATE

A P2 for the price of a pint of beer a week: over 990 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 £207,000 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 228 members, leaving just 72 spaces available - just over three-quarters of the initial target. **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 completed in 2021. More information about The Boiler Club can be found [here](#).

The Tender Club is starting to fill up, with 106 places taken - over 40% of the initial target. In order to keep on schedule to complete No. 2007 within two years, we need to complete the manufacture of the tender frame this year. Our target for The Tender Club is 250 members, each donating £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 and help us to reach 125 members by August.** We realise that the tender isn't the most glamorous part of *Prince of Wales* - but our locomotive can't operate without one!

Our latest fundraising campaign, **The Cylinder Manufacturing Club**, has been launched to raise the required £250,000 to fund Howco Group Plc's fabrication of the new cylinder block using steel castings supplied by our principal sponsor William Cook Cast Products Ltd. The aim is to raise an initial target of £250,000 from 250 supporters each donating £1,000 plus Gift Aid (in up to eight payments of £125) - **the first 19 members have already joined.** More information about The Cylinder Manufacturing Club can be found [here](#).

Our recently launched mini-club, **The Injectors Club**, has been established to raise funds for the acquisition of live & exhaust steam injectors. It has an initial target to raise at least £50,000 from 50 supporters each donating £1,000 plus Gift Aid (in up to four payments of £250) - **the first 14 members have joined.** More information about The Injectors Club can be found [here](#).

The P2 Support Coach Appeal was founded in 2020 to acquire, overhaul and convert BR Mark 1 BSK E34547 into the support coach for No. 2007. Our initial target is to raise £100,000 from 100 supporters each donating £1,000. Having recruited 56 supporters we have passed the half-way mark. If you would like to contribute towards this appeal more information can be found [here](#).

The Motion Club has now reached its initial 175 members target. We may have passed the initial target

of The Motion Club but there is still an opportunity to come on-board as there have been a couple of dropouts. You can find more information about The Motion Club [here](#) - help us to complete the manufacture of No. 2007's motion!

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 £440,000 (including Gift Aid). 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.

The **Turbogen Club** has reached its initial target of 40 members each generously contributing £1,000 and is now closed to new members. Thank you to everyone who has supported this club.

The **Pony (Truck) Club** attracted substantial interest and galloped past its initial target of 20 members and recruited 32 supporters. This club is now closed to new members. Thank you to everyone who has supported this club.

Altogether this means that we have raised over £4m of the estimated more than £5m required to complete No. 2007 *Prince of Wales* within the next two years (if Gift Aid is included).

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 FRAME UPDATE



Aluminium and special plastic (Delrin) pipe clamps have been made to accommodate the different combinations of conduit - *A1SLT*

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

Progress update: the completion of the frame, along with temporary relocation of the smokebox, has allowed the installation of the air, steam & sand pipework and the electrical trunking between the frames, including the manufacture & installation of a number of bespoke brackets for this equipment, to continue; as the work progresses on the pipe runs, Ian Matthews has been able to determine the optimal position for the pipe clamps - it is vital that the pipework is well supported to reduce the risk of subsequent fracture when the pipes and trunks vibrate; where possible, we are using Stauff pipe

clamps which are readily available, robust and inexpensive; plastic split clamps are used on air pipes and aluminium clamps for steam pipes; the stainless steel electrical conduit runs are mostly in twos and in some places threes and special plastic (Delrin) pipe clamps have been made to accommodate the different combinations of conduit.

Next steps: prepare the bracket to position the exhaust steam injector on the rear shelf; continue with various pipe runs such as fully connecting air pumps including all bespoke pipe coupling fittings; now the electrical wiring design is almost complete, it has been found necessary to run an additional conduit from the area of the turbogens on the right hand footplate across to the turbogen control box immediately behind the buffer beam on the left hand side of the engine; this box contains the reset buttons for the crowbar overvoltage protection for each turbogen which on *Tornado* is located on the right hand side; this location has been found to be a problem if a reset is required when stopped on the main line as it involves access from the active running line; by relocating the turbogen control box to the left hand (driver's) side, it is accessible from the safer side of the track.

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 frame 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



The pony truck frame; welded side control components for the pony truck - A1SLT

Summary: redesign of the pony truck using side control springs has been completed; the pony truck frame, crosshead and wheelset with cannonbox have been delivered to DLW.

Progress update: the dimensional check of the pony truck frame, steering arm and crosshead is complete; the crosshead has required some fitting into the frame to ensure as perfect fit as designed; spring cross beams have been CNC machined to a high degree of accuracy and surface finish, and have been primed; the spherical side bearers and cups have also been CNC machined which has resulted in a perfect fit; various side control components, which have been welded, are being machined to exact sizes to eliminate any possible issues of misalignment of components due to absorbed energy from the welding process.

Next steps: continuing FEA study for approval of the new design; completing machining of principal components and side control components to finish sizes; trial fitting of cannonbox onto the wheelset;

ordering bronze strips for pony truck cross head bearing surfaces.

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 galloped away and passed its initial target. We therefore decided to extend the club by a few members to cover the considerable certification costs associated with the modified pony truck design and 32 members generously donated. The club is now closed - thank you for your support.

CYLINDER BLOCK UPDATE



Steve Davies presses the button to start the machining of the first component; the first cylinder block component on the machine table - *A1SLT*

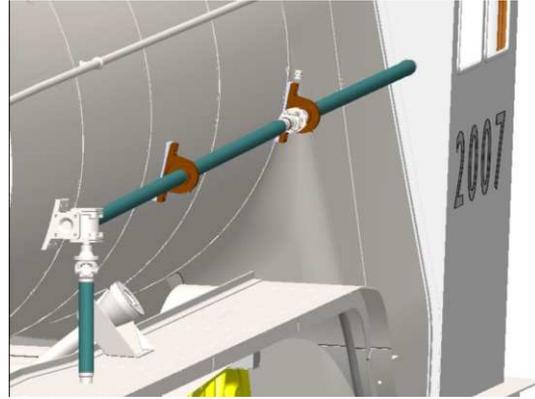
Summary: design study into cylinder block manufacture complete; 3D CAD design of the cylinder block substantially complete; further progress has been made in applying the weld details to the cylinder block inside exhaust passages with particular attention being paid to the order of fabrication to ensure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

Progress update: having completed a thorough selection process, the order for the fabricated cylinder block has been placed with Howco Group Plc, Irvine, Scotland; Howco has first class fabrication facilities and a large CNC machining capability along with in-house weld procedure development, heat treatment furnaces and comprehensive non-destructive testing (NDT) resources; whilst complex, our cylinder block fabrication is quite small by Howco's standards; after a review by Howco, some minor design changes have been made by combining some fabricated sub assemblies into fewer parts to be CNC machined from thicker plate than originally proposed in our design; the complex external steam port castings have been ordered from our principal sponsor William Cook Cast Products Ltd, Sheffield.

Next steps: commencement of fabrication of the cylinder block by Howco; machining of the cylinder cover castings; machining of the valve spring guides and covers plus various profiles which will all be required for hydraulic testing of the complete cylinder block.

Fundraising: on 1st July, **The Cylinder Manufacturing Club** was launched to raise the required £250,000 to fund Howco Group Plc's fabrication of the new cylinder block and steel castings supplied by William Cook Cast Products Ltd. The aim is to raise an initial target of £250,000 from 250 supporters each donating £1,000 plus Gift Aid (in up to eight payments of £125) - **the first 19 members have already joined.** For further information click [here](#).

VALVE GEAR AND CAMBOXES UPDATE



3D printed cambox and screw; 3D CAD of side of boiler with reverser drive cardan shafts - A1SLT

Summary: concept design for modified Lentz/Frankin valve gear completed; significant progress in producing manufacturing drawings; patterns for valve covers and details manufactured.

Progress update: Martin Shepherd has largely completed the manufacturing drawings for the cambox and its internal components; Martin is now working up designs for lubrication of the valve spindles and oil coolers for the camboxes; further one-third scale 3D printed models of the cambox internals have been made by the Warwick Manufacturing Group; Martin has spent a day at DLW making various parts for the model, including the rocker pivot shafts and tappets, as being from plain round bar they are quicker and easier to make from steel than to 3D print; we should have a working model of the cambox soon, which will help in explaining to prospective manufacturers how it works.

Next steps: continued procurement of parts with a view to making a complete cambox for testing; completion of 2D manufacturing drawings; seeking manufacturers for the production items.

Fundraising: a fundraising campaign for the valve gear and camboxes will be launched in due course.

BOILER UPDATE



Boiler sections of the boiler for No. 2007 prepared for fitting together - DBM/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; boilers order placed with DBM for completion in 2021; minor re-design of the banjo dome to suit the class 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 completion of the No. 2007's boiler is on target for the end of 2021 - all of the basic components have been manufactured and uniting of the main sub-assemblies is underway; 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); regulator handles have been polished and end squares on both regulator shafts machined to a precise fit; both regulator stuffing box assemblies have been hydraulically tested; new gaskets have arrived and together with boiler blanks both assemblies are ready to be sent to DB Meiningen.

Next steps: full assembly of barrels and fireboxes; send finished regulator stuffing box assemblies together with gaskets and boiler blanking plates to DBM to facilitate hydraulic testing of the new boilers.

Fundraising: The Boiler Club was founded in October 2017 to fund the design modification and manufacture of the boilers 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 228 members who have generously donated over £450,000, 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; sourcing a contractor to balance the pony truck and Cartazzi wheelset.

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

MOTION UPDATE



The inside connecting rod being machined at Stephenson (Engineering) Ltd: the six coupling rods and two outside connecting rods at DLW - *Robert Stephenson/A1SLT*

Summary: all heavy motion ordered from Stephenson (Engineering) Ltd and forgings complete; leading, intermediate & trailing coupling rods and outside connecting rods at DLW - all fettled and polished to a mirror finish.

Progress update: inside connecting rod and strap being machined; material has been acquired for the gradient pins which connect the coupling rods together; taper plug gauges made to match the tapers in the gradient pin holes in the trailing coupling rod; Ian Matthews has started lapping tapered holes in the rods to achieve a perfect full contact with the plug gauge; 3D data for inside connecting rod has been sent to Stephenson (Engineering) Ltd; material for the intermediate coupling rods' small plain bushes ordered; drawings for gradient pins produced.

Next steps: complete machining of remaining heavy motion; drawing of leading rod bushes including knuckle pin which serves to connect leading and intermediate coupling rods; ordering bronze rod bushes for leading coupling rods; altering design of the oil lids and commencing their machining.

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. We may have passed the initial target of 175 members of The Motion Club but there is still an opportunity to come on-board if you haven't already whilst the motion is being manufactured as there have been a couple of dropouts. For further information on how to become a member click [here](#).

TENDER UPDATE



The tender tank in green undercoat at DLW; at ID Howitt - the tender frame with dragbox and cross shaft details; partially machined tender axleboxes; tender brake rods and tie bars tacked together for welding; machining a tender brake pin - *A1SLT*

Summary: axlebox and other tender castings produced by William Cook Cast Products; frame being assembled by I D Howitt; tank construction by NVES Ltd 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.

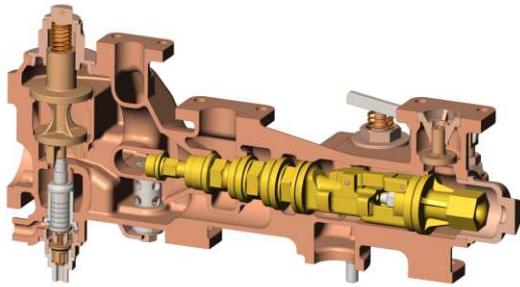
Progress update: all the tender hornblocks have been fitted to the tender frame and work is now concentrated on the tender brake gear; materials & sub-assemblies procured and machined for the brake gear with fitting to frame underway; brake cylinders trial fitted to frame; the adjustable brake pull rods and tie bars, which connect the lower ends of the brake hangers together across the frames, have been tacked together and are ready for coded welding; the axleboxes have had their first stage machining completed and are ready for the 11-14% manganese steel liners to be welded on; the keeps and keep bolts which retain the cartridge roller bearings in the axleboxes are in manufacture.

Next steps: completion of the brake gear and machining the axleboxes; continued 3D CAD work on

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 106 members who have generously donated almost £160,000 plus Gift Aid - 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 Tenderness: help us to reach 125 members by August.**

INJECTORS UPDATE



3D CAD Davies and Metcalfe class K exhaust steam improved injector assembly section with cones installed; Davies and Metcalfe 12mm LV live steam injector - A1SLT

Summary: a complete 3D CAD model of the Davies and Metcalfe class K exhaust injector has been completed.

Progress update: the completed 3D model has enabled us to closely assess the pattern equipment kindly lent by the BR class 8 Steam Locomotive Trust, custodians of No. 71000 Duke of Gloucester - we had the main pattern and two core boxes which are used to produce the main hollow through the casting; however it became apparent that we were six to seven core boxes short for the smaller apertures within the casting; the problem with core boxes is that they typically look like anonymous rectangular wooden boxes - the interesting part of the moulds used to produce the sand cores for the internal passages are hidden inside the boxes; thanks to an invitation to Tyseley, two hours were spent going through the sizeable collection of patterns in No. 71000's container on what proved to be one of the hottest days of this year - this usefully uncovered three more core boxes for the more complex internal shapes which will save a four figure sum in making good the missing core boxes to enable the injector bodies to be cast.

Next steps: producing 2D manufacturing drawings for the components seeking quotes to fully restore the pattern equipment and to obtain castings.

Fundraising: We launched The Injectors Club, a mini-club, in June 2021 to raise funds for the acquisition of live & exhaust steam injectors with an initial target of raising £50,000, excluding Gift Aid, from 50 supporters each donating £1,00 in up to four payments of £250. **As of today, The Injectors Club has already attracted 14 members.** For further information on how to become a member click [here](#).

ELECTRICALS UPDATE



The Axle Driven Alternator (ADA) test rig; Alan Parkin carrying out tests with the rig at DLW - A1SLT

Summary: detailed design of the smaller electrical circuits is approaching completion; work to specify lighting fittings is underway; the new ADA is undergoing testing at DLW, the additional trunking run drawings are nearing completion.

Progress update: following evaluation and impact testing of a number of options, a bulkhead fitting suitable for underframe and tender use has been identified, a lifetime supply has been obtained and two alternative LED luminaires suitable for use within it have been designed and tested; bulkhead fittings have been modelled in CAD ready for incorporating into the main engine model; the ADA is undergoing initial testing on the rig at DLW; with support from the alternator manufacturer, the optimum field coil current is being established and load testing is about to commence; design documentation and stress calculations for the ADA are being prepared for submission to Ricardo, with the aim of obtaining permission to test the unit under *Tornado's* support coach later this year; the electrical system design documentation has passed initial internal assessment by Graham Nicholas and is now being prepared for submission to Ricardo; design drawings for the additional trunking are almost complete; quotations are starting to go out for the additional parts and manufacture of the additional trunking is beginning.

Next steps: work will continue on design of the remaining small electrical circuits, selection of lighting components and qualification of suppliers; ADA testing and documentation production will continue; work on the tender systems will commence once the A1 ETCS design project delivers the necessary information on equipment sizes and locations; additional trunking components will be manufactured and installed.

Fundraising: The Turbogen Club has reached its initial target of 40 members each generously contributing £1,000 and is now closed. Thank you for your support.

MISCELLANEOUS FITTINGS



Cylinder drain cock spindles; Edward Laxton, at DLW, screw cutting a cylinder drain cock - A1SLT

Running Gear

Summary: brake gear fully designed and mostly manufactured; drain cock linkage (based on A1 design) drawn; linkage components made.

Progress update: Edward Laxton has finished machining of all cylinder drain cock castings and their valve spindles; the brake cross stays have been adjusted by skimming the radiused shoulders to achieve the correct side clearance on brake hangers and all brake hangers trial fitted on the engine; cotters were modified to a nice tap fit; bushes machined and pressed into Y-shaped brake hangers and trial fitted.

Next steps: refurbish newly acquired air brake cylinders; order bronze material and machine cylinder drain cock internal bush and a nut; machine LNER type fittings for cylinder drain cock exhaust ports.



Pipework in situ and Ian Matthews welding a DV2 control reservoir bracket - A1SLT

Pipework

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

Progress update: Alan Parkin has continued modelling the pipework through the engine frame plates with attention turning to the exhaust ejector and associated pipework for design; production of 2D manufacturing drawings of the copper pipework continues at a fast pace; imperial & metric copper pipes and GHD pipe fittings have been delivered; sander pipes manufactured, fittings silver soldered; all sander pipework fitted, including machined coupling nuts to connect them to sand traps; pipe bracket backing plates welded onto frames and pipe clips final fitted; a special air pump exhaust steam compensation loop has been bent to allow for thermal expansion and movement when in use; extended couplings for air inlet pipes to air brake governors have been machined and fitted.

Next steps: request quotations for various machined pipe fittings made of bronze; continuation of 3D design of pipework details and 2D manufacturing drawings; quotations are now being sought for the materials to make the numerous LNER style pipe fittings.

Fundraising

The Dedicated Donations scheme was founded to fund numerous components including the non-ferrous fittings and has raised over £440,000 (including Gift Aid) to-date with new parts being frequently made available for sponsorship. For further information, click [here](#).

P2 SUPPORT COACH UPDATE



BR Mark 1 BSK E35457 at Great Central Railway; Commonwealth Bogies at DLW - A1SLT

The A1 Steam Locomotive Trust has 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.

E35457 continues to reside at the Great Central Railway and may be pressed into service as a passenger-carrying vehicle when the railway reopens. In addition to a thorough Fitness To Run (FTR) examination by the GCR C&W team, a small band of determined A1SLT volunteers visited recently to conduct further technical inspections of the internal electrical installation and the general mechanical condition. We are pleased to report that the findings were all good and planning continues to identify the work required to make best use of E35457 as a support coach for No. 2007 *Prince of Wales* when it begins operational service. In the meantime, work continues to overhaul a pair of Commonwealth Bogies for use with both support coaches: four wheelsets are currently being re-tired and a set of roller bearings has been ordered from Timken. We are now seeking the air brake equipment required to reinstate the brake system to make it dual braked and identifying the correct design and fit for a vehicle of this type.

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 55 members - over half of the initial target. For further information on how to become a member click [here](#). **Help us to fund this appeal!**

DARLINGTON LOCOMOTIVE WORKS OPEN DAYS - COME AND SEE OUR P2 PROGRESS!

From August, our Open Days will be back to their traditional open-house format on the first and third Saturdays of the month from 11:00hrs until last entry at 16:00hrs - please check the events page on www.p2steam.com or call the office on 01325 460163 for the current status. No. 60163 *Tornado* was completed at DLW in 2008 and visitors to the Works can see the spectacular progress that the Trust is making with its second new main line steam locomotive, Gresley class P2 No. 2007 *Prince of Wales*. During the working week, the Works remains closed to casual visitors - we hope you understand that these circumstances are beyond our control and these restrictions are still currently required.

We are reviewing all our activities on a frequent basis in order 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.



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

SAVE THE DATE - THE A1 STEAM LOCOMOTIVE TRUST'S 2021 CONVENTION

We are planning to hold our Annual Convention on Saturday 25th September at the Mercure Kings Hotel, Darlington for both the morning presentations and the evening dinner, subject to any ongoing Government restrictions. Supporters will also have the opportunity to visit Darlington Locomotive Works to see the progress of No. 2007 *Prince of Wales*, with David Elliott conducting a guided tour. We anticipate sending out invitations, with the full details, in early August, when we have more clarity over any ongoing Government restrictions.

Tornado will be one of the guest locomotives running at The North Yorkshire Moors Railway's Autumn Gala - Thursday 23rd - Sunday 26th September. In addition, the weekend of Saturday 25th - Sunday 26th September will also see events being held in Darlington, Shildon and Stockton in the run up to the Stockton & Darlington Railway's 2025 bicentenary.

TRAVEL WITH *TORNADO*



No. 60163 *Tornado* at Helwith Bridge hauling 'The Viking Venturer' on 20th July 2021 - Liam Barnes/A1SLT

When *Tornado* arrived at Aberdeen on 22nd July she was welcomed by a camera crew from STV - please follow this link to the [A1 Steam Locomotive Trust's Youtube channel](#) to see a short clip.

There is nothing better than main line steam, especially with *Tornado* at the head of the train, so please have a look at the diary below - we look forward to welcoming you on-board.

Tornado Railtours 2021 Diary

- Saturday 31st July - ['The Aberdonian'](#) - Edinburgh to Aberdeen and return - bookings closed
- Thursday 12th August - ['The Aberdonian'](#) - Edinburgh to Aberdeen and return
- Saturday 21st August - ['The Clyde Aberdonian'](#) - Glasgow to Aberdeen and return - bookings closed
- Thursday 2nd September ['The Aberdonian'](#) - Edinburgh to Aberdeen and return
- Saturday 11th September - ['The Aberdonian'](#) - Edinburgh to Aberdeen and return
- Thursday 16th September - [The Jorvik Express](#) - Liverpool to York and return
- Saturday 18th September - ['The Caledonian'](#) - Birmingham to Edinburgh and return - bookings closed

- Thursday 30th September - [‘The Ribblehead Rambler’](#) - Hull to Carlisle and return - bookings closed
- Wednesday 20th October - [Tornado and Flying Scotsman](#) - Tamworth to Carlisle and return - bookings closed
- Thursday 21st October - [Flying Scotsman and Tornado](#) - Birmingham to Carlisle and return - bookings closed
- Wednesday 27th October - [Tornado and Flying Scotsman](#) - Middlesbrough to Carlisle and return - bookings closed
- Thursday 28th October - [Flying Scotsman and Tornado](#) - Peterborough to Carlisle and return - bookings closed

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

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