

THE MIKADO MESSENGER

No. 5 July 2014

FRAMES ERECTED,
FIRST WHEEL CAST!



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

Welcome

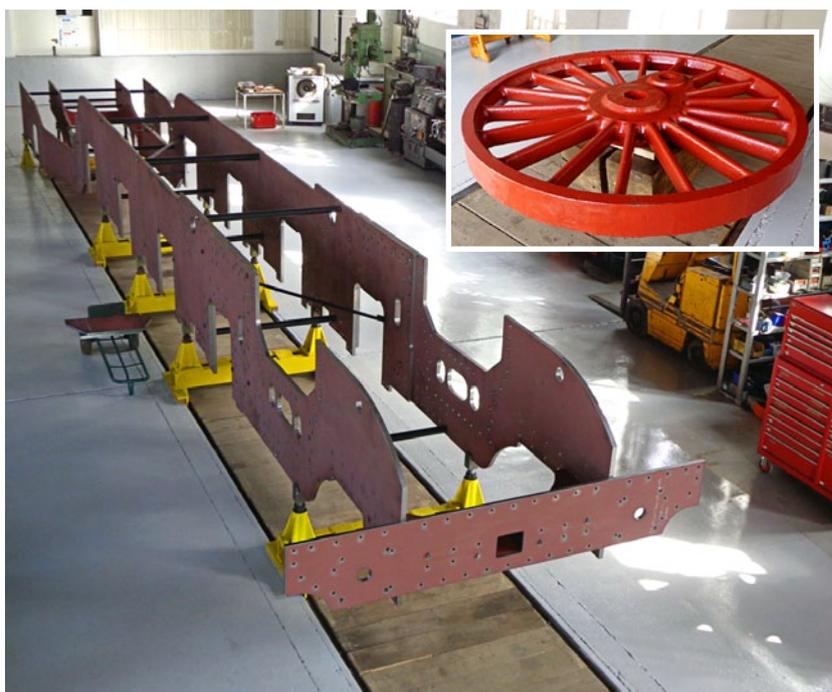


...to edition No. 5 of *The Mikado Messenger*. The Messenger aims to provide a monthly bulletin of news about the construction of No. 2007 *Prince of Wales*.

Amazing progress has been achieved at Darlington Locomotive Works with the frames now erected and stretchers added we were able to 'christen' them in July. We are delighted to report that support for this project continues to exceed our expectations and with the Founders Club now closed to new members and over £1m pledged we can launch the next stage in our fundraising campaign, the Dedicated Donations scheme. Everyone would agree that this represents the most dynamic start to any new build scheme, one which would not have been possible without the incredible initial boost given by the generosity of P2 Founders – thank you.

Frames dedicated! During a hugely successful weekend over the 18th - 20th July, Founders, Covenantors, other supporters and the general public were all able to view the tremendous progress being made with the construction of No. 2007, *Prince of Wales*. The dedication of No. 2007 *Prince of Wales*'s frames on Saturday 19th July at Darlington Locomotive Works in the presence of 200 of the project's supporters and sponsors as well as the Darlington Member of Parliament, Jenny Chapman, and the Mayor of Darlington, Councillor Gerald Lee, marked the formal start of construction of Britain's most powerful steam locomotive.

Dedicated Donations - As funding pledges for new Gresley class P2 'Mikado' No. 2007 *Prince of Wales* pass the £1m milestone less than ten months after the launch of The Founders Club, a new 'be-spoke' fundraising campaign has been launched – sponsor a driving wheel spoke. Dedicated Donations will



The newly erected frames dominate DLW (inset, the first wheel casting).

initially only available to members of The Founders Club and Covenantors. In addition to being able to sponsor one or more of the 18 spokes of the 6ft 2in driving wheels for either £600 (or £25pm for 24 months) supporters have the option to sponsor a range of other components. Subscribers to the scheme will have their names recorded on the official roll of honour at Darlington Locomotive Works listing the components sponsored, receive a certificate recording the sponsorship and copy of the drawing of the component. New components available for sponsorship will be listed as construction progresses. The frames' dedication on 19th July also coincided with the launch of the dedicated donation scheme, with parts available to sponsor ranging from £50 to £12,000. Again, we experienced a racing start with £20,000 pledged over the weekend alone.

Regular Donations – the covenant scheme – continue to grow. Picking up

on the same theme which worked so successfully for *Tomado*, the new class P2 will be substantially funded by a lot of people giving a little on a regular basis... a 'P2 for the price of a pint of beer a week'. The price of a pint in the North East is now £3.10 (up from £1.25 in 1990 when the project to build *Tomado* was launched) and so we are asking supporters to kindly donate a minimum of £10pm by standing order. Gift Aid by UK taxpayers makes every £10 worth £12.50 and we have set ourselves the target of signing up 2,000 £10 equivalents in order to raise £2m towards the estimated £5m cost of No. 2007. We have now signed up 500 covenantors (many at more than £10 per month) and continue to receive dozens more requests for information. With Gift Aid this could be worth over £525,000 to the project over its seven year construction phase.

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Editor of *The Mikado Messenger*

Graham Langer

NEWS BRIEFS

● **FRAMES** - The profiled frames were delivered by TATA to the chosen machinist, Boro' Foundry at Stourbridge on 3rd June. The rear outer (Cartazzi) frames and the main frame doublers under the front of the firebox were machined first and sent to Steel Benders UK at Middlesbrough to be bent to the required shape. The main frames, forward frame extensions buffer beam and drag box wing plates arrived at DLW on 10th July. The small doublers over the Cartazzi axle slots in the main frames were welded on the same day. On 11th July the Cartazzi frames and main frame doublers arrived. The main frames were set up on the stands immediately. The frames are temporarily held together (and apart) with threaded rod and tubes turned to the correct length and the Cartazzi frames bent to shape. Three small frame stays had been made by North View Engineering Solutions were temporarily bolted to the frames enabling the buffer beam to be bolted on.

● **FRAME STAYS** - The batch of expanded polystyrene patterns were delivered to William Cook Cast Products (WCCP) with two Cartazzi horn blocks and the two combined firebox support and brake hanger brackets being cast by 21st July. A total of 22 frame castings are now on order. In order to redesign the two star stays, an accurate and detailed

The main frames being machined at Boro' Foundry.



3D space model of an air pump is being drawn from *Tornado's* spare air pump presently located at DLW.

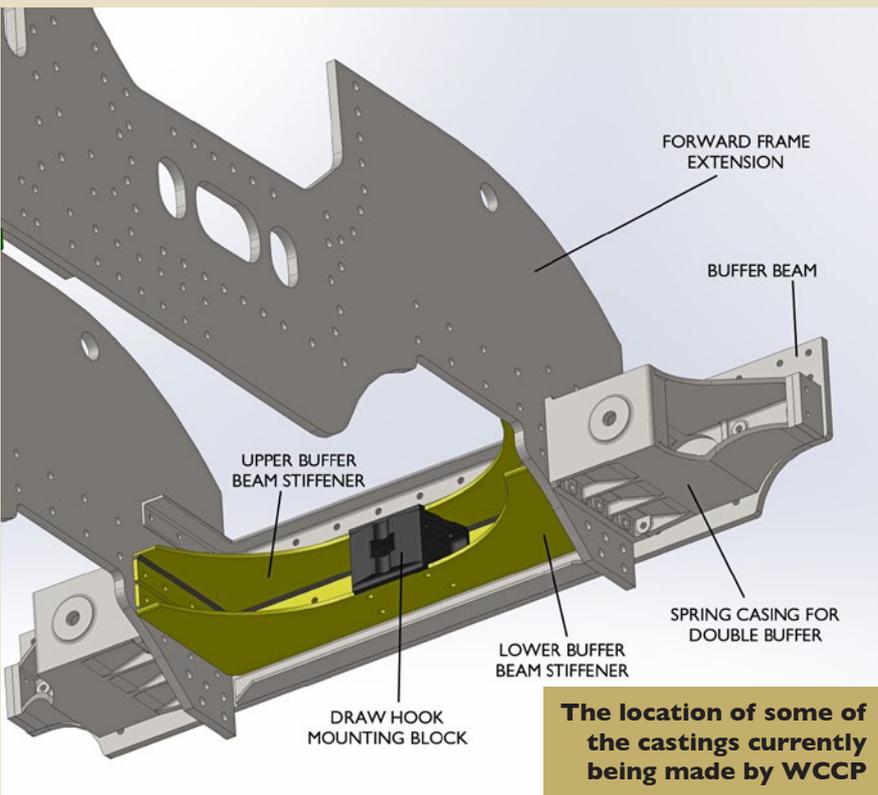
● **TENDER FRAMES** - The tender frame plates are presently being machined at Boro'. As there is less urgency for the tender frames, transport should be significantly cheaper using a return load.

● **WHEELSETS** - WCCP has made the driving wheel pattern and the first wheel has been cast. All the other *Tornado* wheel patterns are now at WCCP with order cover, so a total of

20 wheel castings have been ordered. WCCP kindly delivered the first wheel to DLW in a partly finished state to be on display for the frame dedication ceremony. It has since returned to Sheffield for dimensional checks and NDT prior to proof machining.

● **THE NEXT STAGE** - Compared with July, August is a fairly quiet month on the frame erection. Some work is continuing to permanently weld and rivet the main frame doublers and to apply the fillet radii to the horn cut outs to ensure that the hornblocks are a snug fit when they arrive. Work will pick up again when the first of the machined frame stays start to arrive in September. In contrast to the relative lull at DLW, design work is continuing and it is expected that further patterns and castings, axles, tyres and roller bearings will be ordered shortly. Work has also started to formally identify modifications and processes for risk assessment in connection with certification.

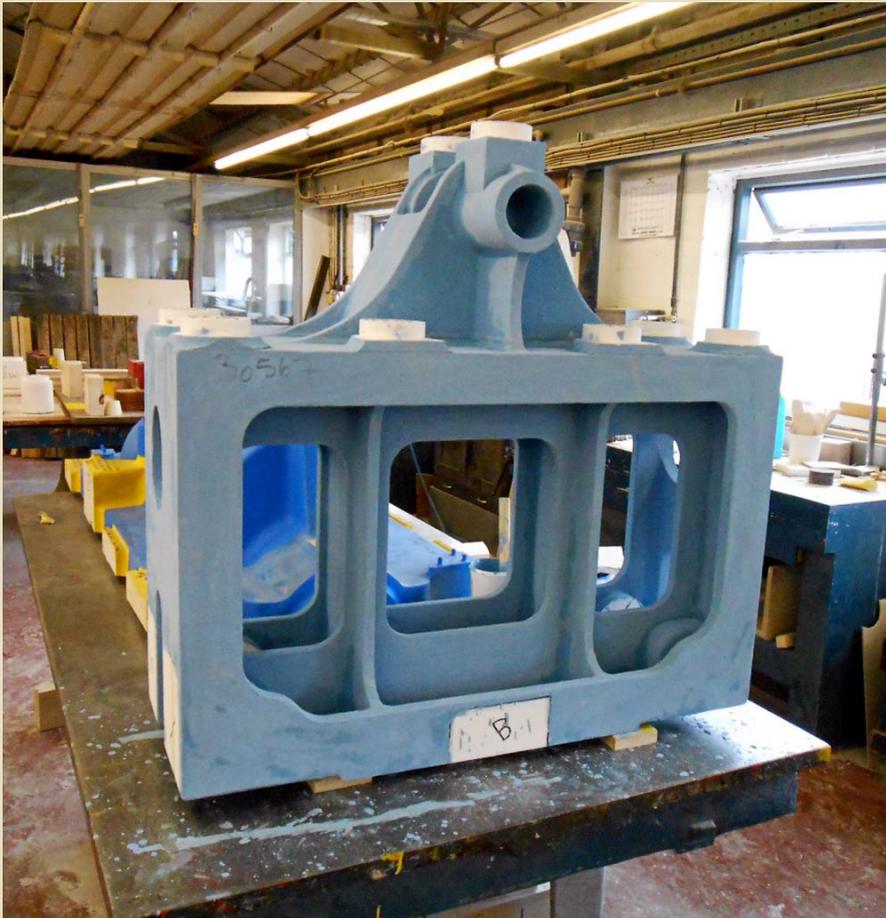
● **RESEARCH** - As part of the design process we are researching the history of the original P2s and No. 2001 *Cock o'the North* in particular. We have already discovered a significant amount of unpublished material but are sure that there is a lot more out there. If you have any documents relating to or photographs of P2s we would be delighted to hear from you – even more so if you have first-hand experience of the P2s before they were rebuilt in 1943/44. Andy Hardy has been producing potted histories of the original P2 which are now appearing on the website.



The location of some of the castings currently being made by WCCP

For more information on the project to build Gresley class P2 No. 2007 *Prince of Wales* please visit www.p2steam.com, email enquiries@p2steam.com or follow us on Facebook, Twitter and LinkedIn.

David Elliott



Drag box polystyrene pattern covered with refractory coating.

Mandy Grant



Darlington Locomotive Works is packed for the dedication ceremony.

COVENANTOR SCHEME

We are very pleased to say that the covenant scheme – a P2 for the price of a pint - is now open for everyone to support and that in the last few weeks over 500 people have already decided to get on board – you can see full details [here!](#)

Having launched the covenant scheme we need to ensure we keep the momentum going and would be delighted to be able to welcome you aboard. In addition to the link to the leaflet above a [Standing Order form](#) which can be completed and sent to us at Darlington. If you are a tax payer in the UK, you should also complete and return to us the [Gift Aid form](#) which applies to the regular donation made by standing order. Due to new HMRC regulations we have to request a Gift Aid form specifically for covenants. It should also be noted that for clarity we have a specific P2 construction fund account which covenants will be paid into. It only remains for us to thank you in advance for your support.

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