

THE MIKADO MESSENGER



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

Welcome to edition No. 40 of *The Mikado Messenger*. The *Messenger* aims to provide a regular bulletin of news about the construction of No. 2007 *Prince of Wales*.

We are delighted to announce that The Cylinder Club has reached its 100 members target, The Mikado Club only requires another 20 members to reach its revised 200 members target and that the Dedicated Donations programme continues to yield results. The first couple of P2 Roadshows have attracted good audiences and a significant number of new covenants and donations. However, given the nature of covenanted income we need to keep banking funds at an ever-increasing rate to maintain the rate of assembly. If you are planning to attend one of the Roadshows, why not bring a friend?

At Darlington Locomotive Works construction of *Prince of Wales* forges on, the Cartazzi axle has been trial fitted to the frames and work continues to focus on wheeling the locomotive later this year. All this progress is possible because of the tremendous support being shown for the project.

ENGINEERING UPDATE

The rate of progress on construction has been limited by two issues, firstly by continuing delays in delivery of plain coupled axles and cannonboxes, which by the time you read this should have been resolved, and secondly by the demands of *Tornado's* annual maintenance programme which, whilst not being undertaken at Darlington, has diverted some engineering and manufacturing resources for a while. Notwithstanding these challenges, some useful progress has been made. A full engineering report will appear in *The Communication Cord* #49.

Frames - The spring hanger bracket frame stay has been permanently fitted into place. The frames have been set up on our Matterson synchro jacks and a test lift undertaken in preparation for fitting the first wheelset and the crank axle.

Wheelsets - Under the watchful eyes of Mark Leatherland, Timken Service Engineer, we have assembled the roller bearings onto the crank and Cartazzi axles and have finalized the sizes of the adjustment rings in for the bearings and fitted the axleboxes.



The Cartazzi roller bearing axlebox in place - *David Elliott*



The leading axle set up on the bearing press - *David Elliott*

Fittings - Further boiler fitting castings have been ordered and will be subjected minimal machining to enable hydraulic testing prior to full machining. This is being done to avoid the excessive machining costs involved if a casting fails on final test.

Cladding - Some further progress has been made on the cladding in the firebox area, however this has been affected by Ian Matthews visiting Loughborough to repair the paintwork on *Tornado*.

Air pumps - As part of a batch of components sourced from David Buck including the V4 tyres, two Finnish air pumps of similar type to the German and Swedish pumps used on *Tornado* have been acquired. They are now at Meiningen for overhaul.

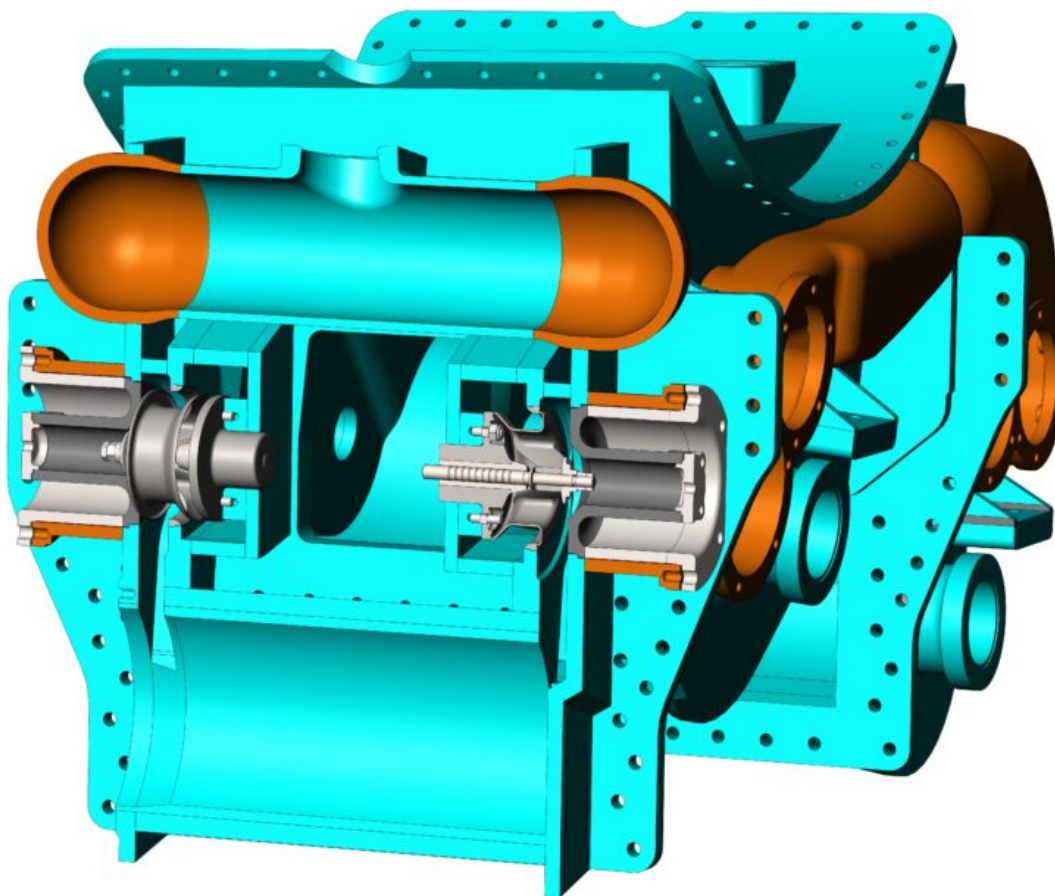
Electrics - Rob Morland has started the overall definition of the electrical system for 2007. This will be similar in principle to that on *Tornado*, however, the shape of the P2 and need to make provision for the new ERTMS in-cab signalling will require some of the equipment to be located in different places compared with *Tornado*.

Tender - All the castings for the tender have now been delivered including hornguides, spring hangers, tank brackets, axleboxes and buffer housings.



Tender castings ready for machining by Ian Howitt - *Bob Hughes*

Design and Engineering Management - Work has continued to support the Works with detailed drawings, particularly for the cladding. The main area of primary design work has been the cylinder block and valve gear. A section through the cylinder block shows the exhaust valves, springs and covers. The blast pipe and Kylchap cowls have been added to the model.



P2 FUNDRAISING

Pledges towards building No. 2007 *Prince of Wales* have passed £2.8m less than four years after the frames were rolled at British Steel's plant in Scunthorpe. Public interest in seeing a new Gresley class P2 become a reality sooner rather than later remains high and over 840 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 March 2014. The average monthly donation is now around £17.40 per covenantor (including Gift Aid) and the projected monthly income for our P2 project from the monthly covenant scheme is now running at 105% of that of *Tornado* - a remarkable achievement in such a short period of time and all thanks to the generosity of our supporters. What is even more striking is that only 27% of A1 covenantors (36% of P2 covenantors) are regular donors to both locomotives, meaning that the overwhelming majority of the funds are being given by new supporters of the Trust.

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 (137 people have pledged £2,000 each to fund the boiler - target of 300 people - meaning half of the £600,000 target now pledged), The Mikado Club (180 people have pledged £1,000 each - initial target 160 extended to 200 to wheel the tender in addition to the engine), The Cylinder Club (only launched at our last convention but has just reached its 100 members target) and Dedicated Donations (over £220,000 from existing supporters sponsoring a variety of components). The Gresley Society Trust has also sponsored the locomotive's distinctive front-end for which we are most grateful.

We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. This means over £1.5m (over 30% of the total required) converted into metal, over £1.8m (over 36%) raised and more than £2.8m (over 56%) pledged.

We are now hopeful that we will have completed the rolling chassis for No. 2007 *Prince of Wales* in winter 2018 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 more than £700,000 per year, which given the nature of the regular donation scheme becomes more challenging as each year passes.

We would encourage all our supporters who haven't yet contributed to this exciting project to help us

to meet these deadlines by becoming a monthly 'P2 for the price of a pint of beer a week' covenantor, joining The Boiler Club, subscribing to The Mikado Club or taking out a Dedicated Donation. It's time to get on-board!

For more information on how you can help to build Britain's most powerful steam locomotive visit www.p2steam.com, email enquiries@p2steam.com or call 01325 460163.

AN AUDIENCE WITH THE *PRINCE OF WALES*

We will be holding a series of presentations on the project to build new Gresley class P2 No. 2007 *Prince of Wales*. Each presentation will feature key Trust personnel including Mark Allatt and David Elliott and will cover the background to the project, progress to-date, future plans and details of how to get involved. We would encourage you to attend one of these Roadshows and bring along some friends and family members who would be interested in hearing about the project. The two hour presentation will run from 11:00hrs to 13:00hrs on each of the days listed below and are open to existing supporters and interested members of the public:

NEW ROADSHOW DATES FOR 2018:

- Saturday 3rd March 2018 - The Principal Hotel, York
- Saturday 7th April 2018 - Darlington Locomotive Works, Darlington
- Saturday 19th May 2018 - Sheffield Hallam University, Sheffield
- Saturday 9th June 2018 - Glasgow - venue to be confirmed
- Saturday 8th September 2018 - Derby Conference Centre, Derby
- Saturday 3rd November 2018 - Manchester - venue to be confirmed
- Saturday 8th December 2018 - Hilton Leeds City Hotel, Leeds.

For more information on the P2 roadshows visit www.p2steam.com, email enquiries@p2steam.com or call [01325 460163](tel:01325460163).

TORNADO'S TOURS

For more information on *Tornado's* tours and where you can see her, click [here](#).

The Trust respectfully requests that anyone wanting to see *Tornado* follows the rules of the railway and only goes where permitted.

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.



Facebook



Twitter



Website



Email

Copyright © 2018 The A1 Steam Locomotive Trust, All rights reserved.

Our mailing address is:

The A1 Steam Locomotive Trust, Darlington Locomotive Works, Hopetown Lane, Darlington. DL3 6RQ