

THE MIKADO MESSENGER



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

Welcome to the 10th edition of *The Mikado Messenger*. The Messenger aims to provide a monthly bulletin of news about the construction of No. 2007 *Prince of Wales*.

Rapid progress continues to be made, much of it in engineering works other than Darlington.

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Editor of *The Mikado Messenger*



THE BOILER CLUB

Following the success of The Founders Club, which was designed to get the P2 Project to the point of cutting No. 2007's frames, we have decided to establish The Boiler Club to fund the construction of *Prince of Wales's* boiler. We set an initial target for The Founders Club of at least £100,000 from 100 'Founders' but due to the overwhelming generosity of our supporters we actually raised £460,000 from 370 donors. It is our desire to leave No. 2007 *Prince of Wales* debt free upon

NEWS BRIEFS



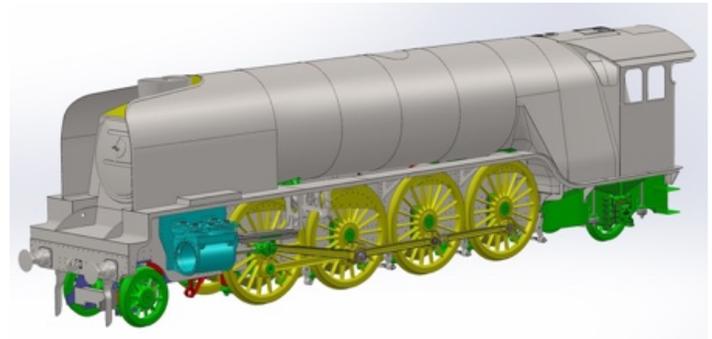
HRA AWARD

Mark Allatt was invited to the Heritage Railway Association's Annual Awards Dinner to receive a Special Award for a Meritorious Project for the P2 No. 2007 *Prince of Wales* project for our "excellent

completion and therefore our aim is to raise at least £600,000 for The Boiler Club from 300 supporters each donating £2,000 to the project (in up to 40 payments of £50 by standing order).

- Opportunity to buy a ticket (seat already reserved) on No. 2007's first main line train
- Reasonable access to No. 2007 at all times
- Opportunity to buy exclusive Boiler Club badge
- Opportunity to join one of the teams building No. 2007
- First choice of other components to sponsor
- Special limited edition version (signed/numbered) of the first official painting of No. 2007 *Prince of Wales* with No. 60163 *Tornado*
- Special Boiler Club day with *Tornado*

business case and phenomenal rate of fundraising and early manufacture of components". The award was presented by Dame Mary Archer DBE, the new chairman of the Science Museum Group.



DESIGN

Work continues with modification of frame stays as fabrications as opposed to castings, and to accommodate air pumps and air brake cylinders instead of vacuum brake equipment as fitted to the original locomotives

With the success to date of the Boiler Club, we are starting to consider the definition of the boiler design. A basic assumption has been that the boiler for the new P2 shall be similar to and interchangeable with the boiler on *Tornado*, with detailed design improvements to increase life between major repairs.

FRAMES

The 24 frame castings delivered from William Cook Cast Products at Sheffield in the L Hunt & Sons Ltd P2 liveried curtain-sided trailer to Multi-Tech Engineering at Ferrybridge and North View Engineering Solutions at Darlington where machining has started. Multi-Tech is also proof machining the pony truck, Cartazzi and tender wheel centres



WHEELSETS

Tyres for the engine have been ordered from Ringrollers in South Africa via Railway Wheelset and Brake Ltd. WCCP have sent the coupled wheels to Pattinsons for proof machining.

RESEARCH

Thanks to the efforts of our researcher Andy Hardy, we have found a fair amount of correspondence between the LNER and the Associated Locomotive Engineering Company which supplied and held the rights to the Lentz gear.

It would appear that the combination of the large cylinders and correspondingly large valves coupled with the small space for the cam actuating boxes on the top of the cylinders resulted in the stress levels in the drive system and cams being significantly higher than previous installations.

This showed itself up on No. 2001 by rapid wear of the cams and followers, subsequently addressed by reverting to the earlier stepped cam design which had the effect of limiting the locomotive to seven steps for cut off. This did nothing to improve the already disappointing coal and water consumption for the engine!

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.

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.

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