

THE MIKADO MESSENGER



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

Welcome to edition No. 30 of *The Mikado Messenger*. The Messenger aims to provide a regular bulletin of news about the construction of No. 2007 *Prince of Wales*.

The set back with the delivery of the plain coupled axles has actually presented the Trust with the opportunity to juggle some of the construction timetable (see 'cladding' below), which means we may get to see the complete outline of a P2 sooner than expected! Meanwhile fundraising continues apace, with new covenantors coming on board and more people signing up to the various clubs attached to the project, with The Mikado Club nearing its target. The Dedicated Donations programme is also doing well, far exceeding the equivalent scheme run for *Tornado* when it was being built. Please continue to support these initiatives to ensure we meet the completion deadline!

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

We continue to promote our P2 Project as widely as we can and have already held four of our P2 Roadshows in London, Peterborough, Doncaster and York. 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 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.

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

FRAMES

The hardened tender rubbing plate has been permanently fitted to the drag box and the inside of drag box and surrounding frame area has been finish painted along with the underside of the footplating under the cab.



The spring hanger brackets in place on the frames - *David Elliott*

WHEELSETS

Assembly of the crank axle is imminent at South Devon Railway Engineering (SDRE). The Cartazzi and pony truck axles and all the crank pins have just been received at DLW from Unilathe of Stoke on Trent.

SMOKE BOX

The smoke lifting screen beading is now fully fitted. Volunteer Ray has made a nice job of polishing out the remaining machining and smithing marks on the door hinges and centre boss.

SANDBOXES

The original P2 locomotives were fitted with gravity sanders for the leading coupled wheels and steam sanders for the driving (second) coupled axle. No back sanders were fitted. With No. 2007 likely to do significant work in reverse, mostly on heritage railways, haulage of substantial loads over significant gradients running tender first is likely to happen. All will now be air operated as per *Tornado*. Ian Matthews has assembled and fitted the leading and forward driving sandboxes and fitted them to the frames, and now has the kits for the back sandboxes.



Ian Matthews assembles a leading sandbox - *David Elliott*

FITTINGS

The superheater header is now at DLW.

CLADDING

With the delay in the wheelsets following from the axle problem, a decision has been made to start work on the cladding. Certain aspects of the cladding on *Tornado* have proved problematic, principally that each time significant welding work is carried out on the boiler the cladding does not fit properly due to the boiler (in particular the firebox)

having slightly changed shape. This necessitates time consuming re-work; by building the “skeleton”, it is possible to make the entire cladding less the fishplates before the boiler arrives. This delays the need for the boiler to be at Darlington by at least six months. Once the cladding is finished and primed, it can be dismantled and stored pending fitting to the boiler.

BRAKE AND SPRING GEAR

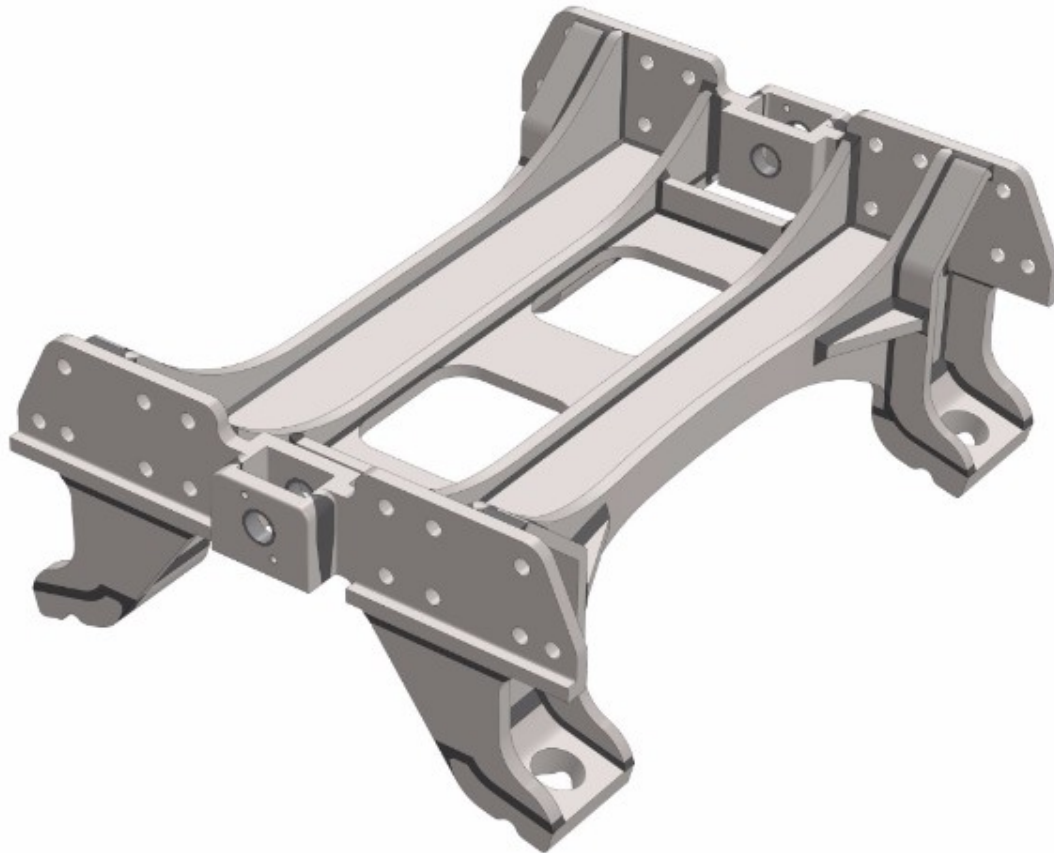
Orders have been placed with I D Howitt Ltd at Crofton for brake hangers and spring gear details. For those who have been with us during the building of *Tornado*, Ian Howitt was a major contractor working both at Darlington and in his own workshops at Crofton.

TENDER

We had anticipated starting the tender frames later this year, and to this end have ordered the remaining steel castings for the locomotive from William Cook with delivery due in July. Apart from the three engine crossheads, 58 of the 61 castings on the latest order are for the tender. In the meantime, we have received a proposal to construct the tender from Ian Howitt. Once Ian Howitt has made progress with manufacturing the fabricated drag boxes and has machined the castings, the fully machined tender frame plates (presently in store at Darlington) will be moved to Crofton for assembly.

DESIGN

In addition to producing drawings for detailed manufacture of sandboxes, spring hangers and boiler cladding, details are being refined to finalise the design of the pony truck frame.



Fabricated frame stay and spring hangers combined - *David Elliott*

You can read a full engineering update in the next edition of *The Communication Cord*.

FUNDRAISING

Our project to build Gresley class P2 No. 2007 *Prince of Wales* continues to make solid progress on all fronts and we are still on target to complete the new locomotive by 2021 provided we can keep up the current pace of income growth.

Pledges towards building No. 2007 *Prince of Wales* have passed £2.3m just three 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 810 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 £17.13 per covenantor (including Gift Aid) and the projected monthly income for our P2 project from the monthly covenant scheme is now running at 109% of that of *Tornado* - a remarkable achievement in such a short period of time thanks to the generosity of our supporters. What is even more striking is that only a quarter of A1 covenantors (35% 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 (116 people have pledged £2,000 each - target of 300 people) and Dedicated Donations (over £200,000 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.

As you will have read in the last issue of *The Mikado Messenger*, 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. We do however still need to complete our funding of The Mikado Club as soon as possible. As I write this article on St George's Day (the third anniversary of the rolling of No. 2007's frames) we have already recruited 131 members (82%) to the club and are looking for just another 29 members - so if you haven't already joined please do consider coming on-board and help us to make a Mikado!

There are also a considerable number of wheeling-related Dedicated Donations still available for sponsorship, ranging from a driving wheel spoke at £600 (or from £25 per month for 24 months) to a Cartazzi axlebox casting at £1,300 (or from £50 per month for 26 months) to a driving wheel casting & proof machining at £12,000 (or from £200 per month for 60 months).

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 £1m converted into metal (over 20% of the total required), over £1.3m raised (over 25%) and over £2.3m pledged (over 45%). We are now hopeful that we will have completed the rolling chassis for No. 2007 *Prince of Wales* by autumn 2017 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 covenantor, joining The Boiler Club, taking out a Dedicated Donation or subscribing to The Mikado Club. 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.

DEDICATED DONATIONS

February to April has seen a healthy increase in component sponsorship, with 17 individual components being sponsored, raising a further £7,755.00 before gift aid. This month's sponsored components included the steam stand casting, machining and valve details, the LH leading coupled wheel tyre, the LH and RH upper and lower water gauge body castings, the crank axle stub axle RH forging, the RH cab side screen hinges and details and various bolts and handrail knobs! We are most grateful to all of our supporters who have responded to the Dedicated Donations campaign!

Components sponsored through the Dedicated Donations Scheme range in price from one of over 1,000 driven bolts & nuts for £25, to the complete exhaust steam injector for £15,000.

If you would like to sponsor a component on No. 2007 *Prince Of Wales*, or you know of a

RED WHEEL PLAQUE CEREMONY AT DARLINGTON LOCOMOTIVE WORKS

On Friday 7th April 2017, Hopetown Lane Carriage Works, which incorporates the maintenance and refurbishment works of NELPG (North Eastern Locomotive Preservation Group) and the Darlington Locomotive Works of The A1 Steam Locomotive Trust of which The P2 Steam Locomotive Company Ltd. is part, had the honour of receiving a Red Wheel Plaque from the Transport Heritage Trust.

The plaque was installed by Darlington Borough Council and unveiled by Sir William McAlpine, the President of the Transport Trust, in front of Her Majesty's Lord-Lieutenant of County Durham, Mrs Sue Snowdon, the Vice Lord-Lieutenant Mr Alasdair MacConachie OBE, the Mayor and Mayoress of Darlington Mr & Mrs W. Dixon and a number of invited guests.

The plaque acknowledges the history of the building which opened in 1853 and was the original Stockton & Darlington Railway carriage manufacturing works. It also states that the building was restored in the 1990s in preparation for the building of new steam locomotives and the refurbishment and maintenance of existing ones. After completion of the formalities, the guests were given a guided tour of the two halves of the building by Chris Lawson of NELPG and David Elliott of The A1 Steam Locomotive Trust. Light refreshments were served in the works before the guests left the site. We would like to thank all concerned with the organisation of the event, for their help before, during and afterwards. It was gratefully received.



Images from the Red Wheel unveiling - *Bob Hughes*

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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