

THE MIKADO MESSENGER



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

Welcome to edition No. 29 of *The Mikado Messenger*. The Messenger aims to provide a regular bulletin of news about the construction of No. 2007 *Prince of Wales*.

The fickle hand of fate has interrupted the otherwise smooth flow of components for the assembly of the wheelsets (with the keyways in the plain coupled axles being machined incorrectly) which means new axles will have to be supplied from South Africa. Although this has delayed the process of wheeling the frames of No. 2007, extraordinary progress on other fronts means that this will have no effect on the overall timetable and Darlington Locomotive Works will be far from idle for the next few months!

FRAMES

Further work has been undertaken to permanently attach the running plates. The footplating under the cab has been removed to allow its underside, the drag box and the inside of the frames to be finish painted in black. Once the footplate is on permanently this area cannot be reached for painting. The footplate is now permanently bolted down. Steel profiles and bar have been procured and manufacture is under way for the Cartazzi spring safety brackets (designed to hold the spring together if it breaks). Our volunteers continue to machine the brake hanger brackets, and Ian is machining the Cartazzi spring hanger brackets from flame cut profiles. Our volunteers have also extracted the patterns for the remaining steel castings from our mezzanine pattern store and have cleaned and checked them over.

WHEELSETS

We have suffered a setback with the axles. On extracting the plain coupled axles from the packing crates in which they have been transported from South Africa, they were inspected by Unilathe at Stoke on Trent, and found to have the keyways machined incorrectly. As a result they are being returned to the supplier who is providing replacement axles. However, this will delay the wheeling of the engine for at least three months. Other work will be brought forward to ensure that this does not affect the overall programme. As you read this, the assembly of the crank axle is expected to have started at South Devon Railway Engineering, and the finished pony truck and Cartazzi axles should have been delivered to Darlington. Unilathe has also finished most of the crank pins.

BOILER FITTINGS

The superheater header has been cast by South Lincs Foundry at Spalding and is ready for delivery to Darlington.

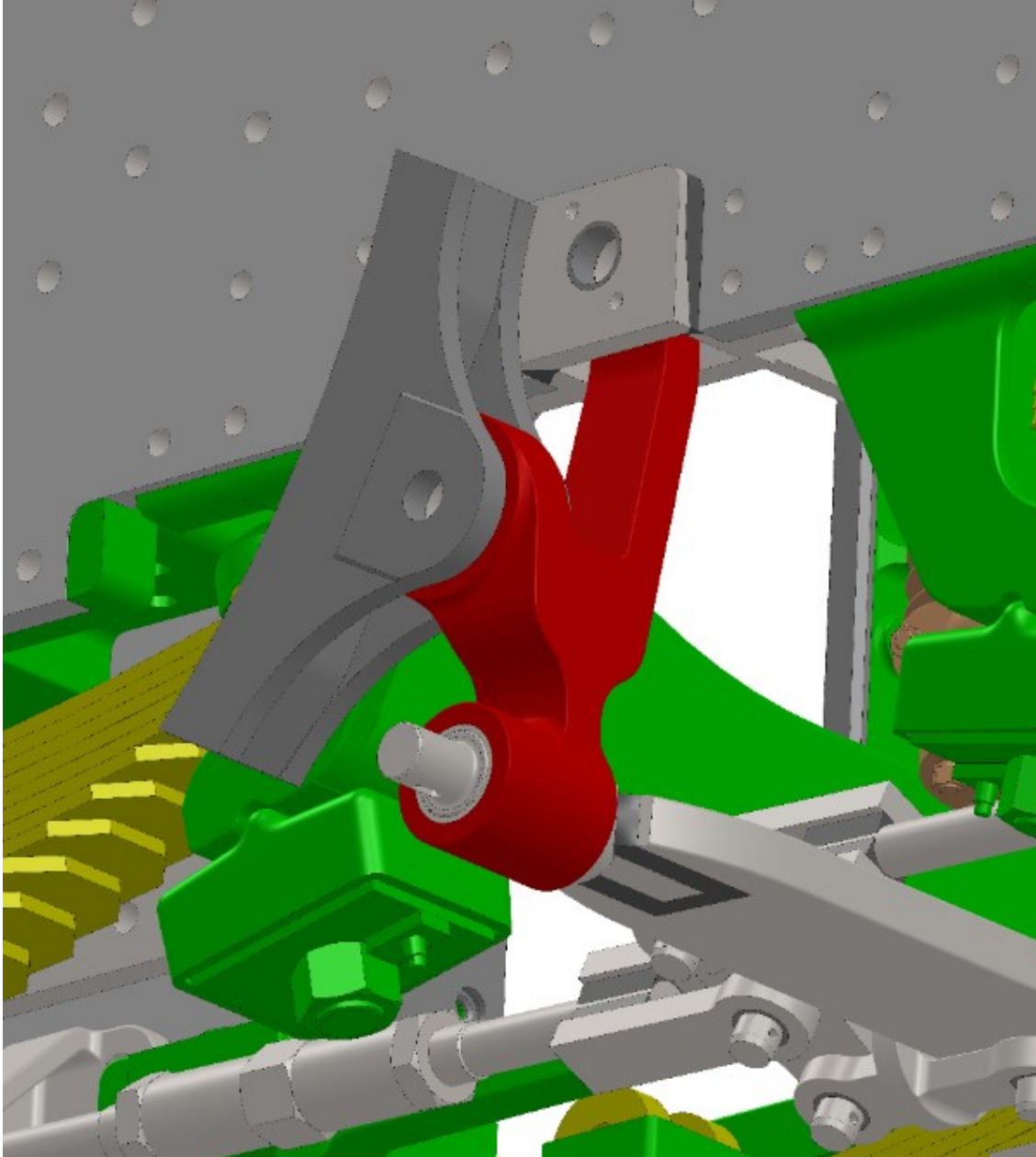


STEEL CASTINGS

The fourth and final batch of steel castings have been ordered from William Cook Cast Products at Sheffield. This order totals 61 castings comprising three piston crossheads, the remainder being for the tender including horn blocks, spring safety brackets, tender axleboxes, spring hook brackets and buffer casings.

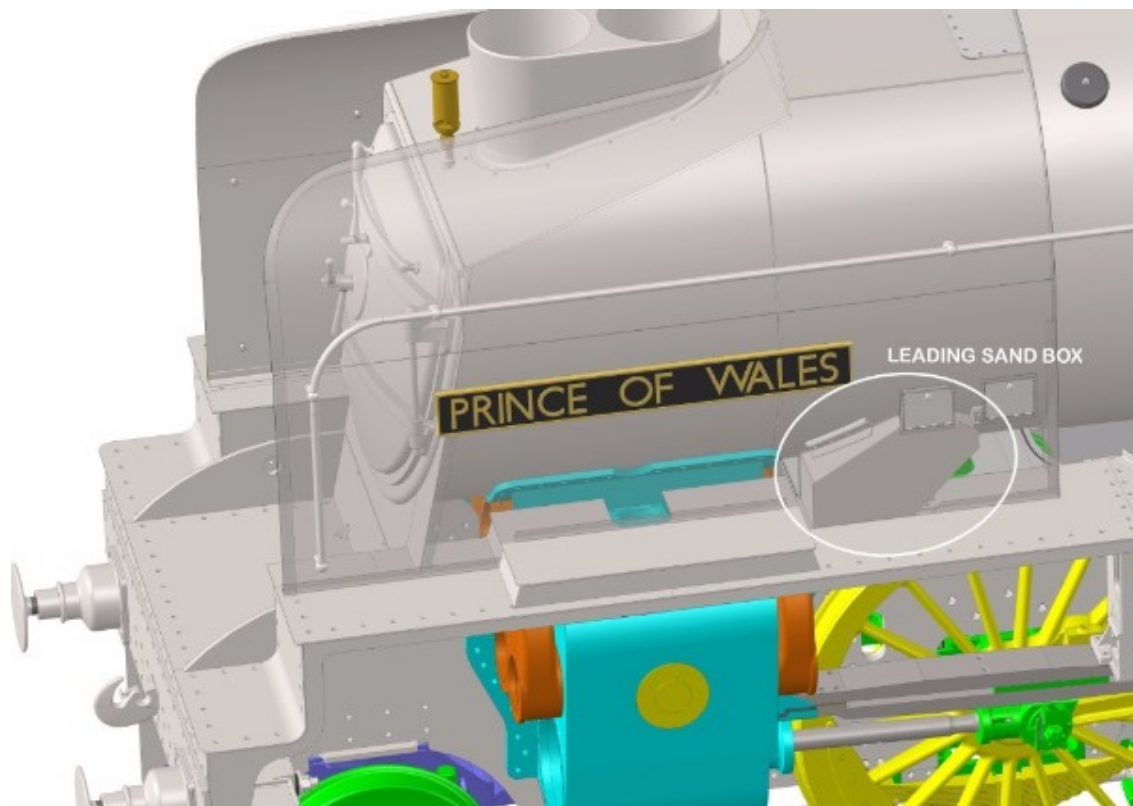
BRAKE GEAR

Ian Howitt (who did extensive and diverse work on *Tornado*) has been contracted to start making brake parts, starting with the brake hangers. The two rear hangers are straightforward, however the front six hangers are of an unusual shape and were probably originally forged. The reason for the complex shape is the close spacing of the coupled wheels to keep the overall coupled wheelbase to a minimum. As a result the normal position for the brake hanger brackets between the tyres is not possible, so they are on the bottom of the frame plates and are inboard to clear the backs of the tyres. The hangers are forked design to overcome this problem - see the CAD below. Ian is machining these from thick flame cut profiles.



DESIGN

The main design activity has been the leading sandboxes whose position between the smoke lifting plates and the smoke box making them a particularly awkward shape. The design has had to be developed from their outline on the general arrangement drawing as we do not have detailed drawings of the sandboxes.



AN AUDIENCE WITH THE *PRINCE OF WALES* - NEXT STOP YORK

We continue to promote our P2 Project as widely as we can and have already held the first three of our P2 Roadshows in London, Peterborough and Doncaster. All were very well attended and resulted in substantial donations and sign-ups on the day with more coming in over the following weeks. The presentation will run from 11:00hrs to 13:00hrs on each of the days listed below, no booking is required, admission is free and are open to existing supporters and interested members of the public:

- Saturday 22nd April 2017 - York Railway Institute, York
- Saturday 13th May 2017 - Darlington Locomotive Works, Darlington
- Saturday 17th June 2017 - Newcastle Mining Institute, Newcastle
- Saturday 1st July 2017 - Edinburgh Jury's Inn, Edinburgh
- Saturday 14th October 2017 - Dundee Heritage Trust Discovery Point, Dundee
- Saturday 25th November 2017 - Aberdeen Jury's Inn, Aberdeen.



The Doncaster Roadshow - *Mandy Grant*

These presentations are open to anyone interested in the project and we are encouraging our existing supporters to bring along interested family and friends.

FUNDRAISING

Public interest in seeing a new Gresley class P2 become a reality sooner rather than later is high and over 800 people have already signed up to the 'P2 for the price of a pint of beer per week' (£10 per month or more) covenant scheme since its launch. In addition to this core scheme, funds have been raised through The Founders Club (over 360 people have donated £1,000 each - target 100 people, now closed), The Boiler Club (well over 115 people have pledged £2,000 each - target of 300 people), The Mikado Club (120 people have pledged £1,000 each - target 160 people/£200,000), Dedicated Donations (over £200,000 from existing supporters sponsoring a variety of components) and the sponsorship of the locomotive's distinctive front-end by The Gresley Society Trust. This means that the project has already received pledges of over 45% (including Gift Aid) of the £5m needed to complete the new locomotive by 2021.

Mark Allatt, P2 Project Director, The A1 Steam Locomotive Trust, commented, "We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Thanks to our supporters' continued generosity, well over £1m has been spent on construction, over £1.25m donated and

over £2.25m pledged.

“In spite of the supplier-related setbacks, we are confident that we will have completed the rolling chassis for No. 2007 *Prince of Wales* in 2017 having reached 75% of our target for The Mikado Club and we remain on-track for completion of the new locomotive in 2021. However, to maintain this rate of progress we need to continue to raise in excess of £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes.

“I would encourage all steam enthusiasts who haven’t yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly covenantor or joining The Mikado Club. It’s time to get on board! This year will see further major announcements as the construction of new Gresley class P2 No. 2007 *Prince of Wales* gathers pace.”

THE MIKADO CLUB - 75% OF THE WAY THERE!

If the project to complete No. 2007 *Prince of Wales* in 2021 is to remain on schedule the engine needs to be wheeled this year. The Trust has therefore set itself the challenge of raising £200,000 through The Mikado Club from 160 supporters each donating £1,000 (plus Gift Aid) to the project in up to eight payments of £125 by standing order. This estimate excludes the components already ordered or delivered such as wheels, tyres, axles, bearings and cannon boxes some of which are still available to sponsor as Dedicated Donations. We now have 115 members in The Mikado Club, almost 75% of the number we need.

In return for supporting this appeal, special benefits for members of The Mikado Club include:

- Reserved seat on No. 2007’s first main line train
- Reasonable access to No. 2007 at all times
- Exclusive Mikado 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 Stephen Bainbridge’s new painting of No. 2007 *Prince of Wales* at Darlington station
- Special Mikado Club day with *Tornado*.

We are confident that we will have completed the rolling chassis for No. 2007 *Prince of Wales* in early 2017 having reached almost 75% of our target for The Mikado Club. We would encourage those of you who haven’t yet contributed to this exciting project to help us to meet these deadlines by becoming a member of The Mikado Club. It’s time to get on board!

To become a member of The Mikado Club, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com for more information.

THE BOILER CLUB

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). We currently have over 115 supporters signed up to The Boiler Club.

Special benefits for members of The Boiler Club:

- Opportunity to buy a ticket (seat already reserved) on one of No. 2007's first main line train
- Reasonable access to No. 2007
- Opportunity to purchase an 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*

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.

P2 BOILER CLUB & MIKADO CLUB EXCLUSIVE BADGES

P2 BOILER CLUB & MIKADO CLUB EXCLUSIVE BADGES ARE NOW AVAILABLE TO BUY!

These badges are only available to Boiler Club or Mikado Club members.

To purchase your badge please send a cheque for £5 made payable to The P2 Steam Locomotive Company to The A1 Steam Locomotive Trust, Darlington Locomotive Works, Hopetown Lane, Darlington DL3 6RQ

DEDICATED DONATIONS

We have just listed the 4 x 12" Air Brake Cylinders, (two on the locomotive and two on the tender) and all are available to sponsor at a cost of £1,500 each and can be paid for as a one-off donation of £1,500, or in 25 monthly instalments of *£60.00.

If you would like to sponsor a component on No. 2007 *Prince of Wales*, or you know of a business owner or company who may be interested in sponsoring an item, please contact us at

dedicated.donations@p2steam.com

PRESENTATIONS

If any railway society - or indeed other interested group - would like a presentation on the project they should contact us by email enquiries@p2steam.com

OPEN DAYS AT DARLINGTON

We hold public open days at Darlington Locomotive Works on the third Saturday of every month. During April through to September we are open 10:00hrs to 16:00hrs, October through to March, we are open 11:00hrs - 15:30hrs.

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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Website



Email

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