

THE MIKADO MESSENGER



2007 PRINCE OF WALES

Building Britain's Most Powerful Steam Locomotive



Welcome to the 90th edition of The Mikado Messenger, bringing you the latest update from No. 2007 *Prince of Wales*. As well as the usual construction and fundraising updates, there is also news from a visit to HMS Prince of Wales and the launch of our new website.

Progress with major components from outside subcontractors has continued apace, particularly on the cylinder block, tender frames and boiler. As we look to the future, 2022 will see all of these components delivered at a total cost of around £1m - which represents much of the funds raised to date. Consequently, the speed of the next phase of the build is dependent upon the generosity of our supporters. We are extremely grateful for the consistent contributions made by our Covenantors and Club Members, however to keep on track for steaming in 2025, we need to see an increase in donations. We recognise it is a time when many are feeling the pinch, however, if you do feel able to increase your Covenant, join one of our Clubs or make a one-off donation, it will make bring the completion of *Prince of Wales* that much closer.

[DONATE HERE](#)

THE BOILER



The P2 Boiler under construction at DB Meiningen

As you may be aware, Covid-19 and especially the omicron wave, had a huge impact on German manufacturing. As such, delivery of our first new boiler which was destined for No. 60163 *Tornado* was not ready in time for the overhaul. *Tornado's* original boiler was sent to DB Meiningen for swift refurbishment instead. As such, the first of the new boilers will now be delivered in Autumn/Winter, ready to go on to *Prince of Wales*. In Meiningen, progress on the new boiler continues and they are about to weld the back head into place before installing the inner firebox. The drilling will then be completed for the stays to be installed. With the cylinder block due for delivery at the end of the summer, the timing works well for the boiler to be fitted thereafter.

With your help, we have raised almost 80% of the cost of the boiler. Help us reach our target by making a donation today!

JOIN THE BOILER CLUB

HMS PRINCE OF WALES VISIT



Trustees present a nameplate to HMS Prince of Wales

Britain's most powerful steam locomotive meets Britain's largest and most advanced Warship.

Representatives from the A1 Steam Locomotive Trust were invited to visit HMS Prince of Wales at HM Portsmouth Naval Base on Tuesday 10th May to celebrate the Bond of Friendship between the two organisations.

After a safety brief from Lt. Sam Ellis RN, our Liaison Officer, they were treated to a tour of the ship starting in the Ship's Control Room from where the Marine Engineering Department monitors and manages all the ship's systems, from HV Power, fuel and fresh water to fire and flood warning systems. They then visited the aft engine room to see two of the six huge generating plants that provide HV power to the whole of the ship, including the propulsion systems. Next, the tour continued to the hangar deck where the many aircraft and helicopters that operate from the carrier are maintained and prepared for flying operations when the ship is operational. From here, climbing what felt like several more storeys onto the vast flight deck which is 70m wide and 280m long - they were able to walk to the top of the ski ramp at the bow to look back and admire the sheer scale of the ship. This was followed by a visit to the bridge where the Captain and his team manage the operation of the ship at sea (flying operations which are managed by the flying operations team based in the aft island).

Before lunch, the Captain Steve Higham OBE RN, the Commanding Officer, and Commander Helen Jones RN, Commander Marine Engineering Department, enjoyed a short presentation about the activities of the Trust, our operation of *Tornado* and the construction of our own *Prince of Wales*. Later, Trustees Graeme Bunker-James and Huw Parker presented a nameplate to Captain Higham, who said he was "absolutely chuffed" to receive it and will do his very best to promote our activities as a result of our Bond of Friendship. It is intended that the nameplate will be mounted prominently on the ship's bridge and will hopefully be a talking point for the many senior military, government and international dignitaries who visit the ship in the future.

WEBSITE UPDATE

The A1 Steam Locomotive Trust is getting a brand new website and supporter care database (CRM system). Not only will the website look fantastic and provide the in depth information that you have come to expect from us, the website and CRM will interface with each other seamlessly to make online donations and tour bookings easier than ever. We are excited that the leap forward in technology will help us communicate more efficiently with all of our valued contributors.

They are due to go live on **Wednesday 25th May**.

When they launch, the website will be down, as will our Office database, and so the Admin team will not be able to access supporter records for a short while. We thank you for your patience as the new new systems go live.

THE MONOBLOC CYLINDER



Two outside cylinder fabrications

Howco at Irvine has made solid progress with the monobloc cylinder fabrication, with the inside cylinder almost complete and the two outside cylinders at a point where they are ready to be welded to the inside cylinder block. They are already massive and complex fabrications!

The Monobloc Club is raising money to fund the manufacture of this bold undertaking. There are many perks to joining any one of our Clubs, and on Thursday 7th July, we invite all Monobloc Club Members to join us for a tour of the facility at Howco, meet the engineers creating the fabrication and discuss the project with Trustees. If you would like to join us on this exclusive visit, sign up the The Monobloc Club today.

OTHER ACTIVITY



- Final motion component delivered. The inner connecting rod still needs a good polish and TLC to remove the machining marks, and won't be attached to the engine until the cylinder block is installed.
- We now have a date confirmed for a coded welder to weld the new manganese steel liners to the Pony Truck cannon box as we continue towards completing this component and assembly.
- The brake pull rods have been trial fitted to the engine frames and have had their forked ends tack welded on in the correct positions prior to a coded welder being brought in to complete the welds.
- Further work has been completed on tender frame fittings including the clevis which forms the rear part of the engine/tender drawbar.
- Some further progress has been made on LNER style pipe unions and fittings by Apprentice Machinist, Ed Laxton, between secondment onto fitting refurbishment for *Tornado*.



Ways to Support No. 2007 *Prince of Wales*

The P2 couldn't have come this far without your help, and we are hugely grateful to all of our supporters. If you are wondering what other ways you can make a difference to this project, here are the many ways to get involved.

- [Sign up as a Covenantor](#) - just £10 per month makes a big difference.
- [Join The Boiler Club](#) - help us fund the beating heart of the engine.
- [Join The Tender Club](#) - get behind *Prince of Wales*.
- [Join The Injectors Club](#) - help inject some cash!
- [Join The Monobloc Club](#) - contribute to this complex component.
- [The Support Coach Appeal](#) - support the home of the support crew.
- [Dedicated Donations](#) - buy a gift for No. 2007!
- [Volunteer](#) - to help with engineering or sales, get in touch!
- [Legacy](#) - a legacy in your will can help secure the future of main line steam.
- [One-off Donation](#) - every little helps, and lot goes a long way!

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