



Philip D. Hawkins

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



Contents

AGM - First £1 million raised	4-5
East Coast Tribute	6-7
Remembrance	8-11
Financial Update	13
Tender Appeal	13
Engineering Report	14-15
Patriot Reminiscences	16-17
Patriot Gallery - No. 45500	18-19
Spreading the word	20-21
Boiler Barrel Appeal	23
Spotlight on David Hughes	24-25
Sales Update	26
2014 Fundraising Raffle	26
Sales Stand	27-28
Warley Show 2014	29
Caption Competition No. 2	29
Patriot Gallery - No. 5551	30-31
Patriot Prints	32
LMS Patriot Name Word Search	33
Competition Winners and Answers	35
2014 Review	36-37
Items for sponsorship	38
The LMS-Patriot Company Ltd.	
Contact Details	39

Editorial

The period from the end of October through to November 11th has become extremely significant for the Project. Around this time we all of course focus on Remembrance. We also focus our attention on the significance of building the new Royal British Legion Endorsed National Memorial Engine 'The Unknown Warrior' and how the two will be inextricably linked in the future.

This year has been even more significant with the 100th Anniversary of the start of the Great War. The considerable number of events around the country commemorating this anniversary and the subsequent media attention have made it a truly memorable

Front Cover:

The fine old London & North Western signal box at Weaver Junction stands guard as an express hurries south headed by 'Patriot' class 4-6-0 No. 45511 'Isle of Man' and a 'Royal Scot'. Weaver Junction marks the point where the Liverpool line leaves the West Coast main line. No. 45511 was built in 1932 and withdrawn from British Railways service in February 1961.

It will be a mouth-watering prospect when this scene can be recreated in a few years time with 45551 double heading with either 46100 or 46115.

Reproduced from the original painting HEADING SOUTH by Philip D. Hawkins - www.philipdhawkins.co.uk



LED BY IWM

year. Our visit to The Great Dorset Steam Fair and to the Westminster Abbey vigil, (both of which were reported in Warrior 23), have highlighted the importance of continuing our great progress of building 'The Unknown Warrior' with the aim of completion in 2017.

As you will read in this issue we have reached a significant milestone with our fundraising, but we still have a long way to go. When we have raised the rest, a new iconic national memorial engine will be completed which every year around November 11th will have national importance thanks to your donations or loans.

Thank you for your continued support and on behalf of all

The LMS-Patriot Project team best wishes for Christmas and the New Year.

Andrew Laws, Editor



▲ 45551 'The Unknown Warrior' pictured at 11.00am on Armistice Day, 11th November 2014 at the Llangollen Railway Works. Llangollen Railway engineering employees paused for the two minutes silence.

PHOTO: TOM PEACOCK

First £1 million raised for The Unknown Warrior announced at the LMS-Patriot Company AGM

by David Hughes

The 6th Annual General Meeting of the LMS-Patriot Company Ltd. took place at Crewe Heritage Centre on 15th November. The day started at around 11.00am when tours of the adjacent LNWR Heritage Works were conducted by Bradley Smith, one of the employees. Members saw the progress on the many boilers and fireboxes which LNWR Heritage are working on, including A4 'Bittern', BR Standard Class 4 number 75014 and the LNER J27 boiler. Members were also privileged to see the latest progress on 46100 'Royal Scot' as it nears completion to main line standard, now in British Railways express passenger green livery for the first time since BR days.

The highlight of the tour for Members was undoubtedly seeing progress on 'The Unknown Warrior's' copper firebox sections in the Crewe workshops. The completed doorplate was available for inspection along with the firebox crown and recently formed side sheets. This was an impressive sight for many Members. The copper tubeplate was offsite for drilling so could not be seen but has since returned to the works.

The AGM started promptly at 2.00pm with all Directors present and Steven Dale from our accountants Rice & Co. Ltd, who had conducted the independent financial examination of the accounts.

Members received the Company's accounts and had the opportunity to ask questions regarding these. All Members will have received printed copies of the financial statements of the Company but to summarise, income in 2014 has risen from £167,000 to £236,000.

David Bradshaw, Andrew Laws and Richard Sant were re-elected for a further 3 years of office by the Members.

The Chairman, David Bradshaw then announced the tremendous headline to all the attentive Members present that the Project passed the £1 million fundraising mark on the 11th November. This is a tremendous achievement and is actual donations that the Company has received, not pledges or loans! The date the first £1 million was raised was also highly significant too – the 11th November. This news was greeted by spontaneous applause and has given us the headline for the latest press release that was issued after the AGM.



▲ The firebox crown with a copy of the original Cloughton drawings taped to the top is seen in the LNWR Workshop.
PHOTO: JOHN HASTINGS-THOMPSON



▲ The copper firebox backplate sits atop the firebox side sheets in the LNWR Workshop at Crewe.
PHOTO: PETER SIKES

Kevin West, Chief Engineer for the Project, then gave an account of progress on 'The Unknown Warrior' over the last 12 months. This was highly informative and Kevin's usual relaxed, upbeat style engaged all the Members who attended. The talk was illustrated with some excellent photos, many of which will be added to our website over the next weeks and months.

Member George Reynolds donated another painting of 'The Unknown Warrior' to raise funds for the Project. This has now become somewhat of a tradition at our AGMs, so thanks again to George for donating this fantastic painting.

Thanks also to Gavin Shell and Kevin Finnerty for organising the AGM and to Bradley Smith for conducting the tours around the Works, thanks also to Rory Kenny and Crewe Heritage Centre for hosting us for our second AGM at Crewe, and to the many Members who attended.

▼ Member, supporter and major donor to the Project, Neville Wellings received a framed Colin Wright print from Chairman, David Bradshaw at the recent AGM in recognition of his continued support of the Project.

Mr Wellings's Company, Bromborough Paints is also donating all the paint to the Project for painting 'The Unknown Warrior'.

PHOTO: JOHN HASTINGS-THOMPSON



East Coast tribute to the First World War fallen

by Andrew Laws

On 14th October, East Coast Trains named one of its Class 91 electric locomotives, No. 91111, 'For the Fallen' at Newcastle Central Station. The Class 91 was officially named by Lt. Col. Philip Haigh, Commanding Officer 101 Regiment Royal Artillery. The nameplate also carries the crests of five regiments close to the route of the East Coast Main Line. 'For the Fallen' is East Coast's tribute to all those who went to war 100 hundred years ago and made the ultimate sacrifice.



On Friday 7th November Andrew Kennedy from Oakwood Visuals (who is working on a comprehensive film record of the building of 'The Unknown Warrior') received an invitation from East Coast Trains to attend a ceremony at London King's Cross station. Kevin West, Chief Engineer, who also attended on behalf of The LMS-Patriot Project takes up the story:

"Andrew Kennedy had already arranged to travel to London this year to film the Remembrance events which happen annually - the commemoration of the arrival of the body of

The Unknown Warrior on the evening of 10th November 1920 at London Victoria station and the Remembrance service held at London Euston station on the 11th November in memory of the railway servicemen killed in action. This year had even more significance with all the 100th anniversary events which were being held to commemorate the start of the Great War, so it was an ideal opportunity to record these events on camera.

Andrew also contacted East Coast Trains to seek permission to film their special class 91 locomotive



Serving and retired soldiers form a guard of honour as guests, staff and passengers pause to remember in front of East Coast's specially liveried class 91 electric locomotive 'For the Fallen' at London King's Cross station on 7th November 2014.

PHOTO: EAST COAST TRAINS



A similar naming ceremony occurred in July 1940 at Euston Station. Patriot No. 5543 is named 'Home Guard' by Lt. General Sir Henry Pownall, inspector general of the Home Guard.

'For the Fallen' at King's Cross Station after arrival with a service train on either the 10th or 11th November. Andrew thought he could use his time in London to film this locomotive on one of these days. East Coast were not able to give exact timings for these days but they could guarantee that the locomotive would be at King's Cross station on the previous Friday morning, the 7th November, for a special dedication ceremony. East Coast also invited Andrew and a representative from The LMS-Patriot Project to attend the ceremony. The invitation was gratefully accepted.

Andrew travelled from South Wales to Banbury and we drove to North London for a 6.30am tube departure from Edgware which would ensure our arrival at London King's Cross before 7.30am.

Platform 8 was lined with 100 active and ex-servicemen and women. The locomotive arrived on time at 8.16am into King's Cross to the accompaniment of a military band. There then followed a number of speeches from East Coast Trains staff, Patrick McLoughlin the Secretary of State for Transport and Michael Portillo, the former MP and broadcaster. Michael mentioned in his speech that several railwaymen had won the Victoria Cross and had locomotives named after

them. A short service from representatives of various faiths followed along with the Last Post being played by a lone bugler and the lowering of the Royal British Legion Standards.

At the end of the formal proceedings we were able to speak to a number of the dignitaries present. Most of the East Coast personal were aware of The LMS-Patriot Project and are looking forward to welcoming the locomotive once it is complete. I also spoke to Michael Portillo and gave him a copy of the 'Railways and Remembrance' presentation pack and DVD produced for the display held at The Peoples History Museum in Manchester earlier this year, this publication focuses on railway memorial locomotives and 'The Unknown Warrior'.

It was a privilege to represent The LMS-Patriot Project at this major railway event in London and heartening to realise that so many professional railwaymen are aware and are supportive of the new memorial locomotive 'The Unknown Warrior'.

On the following pages we recall the moment the Great War ended and how The Unknown Warrior was chosen, plus images showing how the railway commemorates those who gave service.

11.00a.m. 11th November 1918

The guns fall silent. It is all over.

Ten million lie dead. 886,000 are British.

In 1915, with casualties mounting, the British government took the decision not to bring back those killed overseas. Those men killed would remain near where they had fallen.

There were many who had no known graves. Also, many families were unable to afford to travel to where their loved ones lay. Where – and how – were they to focus their grief?

The idea came from Rev. David Railton who had been an Army chaplain. In 1916 he had seen a rough grave with a simple cross on which was written 'An Unknown British Soldier'.

In 1920 he wrote to the Dean of Westminster, suggesting such a memorial to stand for all the fallen. Prime Minister David Lloyd George became involved and in turn managed to convince a sceptical King George V.

Four bodies of British soldiers with no known name were taken from cemeteries along the Western Front and brought to a chapel near Arras, France on 7th November 1920.

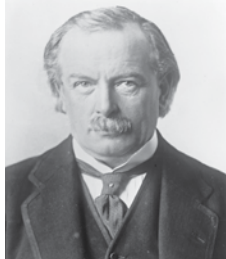
That night the four bodies were placed on stretchers and each covered with a Union Flag. Brigadier General L. J. Wyatt of the Directorate of Graves Registration and Enquiries closed his eyes and placed his hand on one of the bodies.

That man became The Unknown Warrior.

The remaining three were re-buried, remaining forever in France.



▲ The War Graves Commission at work in the Middle East.
PHOTO: IMPERIAL WAR MUSEUM



◀ David Lloyd George,
Prime Minister 1916–1922.
PHOTO: IMPERIAL WAR MUSEUM

▼ The selection of bodies for
The Unknown Warrior in France,
an officer covers the body.
PHOTO: IMPERIAL WAR MUSEUM



The journey of The Unknown Warrior

“they buried him among the Kings”



The railway carriage that brought The Unknown Warrior back from France was known as the ‘Cavell Van’.

This was because it had previously carried the body of Nurse Edith Cavell back to Britain. Cavell had been shot by the Germans for helping allied prisoners to escape. The carriage has been restored and can be seen at Northiam Station on the Kent and East Sussex Railway.

The wood for The Unknown Warrior's coffin came from oaks at Hampton Court Palace. Prime Minister David Lloyd George recommended a friend from home, D. J. Williams of the Brunswick Ironworks, Caernarfon. He had already made decorative railings for the Houses of Parliament and was engaged to make the ironwork for the coffin and the coffin plate.

There was controversy about the wording of the coffin plate, originally it read: **'A British Warrior who fell in the Great War 1914–1918 for King and Empire'**.

Lloyd George, a Liberal, who had introduced Old Age Pensions and National Insurance when he was Chancellor, was not comfortable with this wording. Also, after the war, parts of the Empire were looking for independence.

The wording was changed to: **'A British Warrior who fell in the Great War 1914–1918 for King and Country'**.

A replica of the coffin can be seen in the restored Cavell Van. The ironwork for this restoration was made by Meurig Williams of Caernarfon – grandson of D. J. Williams, at the Brunswick Works.

◀ The restored Cavell Van at
Northiam Station.
PHOTO: MICHAEL ROOTS 2013



◀ The coffin of
The Unknown
Warrior on
display at
Westminster
Abbey.

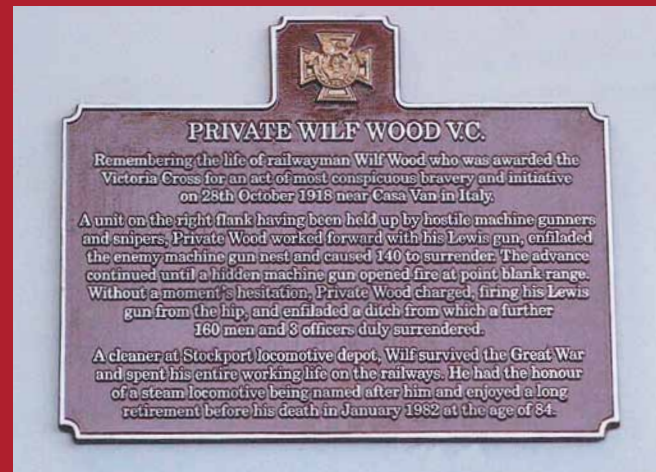
PHOTO: IMPERIAL
WAR MUSEUM

▼ The Unknown Warrior at Dover.
PHOTO: IMPERIAL WAR MUSEUM





No. 45500 'Patriot' is seen bedecked with Remembrance Day poppies at Rugby on 10th November 1957.
PHOTO: BRUCE CHAPMAN/COLOUR-RAIL.COM



A plaque commemorating the bravery of Private Wilf Wood V.C. during the First World War, an employee of the L.N.W.R. who returned to complete a lifetime's work on the railways.
PHOTO: CHRIS TASKER



Wilfred Wood V.C. in the cab of No. 5536, the 'Patriot' engine named after him.
The nameplate from the engine can be seen in the Northumberland Fusiliers Museum, Alnwick Castle, a reminder of an ordinary man whose bravery made him extraordinary.
PHOTO: BOB ESSERY COLLECTION

'Rails and Remembrance' Exhibition to run again in 2015 at PHM, Manchester

The People's History Museum in Manchester is hosting our 'Rails and Remembrance' exhibition again in 2015. If you didn't get the chance to see the exhibition after its launch in May this year, the exhibition will run again from 1st March -26th April 2015.

More information is available from: www.phm.org.uk



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'The Unknown Warrior'*

Financial Update

by Neil Collinson, Treasurer

Our total income for the first half of the financial year to 30th September amounted to £131,600. This includes membership and donations, as well as gift aid and retail sales. Sales emanate from our website and our sales stalls, which attend nearly every railway related event held right across the country (along with our volunteer stall holders, of course). Significant income streams also come from donated items to sell, as illustrated in the last issue, and from the talks that we give countrywide. These talks are not restricted to railway related groups, but open to all. We also have a large presence on social media websites and this too produces significant donations.

Boiler loans for the half year amounted to £43,265 giving a total inflow of almost £175k. We have also branched further out into shorter term loans as a member offered us some funds for shorter periods than the boiler loan scheme. This facility has been extremely useful as 2013 and the early part of 2014 has seen significant expenditure on the locomotive. As I mentioned in the AGM notice the 2.5% annual interest that we pay is significantly more than you would earn elsewhere and it also assists me in managing the cashflow to keep our various suppliers happy. It has also slowed down the premature ageing process I have suffered since taking on the role early last year!

Although the financial result of our attendance at the Great Dorset Steam Fair was reported in

Warrior 23 it is worth re-iterating that we raised almost £10,000 from this event. An additional 15 new regular donors have come on board in the quarter, with a number of these as a result of the insert in Steam Railway. This is a very satisfactory result but we need to remain focused on all opportunities that come our way. Do please keep your regular donations coming in and review the amount from time to time. This regular source of income enables us to plan effectively.

Finally, now we have raised our first £1 million we need to push on. We need to achieve the next million in a much shorter time, three years, not six, ensuring that we steam our 'Warrior' in 2017.

Exciting times ahead so please dig deep.

Fundraising Update TENNER FOR THE TENDER



In Warrior 23 we appealed for £10,000 in our 'Tenner for the Tender' Appeal. I am delighted to report that we have now raised over £10,000. This will pay for the materials that are needed to refurbish the tender, as you will have read in the last issue of The Warrior that the restoration costs are being kindly sponsored by Rowlescourt Engineering.

Thank you for your continued support.

Warrior Engineering Report

by Kevin West, Chief Engineer

Following 'The Unknown Warrior's' return to Llangollen from display at The Great Dorset Steam Fair at the end of August, our volunteer painting team have continued work on the chassis and driving wheels (see the report by David Hughes in Warrior 23). Work on the driving wheels has included filling and rubbing down the small surface irregularities in the spokes to obtain a smooth surface.

The outside cylinders have been machined at Harco Engineering and are due to move back to Llangollen in early December for fitting to the frame assembly along with the inside cylinder and outside motion girders. The motion girders, slide bars and rear cylinder covers also needed to complete this work are under way at Harco. 'The Unknown Warrior' is due to be lifted off its driving wheels in the first week of December in preparation for this work.

Also at Llangollen the boiler expansion brackets are ready to fit to the locomotive's frames.

Valve heads have been cast as part of a combined order for Jubilees 'Kolhapur', 'Bahamas' and 'Leander' by Tyseley Locomotive Works, who will also machine them.

On the front bogie, the frame plates have been sent away for drilling and machining and are now ready to return to Tyseley Loco Works. The front and rear stays have also been machined and delivered to Tyseley.

Rather than wait any longer for the release of a second pony wheelset from one of the Turkish 8Fs, which has been delayed for longer than we thought, the Engineering team decided in late September to make a new wheelset. CAD data was prepared and patterns produced by Premier Patterns and the wheel centres cast by Micron Castings within a month. A suitable axle has been located in the UK at a very reasonable price. Detail discussions are now underway with South Devon Railway Engineering who we have asked to quote for assembly of the axle. Machining of the castings and axle will follow once the technical details are established.

LNWR Heritage at Crewe continue to make progress with the new copper inner firebox.

The rear doorplate, crown sheet and side sheets (right) have been formed. The front throatplate has had the tube holes drilled and forming is about to start.

Refurbishment of the tender frames has commenced at Rowlescourt Engineering in Alfreton.



PHOTO: JOHN HASTINGS-THOMSON

Can you help?

We are looking to start a volunteer group to fit the lubrication pipework to The Unknown Warrior's frames in the New Year.

This work will be undertaken at the workshops in Llangollen as an ongoing project. Ideally we are looking for persons with engineering experience, although not necessary, particularly anyone with coppersmith experience. We know that a Member who signed up at the Warley National Model Railway exhibition last year mentioned he had worked as a coppersmith and wished to help work on 'The Unknown Warrior'. Unfortunately in the chaos of the show his details were mislaid, if you are this Member please contact the Project Office in Stafford.

If you are interested in helping with this hands-on project please contact the Project Office in Stafford with a brief outline of your experience.



1. An outside cylinder casting being machined at Harco Engineering Ltd. in the West Midlands on 1st October.
2. David Bradshaw discusses the tender frame restoration with Mark Knezevic, Works Director at Rowlescourt Engineering, Alfreton on 29th October.
3. David Bradshaw, Kevin West and Robert Wells from The LMS-Patriot Project discuss the tender engineering drawings with Mark Knezevic, Works Director at Rowlescourt Engineering on 29th October.
4. The motion girder castings awaiting machining at Harco Engineering on 1st October.
- 5, 6, & 7. A new polystyrene pattern is seen being milled at Premier Patterns at Smethwick in the West Midlands on 1st October. Two new bogie wheels have now been cast from two new polystyrene patterns.

PHOTOS 1, 4, 5, 6 & 7: OAKWOOD VISUALS. PHOTOS 2 & 3: JOHN HASTINGS-THOMSON



Patriot Reminiscences

David Bradshaw, Project Chairman spotted 38 different 'Patriots' between 3rd August and 5th October 1957.

I began train-spotting in 1950 when living in Oakengates (Shropshire), with the first locos spotted probably being LMS Fowler tanks and GW Pannier tanks running on the Wellington to Coalport former LMS (LNWR) branch line, which very conveniently ran past the top of our garden. I quickly graduated to the much busier ex-GW Wolverhampton to Chester line which also ran through the town.

However, my interest soon waned and wasn't reawakened until I was a pupil at Wellington Grammar School, where in the second form one of my classmates, one Brian Earl, who travelled daily by train from Cosford to Wellington mentioned that he'd seen an engine named Bradshaw. I thought this was a load of rubbish and told him so - a bit hasty really as when I looked at my 1951 Ian Allan LMR ABC I came across No. 45518 'Bradshaw'. It was this that awoke my interest and as with most things I got interested in I went headlong into it, becoming friendly with a School Prefect, David Rollason who was also a keen enthusiast. Unlike me, he was fastidious in his recording of locomotives and rail

movements generally and could tell anyone interested what was seen where, when, how etc. David was extremely well organised and he arranged trips for me and my other train-spotting friends to a variety of locations. During the school holidays of 1957, I decided that I would try and emulate him by acquiring a little black book to record everything I saw. It didn't actually last long but in a burst of enthusiasm during and after this holiday I actually managed it. We went to such diverse places as Cardiff, Chester, Crewe, Stafford, London, Swindon Works, Wolverhampton, Manchester and Leeds. My favourite engines were the Counties, Patriots, Stars and Princess Royals - hence my involvement with County of Glamorgan and The Unknown Warrior. I eventually saw all of the class, the last being No. 45524 'Blackpool' at Crewe on the freight avoiding line hauling a fitted freight train.

Out of interest I recently looked at these records and thought that others might gain some insight into the activity of the Patriots (rebuilt and unrebuilt) during this period.

Patriot's spotted by David between 3rd August and 5th October 1957

Date	Engine Number and Name	Shed	Location spotted
3rd Aug 1957	45533 Lord Rathmore	8A	Shrewsbury
10th Aug 1957	45506 The Royal Pioneer Corps	12A	Hadley (Shropshire)
15th Aug 1957	45504 Royal Signals	12A	Stafford
	45530 Sir Frank Ree	9A	Stafford
	45536 Private W. Wood V.C.	9A	Stafford
	45520 Llandudno	9A	Stafford
	45516 The Bedfordshire and Hertfordshire Regiment	8A	Stafford
	45523 Bangor	1B	Stafford
	45534 E. Tootal Broadhurst	8A	Stafford
	45528	5A	Stafford
	45531 Sir Frederick Harrison	8A	Stafford
	45527 Southport	8A	Stafford

Date	Engine Number and Name	Shed	Location spotted
22nd Aug 1957	45522 Prestatyn	1B	Crewe
	45503 The Royal Leicestershire Regiment	5A	Crewe
	45513	12A	Crewe
	45515 Caernarvon	8A	Crewe
	45529 Stephenson	5A	Crewe
	45501 St. Dunstan's	9A	Crewe
	45518 Bradshaw	8A	Crewe
	45544	8A	Crewe
	45537 Private E. Sykes V.C.	12A	Crewe
	45534 Sir Herbert Walker K.C.B.	8A	Crewe
	45502 Royal Naval Division	12A	Crewe
	45548 Lytham St Annes	5A	Crewe
45517	1A	Crewe	
23rd Aug 1957	45515 Caernarvon	5A	Shrewsbury
	45501 St. Dunstan's	9A	Shrewsbury
31st Aug 1957	45525 Colwyn Bay	8A	Shrewsbury
	45519 Lady Godiva	9A	Shrewsbury
	45503 The Royal Leicestershire Regiment	5A	Shrewsbury
2nd Sept 1957	45539 E. C. Trench	8A	Crewe
	45546 Fleetwood	5A	Crewe
	45542	12A	Crewe
	45545 Planet	5A	Crewe
	45514 Holyhead	1B	Crewe
	45525 Colwyn Bay	8A	Crewe
	45534 E. Tootal Broadhurst	8A	Crewe
	45529 Stephenson	8A	Crewe
	45551	8A	Crewe
	45547	1A	Crewe
7th Sept 1957	45538 Giggleswick	8A	Crewe
	45519 Lady Godiva	9A	Crewe
	45545 Planet	5A	Crewe
	45541	12A	Crewe
	45521 Rhyl	8A	Crewe
	45514 Bunsen	1B	Crewe
	45500 Patriot	12A	Crewe
	45530 Sir Frank Ree	9A	Crewe
	45515 Caernarvon	8A	Crewe
	45530 Sir Frank Ree	9A	Shrewsbury
45544	8A	Shrewsbury	
28th Sept 1957	45530 Sir Frank Ree	9A	Shrewsbury
	45544	8A	Shrewsbury
5th Oct 1957	45519 Lady Godiva	9A	Location unknown
Total 38 out of 52			

No. 45500 'Patriot' is pictured looking pristine outside the paint shop at Crewe in 1957.
PHOTO COURTESY OF R. S. CARPENTER



Spreading the word¹

by Colin Hall, LMS-Patriot Project Member and Volunteer

An evening with John Barrowdale

For a number of years, key people involved with the Project have been giving talks all around the country about The LMS-Patriot Project and the progress of building 'The Unknown Warrior'. The talks are a great way of generating new interest in the Project and often result in new Members joining and a donation from the host Society and its Members. LMS-Patriot Project Member Colin Hall recounts one of John Barrowdale's (Barney to his railway friends) recent talks.

On Friday 31st October I went along to the Slough and Windsor Railway Society to listen to LMS-Patriot Project volunteer, John Barrowdale, give an illustrated talk on the Project.

I had met Barney on a number of occasions since I started volunteering in 2014, and I was pleased to be asked along to an event so close to my Reading home.

The twenty or so Railway Society members present - and I - certainly came away much better informed about the project and in particular the history behind it. The talk lasted for over two hours: Barney confided in me that he prefers to 'ad lib' to photo slides rather than overload people with lots of written text on a PowerPoint slide: and this certainly worked well in Slough. Only once did he refer (with the aid of a torch!) to his closely handwritten back-up notes to answer one of many detailed questions.

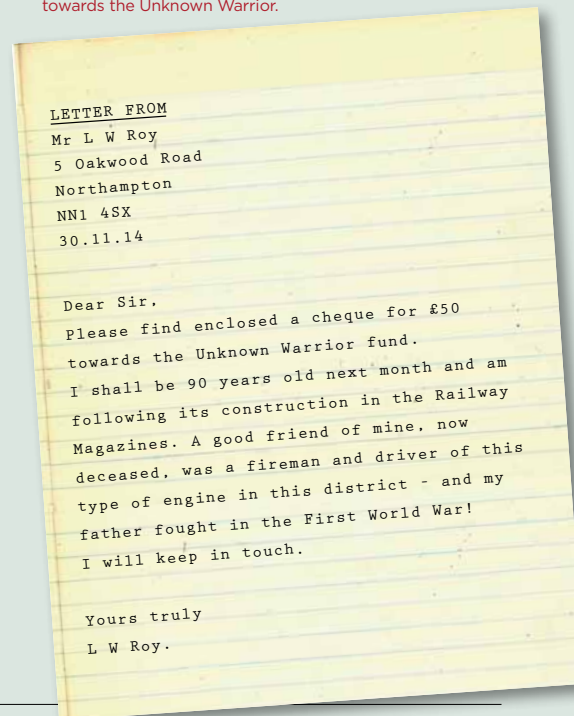
What impressed me most of all was the monumental range of Barney's detail knowledge; from the names (whether carried or not) of the original Patriots, the career ups and downs of LNWR/LMS CM&EE's, to the service history of the Patriot VC's, the locations and dates of a whole range of historic Patriot loco photos, and the fate of Tebay station; and of course the difference between a rebuilt taper-boiler Patriot and a Royal Scot (don't ask...). The audience also paid careful attention to his commentary on the various shots of 'The Unknown Warrior' and her components as built up to now.

At the tea break there were still more detailed questions - the life-blood of the enthusiast.

One was determined to discuss the signal sighting aspects of the 1952 Harrow rail disaster, and I did wonder how Barney would cope, but he patiently heard the gentleman out. At least I knew that no 'Patriot' locomotive was involved. So, well done, Barney and here's to the next one!

If you would like John Barrowdale or another member of the Patriot team to give a talk to a Society or Group that you are involved with, please email: office@lms-patriot.org.uk

▼ John Reed, Office Volunteer received this letter from Mr. L. W. Roy who has kindly donated a sum of money towards the Unknown Warrior.



Spreading the word²

by Member, Ian Hunter

Isle of Wight model railway exhibition

For a recent model railway exhibition on the Isle of Wight I represented Vectis Railway Enthusiasts' Group with a static layout featuring my five labelled Patriot models within an engine depot.

Dressed with poppies for Remembrance Day, the display included information about the Project, posters (including the admirable LMS-Patriot Project tea towel confiscated from my wife) and photos taken at Patriot events. The display attracted a good deal of attention and resulted in a meeting up of other people interested in the Project. I met two current island Members of The LMS-Patriot Project and received enquiries from several others to whom we handed around thirty leaflets about the Project.

The two day event attracted around 1,000 visitors, so hopefully the message of all the good work of The LMS-Patriot Project has been spread on the Isle of Wight.



Spreading the word³

by Shirley Dunn, Office Manager

I received two emails within a week of each other at the Stafford Admin Office which showed how wearing an item of clothing with 'The Unknown Warrior' logo can be really beneficial when it comes to 'Spreading the Word' about The LMS-Patriot Project.

The first one was an email I received from Jenny at Llangollen station asking me to telephone a gentleman who would like to support us. When I contacted him he asked how he could purchase a 'Patriot' tie as he had seen someone wearing one standing on Crewe station waiting for a steam train (of course). He said that there were often 'Patriots' at Peterborough sheds where he had worked. He wanted to purchase two ties so I sent him a sales order form, our latest 'Warrior' magazine and of course a Membership

application form - fingers crossed. The second email was from a lady who is a Member and was riding on the little trains in Porthmadog wearing her 'Unknown Warrior' lapel badge which drew quite a lot of interest. She talked to many people about it and handed out our flyers which she always kept in her handbag - if she is reading this, many thanks. Hopefully we will get more supporters from this but even if we do not it is 'Spreading the Word'.



World War I

Our collection of highly detailed and beautifully painted model soldiers and scenic accessories enable you to capture the drama of World War I.



3 Piece Set

B23086 "Look at Him Go" - 1914 Christmas Truce Set No.2



3 Piece Set

B23088 "A Friendly Game" - 1914 Christmas Truce Set No.1



1 Piece Set in Clamshell Pack

B23067 1914 British Infantry Marching Waving Cap



1 Piece Set in Clamshell Pack

B23066 1914 British Infantry Marching with Full Kit No.1



2 Piece Set

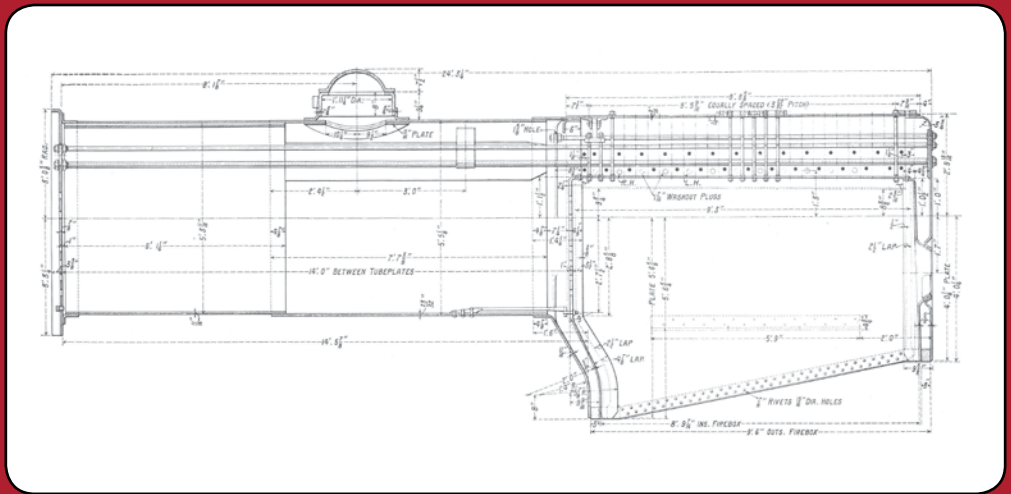
B23063 1916-18 British Lancer Feeding Horse



1 Piece Set in Clamshell Pack

B23068 1914 British Infantry with Souvenir German Helmet

Boiler Barrel Appeal 'Buy a bit of the barrel'



After the successful completion of the 'Tenner for the Tender' Appeal, we are now launching a new appeal for the next part of the boiler for 'The Unknown Warrior'.

As assembly of the new firebox is well under way at LNWR Heritage Ltd. at Crewe, thoughts are now turning to the next major piece of the boiler - the barrel. This is the large parallel tubular section that joins the firebox to the smokebox. The barrel comes in two sections, one slightly smaller than the other. The smaller section is pushed into the larger section and riveted together. Quotes have been received of around £5,000 each piece of the barrel, so with this in mind we are appealing for donations of any amount for the boiler barrel to raise the £10,000 required.

If each of our Members donates just £10 each, then we can reach our target to buy the barrel during 2015. Thoughts have also turned to a catchy strapline for the Boiler Barrel Appeal! The best we could think of was 'Bung us £10 for the barrel' or 'Buy a bit of the barrel!'

Please send your donation with a note stating 'BOILER BARREL APPEAL' to:
The LMS-Patriot Company Ltd,
The Hub, 17 Eastgate Street, Stafford ST16 2LZ.
Thank you for your support.

To find more information on products or locate your nearest stockist please visit:
<http://britain.bachmann.co.uk>



Spotlight on David Hughes

David Hughes has had a lifelong involvement with railways although he has never worked on them in a paid capacity. He has however spent a lot of his spare time supporting the steam preservation movement over the years and is now one of the volunteers working on 'The Unknown Warrior' at Llangollen. David is a railwayana collector and attends many of the specialist railway auctions and helped the Project acquire an original chimney and whistle for 'The Unknown Warrior'. David has also had a significant professional involvement with the modern railway but that is another story.



Q. What is your first memory of steam?

A. I lived in Runcorn from 1942 to 1947 and the sound of trains crossing the Runcorn Bridge could be heard all over town especially at night. Night time views of the firebox glow dancing in the smoke through the girders of the bridge had a lasting impact. I have been hooked ever since!

Q. What have you been involved in within preservation?

A. Volunteering on the Keighley and Worth Valley Railway from 1964-68. Founder member of the Bahamas Locomotive Society. First negotiating with BR for the purchase of the engine and then responsible for all the site works in setting up the Dinting Railway Centre including building the Exhibition Hall. I was Membership Secretary for a few years.

Q. Why did you join The LMS-Patriot Project?

A. Being brought up with the LMS, an original 'Patriot' was the missing link and also one of my favourite classes (after the 'Duchess'). I just wanted to support the project and see one running again.

Q. What jobs have you done for The LMS-Patriot Project?

A. Organising and working in the painting team at Llangollen. Occasionally manning the sales stand at some of the steam galas that we attend.

Q. What has been your favourite steam recollection to date?

A. Two spring to mind. Watching a 'Duchess' in action and the evening race between two

commuter trains racing neck and neck through Longsight Station both hauled by Fowler 2-6-4 tanks. Can we build one of these next?

Q. Any interesting stories?

A. Where does an enthusiast of 65+ years start? Perhaps the excitement of photographing a 'Black 5' double header or a 'Duchess' on the Up Red Rose on Runcorn Bridge. To explain, there used to be a toll footpath across the bridge with a sandstone wall separating this from the track with a cast iron pipe to stand on next to the wall. By leaning on the wall you were at buffer height and only about a foot from the trains. Just imagine that, a 'Duchess' at 60mph and only inches from the locomotive - no wonder they eventually closed the footpath!

Q. Where did you see your first Patriot?

A. St Annes railway station in Lancashire.

Q. When steam ended in 1968 did you expect you would see steam back on the main line?

A. No but I was involved in the campaign to achieve this. The first main line trip with 'Bahamas' soon after the 'King George V's' first run was very emotional for me.

Q. What is your favourite railway journey?

A. Anything with steam but I do have a soft spot for the North and West route between Crewe and Newport.

Q. What have you helped to paint so far on 'The Unknown Warrior'?

A. Collectively the team has painted the frames, smokebox, cab, dragbox, middle cylinder, motion

brackets, smoke deflectors, driving and tender wheels and many sundry bits (see report on page 5, Warrior 23).

Q. How did the purchase of the chimney and whistle come about?

A. The chimney and whistle from 'E. C. Trench' were being auctioned. I drew it to the attention of the Chairman, David Bradshaw who agreed that the Project would bid up to a certain figure for the chimney. It was my intention to purchase the whistle and present it to the project for use on the locomotive. Unfortunately the bids for both exceeded my expectations by a considerable margin. However, we did manage to purchase the chimney which cost more than twice the price of the Project's contribution. The amount over and above this was shared between a friend and myself. I think that the purchase was well justified given the use which has been made of it and it is a direct link to the lost Patriots.

The failure to acquire the whistle was a big disappointment for me. During the following months I made some inquiries regarding an identical whistle to that from 'E. C. Trench' and I was offered one by my friend Bob Maxwell, another LMS stalwart. It is a LNWR whistle from a 'Claughton' and these same whistles were used on the 'Patriots'. A value was agreed and as Bob also wanted to be associated with the Project we shared this between us so that it then became a joint presentation to the new 'Patriot'. Sadly Bob has since passed away so regrettably he will not be around to hear the whistle in action. I fully intend to hear it!

Q. Why do you think that the LMS-Patriot Project has caught the public imagination?

A. For the general public I think it is the Memorial association and the desire to see the new locomotive involved in future commemorations. For the enthusiast first it is the creation of the "lost" 'Patriot' and then the Memorial.

Q. What has been the best part about being involved with the Project so far?

A. Working with like-minded people to achieve our goal.

Q. What are you most looking forward to seeing the engine doing once built/location/hauling?

A. Seeing the locomotive and hearing the whistle anywhere. Travelling behind the loco between Manchester Victoria and Newton-le-Willows. This was a journey I made regularly in the 1950s on the 9.00am Hull to Liverpool train which was usually hauled by an original Patriot.



Sales Update

By Neil Kinsey, Sales Director

We now have two established sales stands, one run by my wife Karen and me covering the Midlands and North and the other run by Robert Wells which attends events in the Home Counties, South Wales and Southern area venues.

It's been an excellent year for both and it's always good to see members and supporters when we are out and about. We frequently cover more than one event at the same time, which is more than most groups like ours can boast.

A big thank you to all those volunteers who have helped man the stands. Through their efforts we have raised a significant amount for the project and signed up a good few more members either directly at an event or indirectly by those who take away one of our leaflets and sign up later.

However we are always on the lookout for more volunteers to help with sales as most events are two or three days and sometimes more. If you would like to offer your services please contact Robert (robert.wells60@gmail.com) as he organises the staffing of events.

Don't forget also that every purchase made will help the Project that little bit more, so if you see us at an event please consider buying something, or have a look at our sales list in this issue of The Warrior. Items can be purchased online or by mail order.



▲ Peter Whittaker mans the sales stand at the Tyseley Open Day on 26th October 2014.

PHOTO: THE LMS-PATRIOT PROJECT

We are continually seeking donated railway related items such as models of any gauge and books which are an important source of income, and of course when sold realise 100% profit.

2014 Fundraising Raffle



Prominent project supporter and well-known railway artist Colin Wright agreed to draw the 1st prize in the raffle and is seen here revealing the lucky £250 winner, Mr Alan Hughes. The draw was made at the Warley Model Railway Show.

Other winners were, 2nd prize of £100 – M. Cross and three £50 winners – Emma Lees-Smith, P. Segar and R. I. Kendrick.

The 2014 Raffle raised a total of £3,794. Thank you to everybody who supported this and bought raffle tickets.

◀ Colin Wright draws the winner of the 2014 raffle at Warley on 22nd November.

PHOTO: NEIL KINSEY



On this page you will find our range of Patriot Project sales items including our new maroon cap, maroon beanie hat and The Steam Memories, LMS Patriots Book.

Please make your selection from the items below and complete the order form overleaf. If you do not want to cut the page out of the magazine photocopies will be accepted.

			<h1>SALES STAND</h1>		

The LMS-Patriot Project – Sales Order Form

Item No.	Item Description	Quantity	Cost £	P&P £	Total
1	The LMS-Patriot Project T-shirt – Maroon		15.00	3.50	
2	The LMS-Patriot Project 2015 Calendar – A4 Portrait		6.00	1.75	
3	The LMS-Patriot Project Line Drawing Mug		6.00	4.50	
4a/b	The Unknown Warrior Nameplate Badge – LMS Red or BR Green		4.50	1.75	
5	The Unknown Warrior Cap – Black		8.50	3.50	
6	The Unknown Warrior Cap – Maroon		8.50	3.50	
7	The Unknown Warrior Tea Towel		5.00	2.00	
8	The Unknown Warrior Logo Mug – Red		6.00	4.50	
9	Jonathan Clay Unknown Warrior Mug – Lined Black		6.00	4.50	
10	Colin Wright Unknown Warrior Mug – BR Green		6.00	4.50	
11	Colin Wright Unknown Warrior Mug – Red		6.00	4.50	
12	Colin Wright Limited Edition Print – BR Green		55.00	4.95	
13a	Colin Wright – A Brush with the Past B2 Print – LMS Red		40.00	5.00	
13b	Colin Wright – A Brush with the Past B3 Print – LMS Red		20.00	5.00	
14	Jonathan Clay – Unknown Warrior in BR Black – A3 Print		20.00	5.00	
15	Royal Signals & Semaphores at Birmingham New Street – Print		8.00	5.00	
16	Unknown Warrior Tie		12.00	1.75	
17a	The UW Polo Shirt – Burgundy (S, M, L, XL, XXL)		17.00	3.50	
17b	The UW Polo Shirt – Black (S, M, L, XL, XXL)		17.00	3.50	
18a	The UW Sweatshirt – Burgundy (S, M, L, XL, XXL)		22.00	4.50	
18b	The UW Sweatshirt – Black (S, M, L, XL, XXL)		22.00	4.50	
19	The UW Fleece – Burgundy (S, M, L, XL, XXL)		30.00	4.50	
20a/b/c	Unknown Warrior Beanie Hat – Maroon, Black or Green		8.50	2.50	
21a/b	Unknown Warrior Fleece Scarf – Black or Green		8.50	2.50	
22	Steam Memories – LMS Patriots		9.99	2.50	
23a/b/c	Steam Sounds of the Sixties CD – Volumes 1, 2 or 3		6.00	2.00	
24	Claughton & Patriots 4-6-0s Book – G. Toms and R. J. Essery		16.95	2.50	
25a/b	The Unknown Warrior Profile Badge – LMS Red or BR Green		4.50	1.75	
			TOTAL		

Ordered by: _____

Delivery Address: _____

Post Code: _____

E-mail Address: _____

Telephone number: _____ Membership number: _____

Please indicate size required when ordering garments.

Please make cheques payable to: **The LMS-Patriot Company Ltd.**

Please send to: **The LMS-Patriot Company Ltd., The HUB, 17 Eastgate Street, Stafford ST16 2LZ.** 01.10.14

Warley Show 2014

by Neil Kinsey



The Project had a pretty good weekend at the Warley Show this year where we signed three new members at the event and have had two more join as a result of our attendance. Thirteen members also re-signed from last year. Obviously it was not on the scale of last year's show but there was still lots of interest shown in the project.

◀ Pictured left during a quiet moment is the sales stand at the NEC with Karen Kinsey and Shirley Dunn eagerly awaiting customers and Mike Dunn ready to relieve people of their 'Pound for the Patriot'. PHOTO: NEIL KINSEY

Whilst at the Warley Show Kevin West spotted a pair of gauges for sale (shown left). These will



be ideal for our loco and were reasonably priced at £70 the pair so we took the opportunity to purchase them. However they have cost the project nothing as member Ian Hunter (see separate story about the Isle of Wight event) offered to sponsor one of them and Karen and I agreed to sponsor the other. So you see sponsorship doesn't mean shelling out large sums of money, and of course every little helps. Please have a look at items which can be sponsored on our website.



CAPTION COMPETITION No. 2

Please email in your captions for this muddy scene at the Great Dorset Steam Fair (humorous or otherwise!) to: marketing@lms-patriot.org.uk

The winning caption will receive a car sticker.

No. 5551 is pictured at Monument Lane, Birmingham in 1949. Although the railways had been nationalised the year before the engine still wears its LMS livery.

PHOTO COURTESY OF T. J. EDGINGTON



Superb Artist's Prints from the LMS-Patriot Project



A Brush with the Past by Colin Wright

A Brush with the Past - Medium

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£20.00 + £5.00 p&p

A Brush with the Past - Large

Size: 22" x 27.5"
£40.00 + £5.00 p&p

On Shed at Llangollen

Size: 22" x 27.5"
£55.00 + £5.00 p&p
Signed limited edition print, comes with a certificate of authenticity



On Shed at Llangollen by Colin Wright

The Unknown Warrior in BR Black Livery

Size: 11.7" x 16.5"
£20.00 + £5.00 p&p



The Unknown Warrior in BR Black by Jonathan Clay

You can order any of these prints by visiting our web shop at www.lms-patriot.org.uk or by calling **01785 244156**

LMS PATRIOT NAME WORD SEARCH

Find the 20 'Patriot' names below, which may be written forwards, backwards or diagonally.

Additional question: Which Scottish seaside resort name was allocated to 'Patriot' 45551 but never fitted? Find the place in the grid below.

S	O	U	T	H	P	O	R	T	L	V	C	A	G	M	D	R	O	L
I	F	R	U	A	E	V	K	H	P	I	R	O	Y	A	L	X	J	O
R	D	J	O	S	M	Y	U	E	K	G	U	T	L	K	R	D	B	O
H	K	L	S	D	H	M	R	D	A	U	T	Y	A	W	A	U	P	P
E	C	H	S	T	D	U	N	S	T	A	N	S	D	A	Y	A	N	K
S	F	P	L	Y	E	L	U	A	E	R	J	N	Y	L	U	N	Z	C
G	O	D	I	V	A	P	O	F	R	D	O	L	T	K	O	D	T	A
U	T	L	T	R	O	T	H	E	S	A	Y	D	U	E	E	N	P	L
M	O	R	E	C	A	M	B	E	V	I	P	L	R	R	A	S	G	B
A	J	O	A	M	I	H	S	I	N	T	K	V	E	F	M	U	E	K
H	E	R	B	E	R	T	L	T	A	S	L	B	M	L	I	L	M	A
T	B	U	E	X	W	G	S	R	B	H	O	M	E	T	A	S	D	N
Y	R	A	T	H	M	O	R	E	J	T	K	N	Y	C	P	E	L	N
L	A	Y	A	D	A	Y	A	N	M	P	X	I	C	G	V	T	A	E
B	D	E	V	O	N	J	L	C	U	K	I	N	U	T	I	O	R	S
T	S	V	I	K	N	G	I	H	E	Y	S	H	A	M	L	O	V	B
U	H	D	R	C	L	D	B	N	I	G	B	Y	U	V	X	T	N	K
M	A	S	P	B	R	O	A	D	H	U	R	S	T	I	A	A	H	T
R	W	I	S	G	X	P	S	T	M	B	Z	P	R	H	Y	L	Y	A

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Newly restored ex-GWR No. 4270 from the Glos Warks Railway courtesy Jeremy Hosking



Ex-GWR No. 1450 on auto-trains, courtesy Pull & Push Ltd/Severn Valley Railway



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Competition answers and winners

**CAPTION COMPETITION
 No.1 - WINNERS**

Many thanks to the following Members who sent in captions. A car sticker is on its way to...

Betty Roulston who sent in the following: *"Stand and Deliver!"* and *"A pound please or I fire!"*

and Roy Tattersall:
"It's a stick up, your money or your life!"



**LMS PATRIOT
 SHED WORD SEARCH**

U	H	T	R	O	F	N	R	A	C	A	R	L	I	S	L	E	A	T
W	A	W	C	D	H	C	N	A	R	B	S	G	N	I	R	P	S	O
O	T	S	A	N	N	E	R	S	L	E	Y	C	W	F	R	G	L	R
G	E	H	M	R	E	N	T	T	A	J	B	K	I	E	S	S	O	O
S	N	I	D	W	R	A	B	O	N	P	R	E	S	T	O	N	F	I
A	R	M	E	N	F	I	S	N	C	N	E	T	O	L	S	R	Y	R
L	A	R	N	F	E	L	N	Z	A	E	D	K	Q	W	O	P	B	R
G	C	L	O	E	O	R	T	G	S	U	E	D	I	O	N	B	R	A
B	A	R	O	W	H	B	I	T	V	A	L	M	E	T	R	E	W	
E	D	G	E	H	I	L	L	S	E	O	L	G	E	S	N	I	P	N
U	L	H	W	O	S	L	O	Y	R	E	N	R	E	O	D	S	P	W
S	E	T	X	L	L	O	N	G	S	I	G	H	T	N	P	T	U	O
T	I	A	E	D	B	U	O	D	K	S	C	W	A	R	C	O	S	N
O	F	E	R	B	N	D	E	G	U	C	E	M	I	M	O	L	A	K
N	D	H	Y	E	K	N	A	B	N	N	L	N	J	G	O	C	E	N
S	E	F	A	C	R	E	W	E	N	O	R	T	H	H	A	L	L	U
A	K	T	H	K	N	E	R	T	P	A	T	R	I	O	T	N	F	E
N	O	T	P	M	A	H	R	E	V	L	O	W	L	N	I	S	T	H
N	B	F	H	O	D	L	E	I	F	F	E	H	S	D	E	D	A	T

The LMS sheds in alphabetical order were:

- ANNESLEY*
- ASTON
- BANK / HALL
- BRISTOL / BARROW / ROAD
- CARLISLE / KINGMOOR
- CARNFORTH
- CAMDEN
- CREWE NORTH
- DERBY
- EDGE HILL
- EUSTON
- GLASGOW / POLMADIE*
- HOLBECK*
- LANCASTER / GREEN / AYRE
- LONGSIGHT
- NEWTON / HEATH
- NUNEATON
- PRESTON
- SHEFFIELD
- STAFFORD
- STOKE
- WARRINGTON
- WIGAN / SPRINGS BRANCH
- WILLESDEN
- WOLVERHAMPTON

The two 'Patriot' names were: **PATRIOT** and **THE UNKNOWN WARRIOR**

Where did George Bradshaw die? **OSLO**

*Apologies: **ANNE(R)SLEY**, **HOL(D)BECK** and **POLMA(N)DIE** have been spelt incorrectly in the grid).

2014 REVIEW

HELP US FINISH THE JOB

We have now reached a major turning point in the construction of 'The Unknown Warrior's' chassis, with a change in emphasis from manufacture to assembly. Much still needs to be done but with the last of the major castings now complete we are turning our attentions to the myriad of smaller parts which will be required. A number of members have commented on the progress of the P2 which is undoubtedly impressive, however what we have achieved is equally impressive and has been done at record speed. We are continuing to accelerate towards 2017 and with each new piece of the jigsaw being produced, confidence that we will meet our targets continues to grow. We are now adopting the slogan **'HELP US FINISH THE JOB'**. We are long past the point where the question was 'if' and I thought it might be useful to recap on progress in 2014 to set the scene for 2015 which will be a key year for The-LMS Patriot Project.

Chassis

This year we fitted the wheels to the frames at Tyseley Loco Works following the machining of the axleboxes. The inside cylinder block has been machined and awaits fitting, whilst the outside cylinders, motion girders, motion brackets, boiler support brackets, rear cylinder covers have now all been cast and machined. The slidebars will be completed shortly. These will all be fitted to the frames over the next few months after which the springs will be installed and the coupling rods attached. The brake cylinder will be overhauled FOC by Harco Engineering and drawings will be prepared for the brake gear and sanding gear which we expect to begin making later in 2015. We also plan to order the remaining cylinder and valve covers, the remaining crosshead and the outstanding motion for delivery later in 2015 and early 2016. We are hoping to get volunteer input into the fitting of the pipework (for both steam circuits and lubrication) see the 'Can you help?' appeal on page 14 for this work to be completed.

Bogie

The two new bogie wheels will be machined during January followed by the axle, once we have finalised details of the tyres these will be ordered - delivery 14 weeks. The axle (which has already been sponsored) will be machined early next year and delivered to the South Devon Railway where

the wheelset will be assembled and the tyres fitted. The contract for the bogie will be allocated early next year with a target completion of August 2015. The bogie wheel axle can still be sponsored at a cost of £1,450.

Tender

Work has started at Rowlescourt Engineering with a view to completion in July 2016. Wheels and other running gear will be fitted at Llangollen once the frames have been completed. Rowlescourt will cover all but the costs of the materials used. We estimated that these would not exceed £10,000 which has now been raised through the 'Tenner for the Tender' appeal.

Boiler

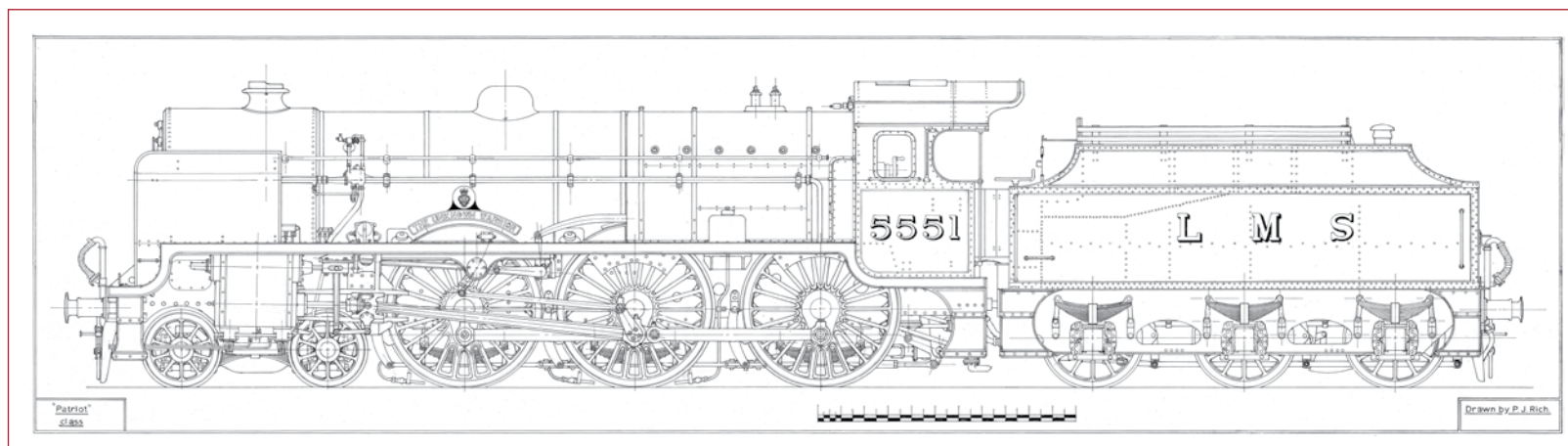
The estimate for the boiler construction is around £477,000. This includes the cost of the smokebox and front tubeplate which were completed during 2013 and paid for at a cost of £30,000. Copper for the firebox has already been obtained with the assistance of a loan from sponsors Bromborough Paints. The remaining £10,000 of the £48,000 price tag has come from existing funds. The doorplate has been completed and the firebox crown and sides have been shaped (see photos on page 14). The tubeplate and throatplate have been pressed to size - the tubeplate is 1" thick and the remainder has been thinned down to 5/8" prior to the plate being shaped. The foundation ring will be manufactured later in the year and assembly of the copper firebox will commence in the Spring with assembly of the finished article in late Autumn 2015. To achieve this the outer steel firebox plates will be made in 2015 (the doorplate and throatplate at Tyseley Loco Works and the other plates at LNWR Heritage at Crewe). We plan to have the boiler barrels rolled next year at a cost of around £10,000 and have launched a separate appeal to pay for these along the lines of the successful 'Tenner for the Tender' appeal.

We have agreed modifications to the firebox which will reduce costs without compromising performance. In fact the boiler will be constructed with the capability of operating at 225 psi pressure rather than the original 200 psi. We will be replacing around 950 small copper stays with steel at a cost saving of approximately £18,000.

We will also be exploring the possibility of improving the draughting without compromising 'The Unknown Warrior's' appearance. Final assembly of the boiler will commence in 2016.

All of the above will put huge pressure on our resources during 2015 as we will be running the chassis build and boiler construction side by side. To do this we will need to substantially increase our income to allow these work streams to continue uninterrupted. We are therefore asking all our supporters to review their contributions in 2015, either by increasing their donations, starting regular donations or participating in the Boiler Loan Scheme. We currently have around 1,300 Members and need to increase this substantially. So can you approach your fellow LMS (and other) enthusiasts and persuade them to join us? We do appreciate that some of our Members are on limited or fixed incomes - if you are unable to increase your support financially please see if you can 'rope in' your friends to become donors. Despite the initial success of the P2, 'The Unknown Warrior' is clearly one the fastest ever new build projects and is the first to be assembled entirely in Britain. It is also the only LMS new build which should give us a huge advantage over other groups who have to compete with other projects from the same lineage. Please continue to support us as we move towards a successful steaming in 2017.

Our thanks to you all and best wishes for Christmas and the New Year.



Latest items for sponsorship

2 polystyrene patterns for bogie wheels:
£915 each or £1830 for the two

2 steel castings for bogie wheel:
£1,885.00 each or £3,770.00 for the two

3 polystyrene patterns for rear cylinder covers:
£525.00 each or £1,575.00 for the three

Patriot nameplates in public places

Back in Warrior 21 we listed the known Patriot nameplates that can be seen in museums and other public places. Thanks to Member Ian Hunter, we can now add that these two number plates/nameplates can be seen in the Dean Forest Railway Museum at Norchard:

45515 'Caernarvon'
45543 'Home Guard' (second plate)



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VOLUNTEER HELP NEEDED

If you are interested in helping on our Sales Stand at the many fundraising events and galas which we attend around the country, please get in touch with our Events Co-ordinator, Robert Wells. These events are all listed on our website www.lms-patriot.org.uk in the Calendar of Events section. Robert Wells can be contacted on **07788 664113** or email robert.wells60@gmail.com

Appeal to Members

If you have anything 'Patriot' related that you think may be of interest - your views, letters, articles and photos - feel free to send them to us for possible inclusion in future editions of the magazine. Suggestions of how we could improve the magazine will also be welcome. Please email any material you may have to the Editor at marketing@lms-patriot.org.uk or post to the Stafford office.

The LMS-Patriot Company Limited

Building the new Royal British Legion endorsed National Memorial Engine - 'The Unknown Warrior'

Company Registered in England and Wales No: 6502248

Registered Office:

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