

THE MIKADO MESSENGER



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

Welcome to edition No. 19 of The Mikado Messenger. The Messenger aims to provide a regular bulletin of news about the construction of No. 2007 *Prince of Wales*.

Great strides continue to be made at Darlington Locomotive Works with much assembly being possible following the delivery of further components. The Mikado Club is already raising significant sums towards the goal of wheeling *Prince of Wales* by the autumn and the other fund-raising initiatives continue to gather pace. The exterior renovation of DLW is now nearly complete with our works sign in place and the shutters being fitted to the windows. In other news Andrew Hardy's definitive history of the original P2s has now been released - don't miss out!

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Editor of The Mikado Messenger

THE MIKADO CLUB

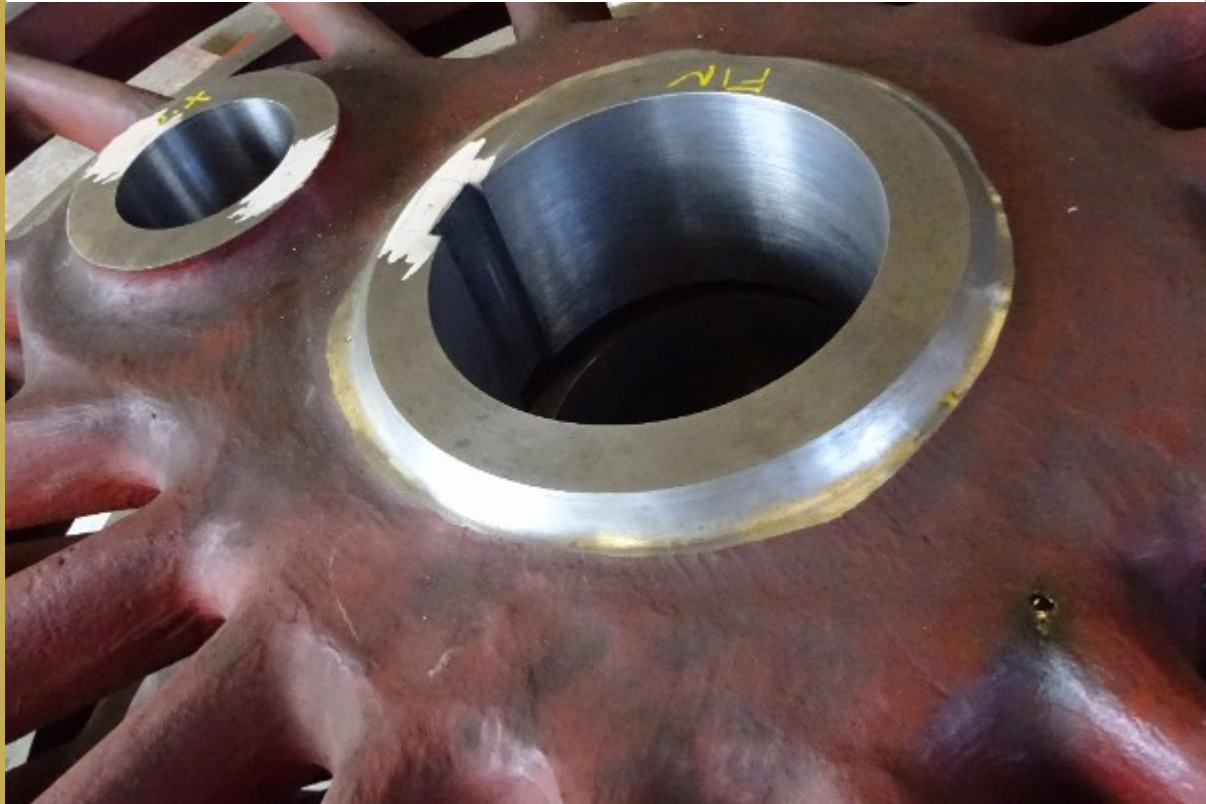
WE WANT EIGHT AND WE WON'T WAIT - £200,000 appeal launched to wheel No. 2007 *Prince of Wales* by the autumn.

On 29th March we announced a new £200,000 appeal to wheel No. 2007 *Prince of Wales* by autumn 2016. When achieved, it will be the first time for over 70 years that one of this iconic class of locomotives has stood on its wheels - the last original Gresley class P2 No. 2003 *Lord President* was rebuilt into an ungainly Thompson class A2/2 Pacific in December 1944.

Following the success of The Founders Club (to get the project to the point of cutting the frames) and The Boiler Club (to fund the construction of the boiler), the Trust has decided to establish The Mikado Club to raise an estimated £200,000 required to wheel No. 2007 during 2016.

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.



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*.

Less than a month since the launch of the appeal, The Mikado Club has already recruited 49 members and therefore raised £61,250, almost a third of the way there. 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!

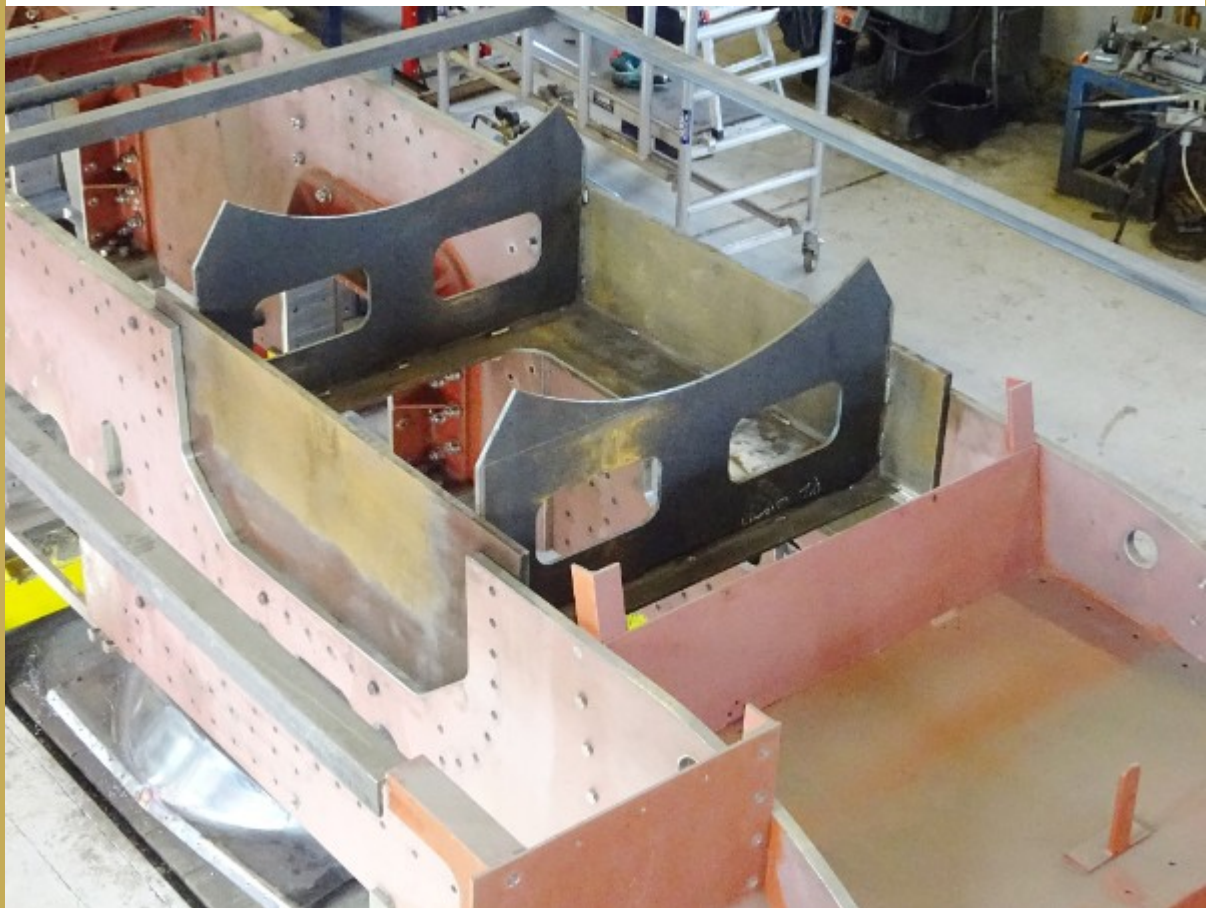
To become a member of The Mikado Club, email enquiries@p2steam.com, call 01325 460163 or visit www.p2steam.com for more information.

FRAMES

The Cartazzi horn blocks have had their liners welded on and are now

permanently bolted to the frames. The inside motion bracket and the intermediate frame stay have been fitted to the frames. The rear frame stay is fully welded. The four remaining coupled wheel horn blocks have been delivered, and the two trailing horn blocks have been permanently fitted. Ian Matthews has completed fabrication of the six splashers which will shortly go for grit blasting. A temporary frame stay has been made to substitute for the cylinder block to keep the frames straight pending fitting the remainder of the footplating and to support the smoke box.

The block which sits in the front buffer beam and supports the draw bar has been redrawn as a steel fabrication, which following delivery of a kit of profiled parts, is now being machined by Ian Matthews and tacked together pending fully welding by a coded welder.



WHEELSETS

The updated FEA study by Mott McDonald has been completed, and all the engine axles have now been ordered. The remaining uncertainty is over the crank sweeps. Somers Forge has proposed a stronger material which retains the toughness of the original EN8, and discussions are in hand with our Assessment body, Ricardo Rail with regard to approval of this material. All the wheels are now ready for pressing on to the axles.

SMOKEBOX

The smokebox barrel has been erected and welded together. Details for the door hinges, hinge brackets and centre boss had been profiled from solid which will enable the forming and fitting these items.



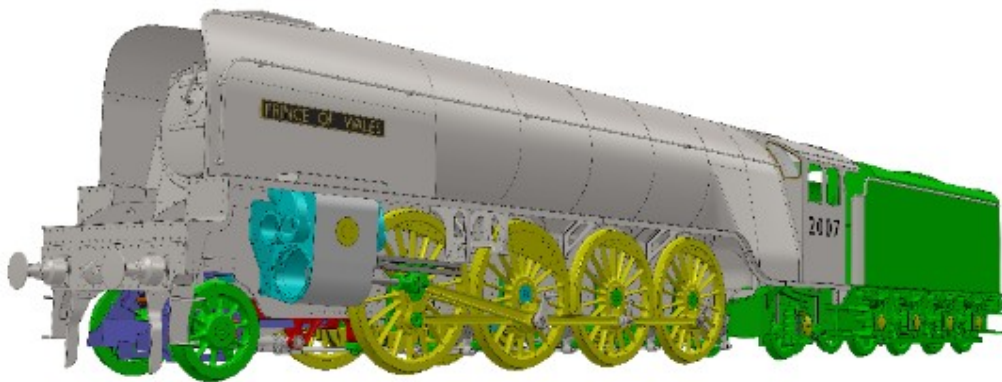
CAB

Following the trial fit of the cab on the frames, it was partially dismantled and the roof ventilators made and fitted. Since then it has been fully dismantled and the various components have been grit blasted and primed.

The half round bead has been made of two pieces of 2" x 1" bright bar in 6' lengths bolted together through a 5mm thick strip representing the thickness of the cab side, and turned in our big lathe to form 2" diameter round bar. When dismantled after machining we have pieces of half round which when finally fitted to the rear of the cab, will effectively become a 2" round bead. A kit of laser profiles has been made to fabricate the full width cubicle for brake equipment under the cab floor. A 10 ton rivet press has been assembled to fit the approximately 600 3/8" and 1/2" rivets required to assemble the cab. Progress has been made on the teak cab side windows and the brass glazing retaining strips have been procured.

BOILER FITTINGS

M Machine has started machining the injector control valve castings.



DESIGN

Most of the recent design effort has concentrated on producing detailed 3D models and 2D manufacturing drawings for the remaining fabricated frame stays, cab and smokebox details.

CERTIFICATION

Meetings have been held at Darlington with our Graham Nicholas, Ricardo Rail and the Office of Rail and Roads (ORR) in order to establish that our proposed

certification route using the EU Common Safety Method for Risk Evaluation and Assessment (CSM-RA) will be acceptable.

FUNDRAISING

Pledges towards building No. 2007 *Prince of Wales* have passed £2m just 2½ years after project's launch. Public interest in seeing a new Gresley class P2 become a reality sooner rather than later remains high and 750 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 two years ago.

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 (101 people have pledged £2,000 each - target of 300 people), Dedicated Donations (almost £170,000 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 donations and pledges of over £2m (including gift Aid) of the £5m needed over the planned seven year build.

We are delighted with the level of support that the project to build Britain's most powerful steam locomotive has received since its launch. Donations received to date have been converted into over one third of the new locomotive now being in existence by weight.

We are hopeful that we will have completed the rolling chassis for No. 2007 *Prince of Wales* this year 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.

We would encourage all of our supporters who haven't yet contributed to this exciting project to help us to meet these deadlines by becoming a monthly covenantor, joining The Boiler Club, taking out a Dedicated Donation or subscribing to 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.

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.

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).

Special benefits for members of The Boiler Club:

- 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*

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 EXCLUSIVE BADGES

P2 BOILER CLUB EXCLUSIVE BADGES ARE NOW AVAILABLE TO BUY!

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

Not suitable for children under 36 months

A GENUINE GOMM BADGE



EST. 1908
R.E.V. GOMM
LTD

P2 BOOK LAUNCH

Gresley's impressive 2-8-2 locomotives have long held a fascination for railway enthusiasts. In particular, No. 2001 *Cock 'o the North* was arguably one of the most impressive steam locomotives ever to run on Britain's railways when it entered service in 1934. However, despite their huge engineering and historical significance, none of the P2 Class survived into preservation.

This comprehensive new history looks at the design, construction and testing of the P2s, along with their life in traffic, rebuilding and scrapping. The book also includes coverage of the two new-build P2 Class locomotives currently

The new book will be launched on board our 'Scarborough Flyer' train on Saturday 4th June with the author on board the train as part of *Tornado's* support crew. This train departs King's Cross almost 82 years to the day of *Cock o' the North's* first appearance and the capital's station on the 1st June 1934. For anyone who purchases a copy on board the train during the journey there will be the opportunity to speak to the author and have your copy signed prior to departure from Scarborough and during the return journey. If anyone would like to pre-order a copy to collect on the train please email the author on andy.hardy@p2steam.com

A man with short brown hair and a beard, wearing a grey blazer over a light blue shirt, stands next to a large bronze statue of Sir Nigel Gresley. He is holding a book titled 'GRESLEY'S CLASS P2 LOCOMOTIVES' by Andrew Gaddy. The book cover features a photograph of a steam locomotive. The statue is of a man with a mustache, wearing a suit and tie. The background is a brick wall. A small plaque on the wall behind the man reads: 'SIR NIGEL GRESLEY CHIEF MECHANICAL ENGINEER 1911-1923 GREAT EASTERN RAILWAY 1923-1941 LONDON AND NORTH EASTERN RAILWAYS BASED IN NEWCASTLE UPON TYNE POWERFUL AND INFLUENTIAL DESIGNER AND MANAGER'.

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

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.

DEDICATED DONATIONS UPDATE

After the previous high uptake on component sponsorship over the Christmas period, the last few months have been much quieter. Since its launch in 2014, around 190 components have now been sponsored as part of the Dedicated Donations Scheme!

Since the last update, we have had money pledged for the following components:

Rear footstep RH Lower
Rear Footstep RH Upper
Tender Rear Handrail RH
Tender Rear Handrail LH
Cab Seat RH
Cab Seat LH
Duplex Vacuum Gauge (Engine)
Footplate In Front Of Firebox Upper Curve RH
Rear Air Pump Valve On Steam Stand Handwheel Casting
Footplate Under Cab
Blower Valve Body Casting

If you would like to sponsor a component on No. 2007 *Prince of Wales*, please contact dedicated.donations@p2steam.com



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Website



Email

Our mailing address is:

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