

THE MIKADO MESSENGER



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



Welcome to edition No. 88 of *The Mikado Messenger*. March has been a steady month for work on the P2. Off site, work has continued on the cylinders, the boiler and tender frames. At DLW, our apprentice, Ed Laxton, has continued to fabricate many components for *Prince of Wales*, but much of the volunteer work force has turned its attention to the overhaul of components from *Tornado* as the team splits efforts between the locomotives.

MONOBLOC MANUFACTURING



The front faces of the outside cylinders with 3D printed model between them.

Work on the cylinder block for the P2 continues at Howco in Irvine, Scotland. This week we received the following images, updating us on how things are progressing, ahead of the engineering team travelling north to visit in person in the coming weeks. If you would like to make a donation towards the completion of this component, consider joining the [Cylinder Manufacturing Club](#), or making a one-off contribution.



And the view from the rear!

[More Images Here](#)

CERTAIN ABOUT CERTIFICATION



Whilst the latest exciting news of bright, shiny components being added to the locomotive rightly makes the headlines, in the background, work is quietly progressing to secure the necessary certification and approvals to support the locomotive entering service to work railtours on the GB mainline railway.

This will be based on the successful approach used for *Tornado*, although certain things have changed in the world of railway certification and approvals since the last time we did it. The requirement now is to demonstrate a combination of 'technical compatibility' and 'safe integration'.

The top level document is the Certification and Registration Strategy. During 2021, this document was drawn up and was reviewed and accepted by our certification body (Ricardo Certification Ltd). It has now been forwarded to the railway regulator (ORR) and we await any feedback from them; in the meantime, various individual workstreams referred to in the document can be worked on notwithstanding.

Most recently, we have contributed to some collaborative certification work with several other new-build groups, including the 'Patriot', 'Clan' and B17 projects. A joint meeting took place in January at the premises of CTL Seal Ltd in Sheffield, where several aspects of the certification process were discussed, notably the generic parts of the risk analysis work to support the 'safe integration' aspect of the approvals. Ricardo Certification Ltd attended to witness the exercise, splitting their costs equally between all groups present - a small but welcome cost reduction. Further stages of the process will be undertaken in a similar manner where the opportunity presents itself.

FULL STEAM AHEAD



The Trust is grateful for each donation; whether the equivalent of a pint per week, or larger sums, they all bring the dream of "Britain's Most Powerful Steam Locomotive" that much closer to steaming. In the current economic climate, we are all the more thankful for your support.

As prices continue to tick upwards, we are mindful that the quicker we can build *Prince of Wales*, the less it will cost.

You can help us bring the steaming of the P2 ever nearer by increasing your monthly donations or by supporting one of our other Clubs:

- [The Cylinder Manufacturing Club](#) • [The Boiler Club](#)
- [The Tender Club](#) • [The Injectors Club](#)
- [The P2 Support Coach Appeal](#)

Sign up at p2steam.com, email enquiries@p2steam.com or call 01325 460163.

THE BOILER CLUB



Mind the Gap!

The P2 Boiler Club has raised almost 80% of the cost of the steam-raising heart of this locomotive. With delivery due later this year the pressure is on to reach our target. Each donation to the Club is hypothecated and will only be spent on the purchase and installation of this key piece in the P2 jigsaw.

As has been documented, the original timescale faced disruption due to the wave of Omicron across Germany, however work on the boiler is now in full flow at DB Meiningen. In practice, the delay means that the boiler will be delivered just after the cylinder block and fortunately won't impact our project plan.

Once the boiler arrives, the real work begins for the team in Darlington: it will need testing and

plumbing in to the rest of the locomotive. Please consider joining The Boiler Club to help fund this vital component.

THE BOILER CLUB

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



Our Open Days are 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. 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*. Pay us a visit to see the newly attached motion in all its splendour!

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.

During the working week, the Works remains closed to casual visitors. If you can assist with our DLW Open Days please email volunteer@p2steam.com.



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