

THE MIKADO MESSENGER

No. 7 September 2014



2007 PRINCE OF WALES

Building Britain's Most Powerful Steam Locomotive

Welcome



...to edition No. 7 of *The Mikado Messenger*. The Messenger aims to provide a monthly bulletin of news about the construction of No. 2007 *Prince of Wales*.

Support that the project to build new Gresley class P2 No. 2007 *Prince of Wales* continues to grow. Visible progress on the frames may have slowed somewhat but much work is taking place off site. With over 360 members, the Founders Club closed for new applications at the end of July following the dedication of the frames.

THE REGULAR DONATION

– the covenant scheme – was launched in March at the first of the P2 roadshows. Picking up on the same theme which worked so successfully for *Tornado*, the new 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 *Tornado* 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 already signed up 560 covenantors – many paying in excess of £10pm – and continue to receive a continual flow of requests for information. With Gift Aid this could be worth over £890,000 to the project over its seven year construction phase. 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](#)



Ian Matthews heats up a rivet for the frames.

[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.

DEDICATED DONATIONS -

The Dedicated Donation scheme was another successful fundraising tool used during the construction of *Tornado*. The scheme for No. 2007 was launched in July and will initially only be 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 different components from 'a group of six 1in BSW driven bolts and nuts for the intermediate left-hand footplate bracket' for £150 to a '6ft 2in driving wheel casting and proof machining' at £12,000 (or £200pm for 60 months) – a couple of which have already been sponsored - there is a component available for every size of wallet. Supporters who subscribe to the scheme will have their names inscribed 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. Since the scheme was launched it has raised in excess of £60,000. New components available for sponsorship will become available as construction progresses. – contact dedicated.donations@p2steam.com for more information.

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Editor of *The Mikado Messenger*

David Elliott

NEWS BRIEFS

● **FRAMES** - In common with *Tornado*, *Prince of Wales* will not have many rivets in its structure, the majority of assembly is by driven bolts, where a machined bolt is made very slightly bigger than the hole it fits in and is driven in, either using a hydraulic jack, or if not practicable, a large copper mallet. A self-locking nut is then fitted. This way the bolts act as dowels and are very resistant to shear forces which tend to be the predominant loads in locomotive frames. The nuts provide a strong clamping force as well. The resultant joint is very predictable in terms of forces and quality.

The only places where we are retaining rivets is in areas where the bolt heads and nuts would be in the way of other equipment. The frame doubler plates under the front of the firebox are just such an area, where a number of pipes have to be routed along the inside of the frames past the ash pan. Thus we have used rivets with a snap head on one end a countersink head on the other. Mick Robinson has experience with using large pneumatic rivet guns so we have done the work "in house" with assistance from Ian Matthews who, when not painting engines (including *Tornado*),



Reg Rossiter and Mick Robinson apply the riveting gun.

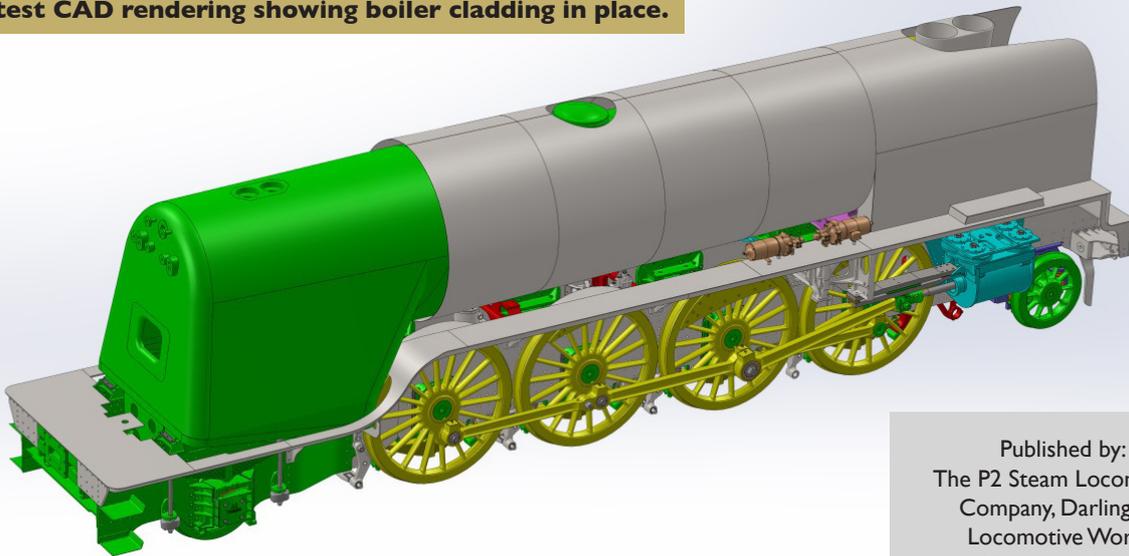
does a lot of riveting on 1/8th and 1/12th scale models, and volunteer Reg Rossiter whose background is ship and oil rig engineering, so is used to big pieces of metal. Thanks are due to M Machine for the loan of their diesel compressor and to Rail Restorations North East for the loan of the rivet gun.

● **RESEARCH** - As part of the design process we are researching the history of the original P2s and No. 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.

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.

The latest CAD rendering showing boiler cladding in place.



● **WORKS MANAGER** - we are seeking an experienced steam locomotive engineer to join our team in Darlington in the role of Works Manager. This critical role will lead the team of staff and contractors to actually build Gresley class P2 No. 2007 *Prince of Wales*. The successful applicant will be familiar with steam locomotive overhaul and maintenance, have project management experience and be used to leading teams. If interested please send letter of application and CV to enquiries@p2steam.com.

● **PRESENTATIONS** - If any railway society – or indeed other interested group - would like a presentation on the project they should contact us at enquiries@p2steam.com.

● **VOLUNTEER** - As ever we are looking for more volunteers. It takes a lot of people to both keep *Tornado* on the main line and also to build *Prince of Wales*. There is always so much more that we can achieve with the right volunteers with the right skills and can-do attitude. Please email enquiries@p2steam.com if you think you can help.

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