

# THE MIKADO MESSENGER



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



The drag box being machined at Multi-Tech - *David Elliott*

Welcome to edition No. 12 of *The Mikado Messenger*. The Messenger aims to provide a monthly bulletin of news about the construction of No. 2007 *Prince of Wales*. Now *Tornado* has vacated Darlington Locomotive Works, work on No. 2007 *Prince of Wales* can re-commence with the frames skated back over the tracks.

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**THE BOILER CLUB**

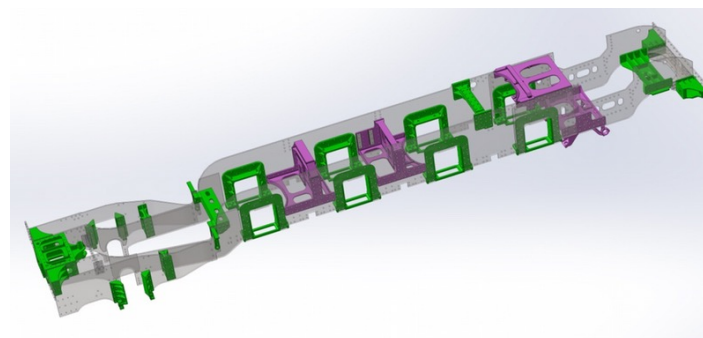
**NEWS BRIEFS**

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 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*

## DESIGN & CONSTRUCTION

The extended overhaul of No. 60163 *Tornado* has absorbed most of our engineering resources, and equally importantly the space we have at Darlington Locomotive Works to erect the frames. With the re-entry into service of *Tornado*, the first job is to clean and repaint the floor in DLW - overhauling an engine that has covered seventy six thousand miles over six years is a very dirty process compared with building a new one! No. 2007 *Prince of Wales's* frames will then be skated back in to the middle of the workshop over the track and pit to enable to construction to resume in earnest.



## FRAMES

During *Tornado's* overhaul our external suppliers and contractors have been busy casting and machining a large number of castings for the frames, and design has been progressing on the larger fabricated frame stays. These have been subject to both a change in manufacturing method (the original items on No. 2001 *Cock o' the North* were castings) and design in order to accommodate air brakes and steam driven air pumps instead of the vacuum brakes fitted to the originals.

We have a total of 24 frame stay and hornblock castings which have been or



are in the process of being machined which we have asked our contractors to store for us until *Tornado* left Darlington Locomotive Works as space there has been at a premium. Using some of the 1,065 driven and fitted bolts and self-locking nuts for frame assembly that have been delivered by Hawk Fasteners at Middlesbrough, these will keep the team busy until the larger fabricated frame stays start to arrive.

## WHEELS & MOTION

The casting and proof machining of the eight driving wheels has been completed at William Cook Cast Products (WCCP) of Sheffield, our Principal Sponsor. They will shortly be delivered to Multi-tech Engineering of Ferrybridge where along with the pony and Cartazzi wheels will be finish machined up to the stage when they can be fitted to their axles. The twelve tyres for the engine have arrived in the UK from Ringrollers of South Africa via Railway Wheelset & Brake Ltd their UK representatives. These will be dispatched to our chosen wheelset assembler over the next month.



The newly delivered tyres from Ringrollers in South Africa - *David Elliott*

All of the cannon and axlebox castings for the engine have been produced by WCCP and are going through the final stages of inspection and checks for dimensional accuracy. An extra set of castings made for *Tornado's* bogie means that a new casting for No. 2007's pony truck cannon box is not

required.



A coupled axlebox bottom casting on the measuring table at Cooks - *David Elliott*

## FUNDRAISING

We have recruited 370 members of The Founders Club since its launch at the A1SLT convention in September 2013 - potentially worth up to £460,000 with Gift Aid added (closed to new members in July 2014). We launched the 'P2 for a price of a pint' covenant scheme at the first of the P2 Roadshows in London on 8th March 2014 and over 670 people have already signed up, worth over £1m over the duration of the project. If we add in the £120,000 pledged to the dedicated donation scheme since its launch last July and 80 members of The Boiler Club so far our total pledged to-date has already passed £1.8m - but there is still a long way to go to reach the magic £5m.

For more information on how you can help to build Britain's most powerful steam locomotive [visit our website](#), [email us](#) or call 01325 460163.

**PRESENTATIONS**

If any railway society - or indeed other interested group - would like a presentation on the project the please get in touch.

## 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](mailto:enquiries@p2steam.com) if you think you can help.

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