

THE MIKADO MESSENGER



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

Welcome to edition No. 14 of The Mikado Messenger. The Messenger aims to provide a monthly bulletin of news about the construction of No. 2007 *Prince of Wales*.

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Editor of The Mikado Messenger

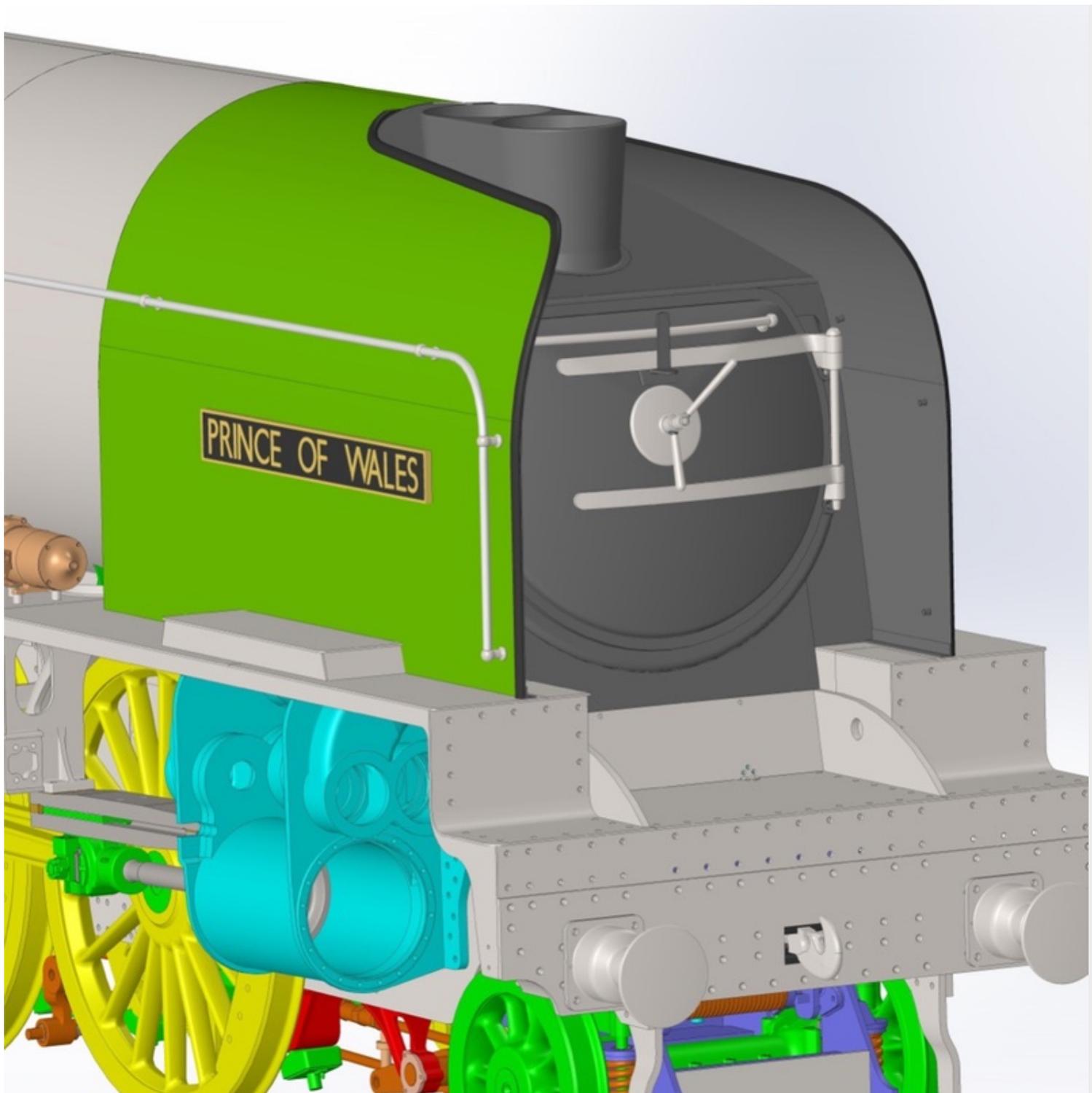


Mick Robinson operating the magnetic drill and Steve Wood applying cutting fluid for the first of the fitted bolts that will hold No. 2007's frames together - *David Elliott*

A SIGNIFICANT MILESTONE

Having spent several days carefully aligning the frame stays and brackets at the rear end of No. 2007 and securing them with temporary bolts, on 10th August Mick Robinson started to drill and ream the first of the 732 1" diameter holes ready to take driven bolts.

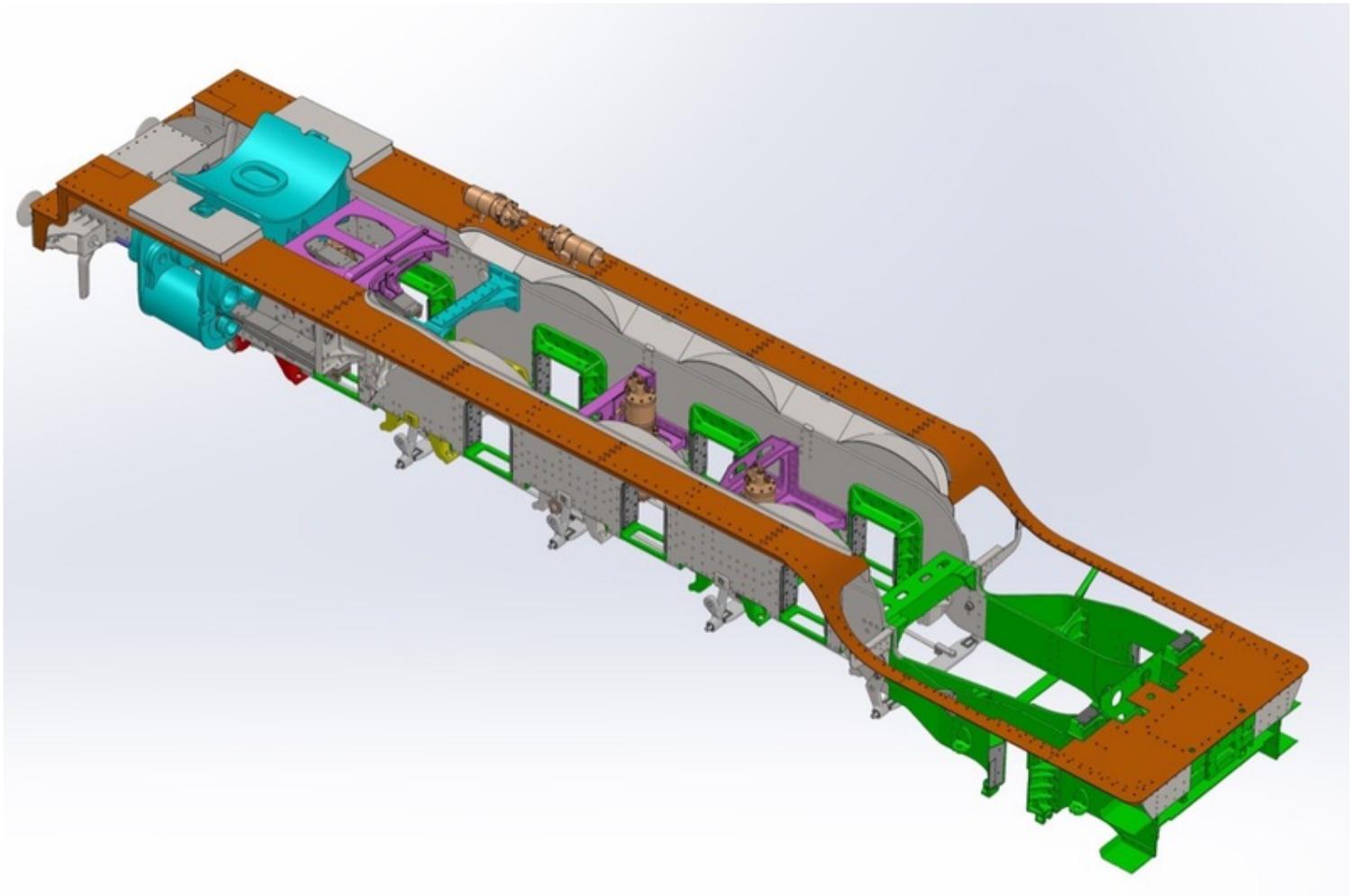
THE GRESLEY SOCIETY TRUST SPONSORS THE P2 SMOKEBOX



Further to the announcement that the Society is to sponsor the 'face' of *Prince of Wales*, David Elliott has produced a CAD rendering of the projected front end look for No. 2007.

DESIGN

Further work has been done to produce 2D drawings for laser profiling of the footplate sections. In most places the laser profiled plates can be made to finished size. It would be feasible to have all the bolt holes cut during the laser profiling process, however as they all require countersinking as the footplate on the P2 class was flush, the laser work has been limited to spot marking each hole centre. The reason for this is that the laser cutting can cause local hard spots which rapidly blunt an expensive countersinking tool. To avoid this, the holes will be drilled using traditional drilling methods but making use of the laser spot marks to save on what would otherwise require tedious manual marking out.



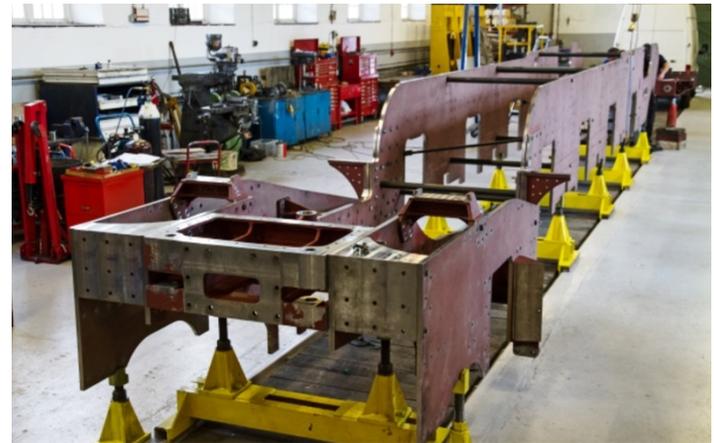
The footplate sections that in manufacture are coloured brown on the Solidworks 3D model. There are several curved parts of the footplating and the angle iron it is mounted on. The footplates and angles will be rolled to the required shape. However, in order to achieve an even radius when rolling, the plate to be rolled needs to be rectangular. The actual plates will end up with a complex shape dictated by the shape of the front of the firebox. To assist in achieving the final shape, the rectangular plate is partially cut to the finished shape beforehand, with the cuts interspersed with stitches to hold the plate together, a bit like a cardboard press-out model kit. Profiling and rolling drawings are also being produced for the smoke box barrel and sloping top.

ASSEMBLY

Having set up all the frame stays and brackets in the correct positions, the drilling and reaming out the bolt holes has started in earnest. In order to drill the some of the holes it is necessary to partially dismantle the assembly but with critical holes at finished size, the stays and brackets will reliably go back on to precisely where they came off.



Mick Robinson removing the LH drag box bracket - *David Elliott*



Continuing assembly work on the frames - *Bob Hughes*

MANUFACTURE

Further progress has been made machining the coupled wheel hornblocks. More bolts have been delivered for fitting the footplate and buffer beam angles to the frames, and another batch has been ordered for bolting the footplates to their angles.

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 over 80 members of The Boiler Club so far our total pledged to-date has already passed £1.9m - 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.

THE BOILER CLUB

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).

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*

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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 if you think you can help.



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