

THE WARRIOR

The Newsletter from the LMS-Patriot Project

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INDUSTRY LEADER BACKS 'THE UNKNOWN WARRIOR'

By Andrew Laws

Terry Scuoler, Chief Executive of the Engineering Employers' Federation (EEF) visited the Llangollen Railway Works on 17th May to view the progress of the building of the 'Unknown Warrior'.

The project, which has been endorsed by the Royal British Legion, is estimated will cost £1.5 million pounds. It will be built from materials almost totally sourced from UK industry and will utilise the traditional skills of the apprentice-trained craftsman at Llangollen in its assembly.

Terry is keen to see traditional engineering skills being maintained in projects such as this. He has expressed particular interest in learning more of the

role that heritage tourism attractions such as the Llangollen Railway play in rural regeneration.

He also agrees that it is most important that we succeed in our efforts to build the locomotive to honour not only the fallen of the two World Wars but also those regiments such as the Royal Engineers, who have lost 72 soldiers in conflicts since 1968.

David Bradshaw, Project Chairman, said of the visit, "The EEF is the most successful employer's organisation in the UK and widely influential at national level and to have their Chief Executive take time out of an incredibly busy schedule to visit the project is a real honour."



Terry Scuoler, Chief Executive of the EEF is seen on the footplate of GWR Pannier tank, no. 6430 during his visit to the Llangollen Railway on 17th May 2011. Photo by Keith Langston.

ENGINEERING UPDATE

Following the feedback delivered to those members who were able to attend Members Day on 4th June we think it is appropriate to give a full and detailed report on progress to all our members and donors. Our stated aim is to be able to wheel the engine by April 2012. To do this we need to achieve the engineering tasks outlined below.

Complete the driving wheels

All six wheels have now been cast by the Boro Foundry in Lye and fully tested for compliance. Four have been machined with the remaining two scheduled for completion by the end of June. All six will have the keyways (the locking device used to ensure that the wheels don't shift on the axles) cut by the end of July at which point they will be transported to South Devon Railway Engineering who will assemble them.

The three axles, six tyres and the six crankpins have been ordered (we had to pay around 60% up front) and are due for delivery in late July.

The crank axle which provides the big end for the inside cylinder will be made at the SDR and will utilise one of the three axles which will be cut into three sections and receive the two crank webs which are 42" long 19" wide (max) and 5" thick. After some research we have managed to get the original quote for these items down from £13,500 to about £3,500. The webs were ordered on 10th June and will be delivered in around a month.

The assembly of the wheelsets will begin immediately though their final completion date will be dependent on funding.

Driving Axleboxes

The pattern for these was made some months ago by Master Patternmaker Eddie Mcroft and the first axle box has been cast. Some slight modifications to the pattern to make machining a little easier will be completed by mid June and the remaining boxes will be cast (in steel). These will be machined in the Midlands and delivered to the

SDR by the end of July. At the appropriate time the SDR will fit the bearings and install them onto the wheels which will be delivered ready for fitting to Llangollen.

Frame Stretchers

There are five of these and we have placed the order for making the patterns for four of these to Eddie Mcroft with the casting (again in steel) entrusted to The Boro Foundry. These will be machined by Boro and delivered to Llangollen by the end of September. The fifth which fits at the front of the locomotive and has a dual use as a support for the wrapper smokebox and the inside motion is proving a complex item and will be delayed until we have the inside cylinders ready.

Spring Gear

This consists of twelve spring hanger brackets, twelve spring hangers, six trunnions and six driving springs. Orders for the patterns for the brackets has been placed with Eddie and Boro, the spring hangers which will be modified from the original design to incorporate an adjusting method await a drawing due by mid June, which will be machined from solid along with the six pins required to locate them. The Trunnions which link the axlebox with the springs will hopefully be rescued from the wheelsets off 48518 and the springs, which will be new, had nineteen leaves (Rebuilt Scots, Patriots and Jubilees had sixteen and the Jubilees had fourteen) are the subject of a design exercise between Kevin West our Design Engineer, Steve Blackburn our Engineering Director, Jack Cross our Draughtsman and Owen Springs of Rotherham who recently overhauled the six tender springs for the Tender. We do not expect this re-engineering of the springs to delay matters.

Horn Guides

These are the items that the axleboxes slot into and they come in two types, the first two pairs are for the front driving wheel and the remaining four pairs are for the middle and trailing wheels. The former have now been cast and the latter are connected by cross stretchers to keep the bottom of the frames rigid and require a different pattern to be

made. The drawings for these are due to be completed imminently and patterns and castings will be ordered by the end of June.

Bogie Wheels

It has been agreed with the Churchill 8F Group, who completed the overhaul of 45160 at Todddington last year, that a spare 3 3 ½" wheelset can be acquired to add to the one we already own. This means that we have ALL the wheels for the locomotive. The bogie centre pin casting is already made and fitted to the engine so we only have to fabricate the bogie.

OTHER ITEMS

The motion girder drawing from the original 'Royal Scots' is being compared with that on Jubilee No 45593 'Kolhapur' at Tyesley, and the Patriot General Arrangement drawing to see if there are any modifications required to that drawing to make it suitable for the Patriot. As the motion on the Scots and Jubilees was very similar (and in some cases identical) to the 'Patriot' we are hopeful we can use these drawings.

We also want to get the hanging bars and running plate completed so that we can get a splash and nameplate mounted by April next year. This will be undertaken at Llangollen.

Cab

We have a sponsor for the materials and possibly for the assembly of the cab which has to be redesigned to take 1½" off its height but keep the profile unchanged. Once Kevin West our Design Engineer has completed this task we will obtain quotes for its construction.

Motion

We have agreed prices for the following old Jubilee motion items which will require refurbishing:

- A full set of coupling rods
- One connecting rod (one outside and one inside still required)
- Three slidebars (six required in all)
- Right and left hand crossheads
- Right and left hand drop links
- Right and left hand union links
- Right and left hand combination lever
- Right and left hand radius rods

Further work to source the remaining connecting rods is on-going, however we believe that they will, most probably, have to be made new.

Tender

The tender has now been dismantled and the springs have been refurbished. The wheelsets are heading to Tyesley shortly for tyre turning and journal polishing. We are pleased to say we have a sponsor for the four new axleboxes required and that currently we are awaiting the delivery of one of the good axleboxes. This will be sent to Eddie Mocroft so that he can give us a quote for a pattern. It is highly likely that we will need to have new frames made as the existing one are badly wasted. We are also awaiting quotes for the cost of this.

Cylinders

We are of the view that these should be fabricated rather than cast. This practice was widespread in Europe and America but rarely used in the UK, though 42424, the last of the much lamented Fowler 2-6-4 tanks, received fabricated cylinders when it was built and we do have a drawing of these. Patterns for the cylinders are likely to cost in the region of £50,000 and with the materials for each cylinder coming out at around £7500 we believe that fabrication is a viable option. This method is currently being used for the Brighton Atlantic 'Beachy Head' loco and also for a replacement cylinder for 76079. This cylinder will be main line certified because it must obtain approval from their Vehicle Acceptance Body so that it may travel over Network Rail metals to Whitby.

You will see that we have been very busy over recent months and anyone viewing the impressive frames at Llangollen will see just how much has been going on off site.

In light of our recent achievements, and in anticipation of future ones, I would like to thank my colleagues – Steve Blackburn and Kevin West. Also (in alphabetical order) Brian Cauldwell (West Coast Railways), Mike Hoskin (Churchill 8F Group), Steve Latham (L&NWR Crewe), Bob Meanley (Tyseley Loco Works) Dave Owen (Llangollen Railway Engineering)

Their ongoing support and advice really has been invaluable.

OFFERS INVITED FOR SUPERB PATRIOT PAINTING

Sealed bids are being invited for a superb original painting which has been donated by Patriot Project Member, Llangollen Railway volunteer and artist Jayne Cerys. The painting depicts how Patriot 4-6-0, 'The Unknown Warrior', might look in LMS lined black livery. Jayne presented her painting to LMS-Patriot Project Chairman, David Bradshaw during the Members' Day which was held at the Llangollen Railway on 4th June.

Proceeds from the painting will go towards

helping to build 'The Unknown Warrior' which is being assembled at the Llangollen Railway Works.

Please send your bid via email to lms-patriot@hotmail.co.uk or via sealed envelope to:

LMS-Patriot Project, PO Box 3118, Hixon, Stafford, ST169JL

The highest bidder will be presented with the painting at the Llangollen Autumn Steam Gala over the weekend of 9th - 11th September.



DONATED ITEMS WANTED

We are still looking for items that we can sell on our sales stand, on our eBay site, or at the Railwayana auctions to help raise funds. If you have any books, DVDs, model railway items or Railwayana, please contact us to

arrange collection, or drop items off by arrangement at any of the Sales Events that are listed. A big thank you to Bev King, John Barrowdale and Gavin Shell, who have recently donated items that we have sold.

MEMBERSHIP MATTERS

by Richard Sant

We have now reached over 520 members, thanks to the recent leaflet insert in Steam Railway magazine. The membership scheme reaches its fourth year in July/August - it doesn't seem a long time ago since I had a conversation with one new member about the scheme at Carnforth Open Weekend in 2008. Do you remember?

We also have 157 regular donors, with the average donation now over £14 which means, with Gift Aid, just short of £3000 per month - even at the reduced repayment of 25%.

By the end of May 24 existing donors had increased their donations to add another £205 and so that will add to £38,000 in a full year. The target is £60,000 so this is a wonderful response. I'm sure that very soon we will be two thirds towards the target.

Claire George as Treasurer has added that in the 3 years since the project has started our income has totalled £230,000, and the budget forecast is for £150,000 in this financial year. With this we can seriously steam ahead!

The new engine gently steaming into

Euston for 11 o'clock on November 11th 2018. Our Chairman, David Bradshaw with his top hat, the Prime Minister and a Royal person...or two.

As you know we are trying to keep postage costs under control by emailing this Newsletter to you, and following some concerns from members who use a dial up connection, rather than broadband, I do assure you that they are quite small files. If unsure then please let us know on the Member's ansaphone and a hardcopy will be posted to you.

We attempt to respond to all emails on membership within 24 hours and letters within a week of collection from the PO Box. It is very helpful indeed if you show your membership number on all correspondence: the days when I knew all names is - sadly - well past. If you wish to renew by giving in a cheque to sales staff at galas please also hand in your renewal letter.

Banks can also be quite slow at activating your standing order. If you have had a problem then please leave a message on the members ansaphone (01889 271058) and I'll check progress for you.

FUTURE EVENTS

2011

Llangollen Railway Autumn Steam Gala
9th - 11th Sept

Great Central Railway Autumn Steam Gala
Loughborough Central Station (GCR)
6th - 9th October

Tyseley Loco Works Open Day
23rd October

Llangollen Poppy Trains
5th, 6th November

AGM
12th November

RECYCLABLES WANTED

Please keep your empty Canon, Dell, HP, Lexmark, Brother, Samsung, Philips, Sharp or Xerox ink cartridges. Epson cartridges are valueless but they are still recyclable. Please also keep your unwanted mobile phones. Don't forget that broken, faulty, and locked phones still have a value and we can recycle these.

Please don't send them to us directly. If you have any of the listed cartridges, please email or contact us, and we will arrange for a FREEPOST recycling bag to be sent out to you.

LMS-PATRIOT PROJECT SALES ITEMS

The Unknown Warrior on Shed at Llangollen by Colin Wright



Signed Limited Edition Print: £55 + £4.95 P&P

Placemat: £4.50 + £1.50 P&P

Mouse Mat: £6.50 + £1.50 P&P

Coaster: £2.50 + £1.50 P&P

4mm/OO scale nameplates: £8.50 + £1.50 P&P

Mug: £6 + £1.95 P&P



The Unknown Warrior Branded Items



Rugby shirts
S, M, L, XL, XXL
£30 + £2.75 P&P

Polo Shirt:
S, M, L, XL, XXL
£17 + £2.50 P&P

Fleece:
M, L, XL, XXL
£30 + £3 P&P



Rucksacks
£16 + £2.75 P&P



Enamel Badge
£4.50+ £1.50
P&P



Patch
£6 + £1.50 P&P

PATRIOT HLF AWARD FOR CREWE HERITAGE CENTRE EXHIBITION

We are pleased to announce that we have been awarded a Heritage Lottery Fund grant to mount an exhibition about the Project and Memorial Engines at Crewe Heritage Centre.

The exhibition is currently being put together and more details will be announced in the next Warrior.

Crewe is an important place for the Project - both with the historical links to the Claughtons and the Crewe built Patriots, which numbered 40, and with the announcement last year that the boiler for 'The Unknown Warrior' will be built by LNWR Heritage Ltd, who are based in Crewe.

COLLECTION AT NANTWICH TOWN FC

By Andrew Laws

Member Derek McVety organised a display and collection at Nantwich Town FC on April 23rd for the Project. Nantwich Town FC - affectionately known as 'The Dabbers' are Derek's local team. It was a fantastic opportunity to promote the Project and spread the message of our tremendous progress with 'The Unknown Warrior' to the local area. We are rapidly building links with Crewe, with the boiler

to be built at LNWR Heritage at Crewe and 40 of the original class being built at the nearby Works.

A big thanks to Derek who organised the day superbly for us. Derek has not been in the best of health recently and we wish him well. Also a big thanks to the Nantwich Royal British Legion Members who supported us on the day.

MEMBERS' DAY

By Andrew Laws

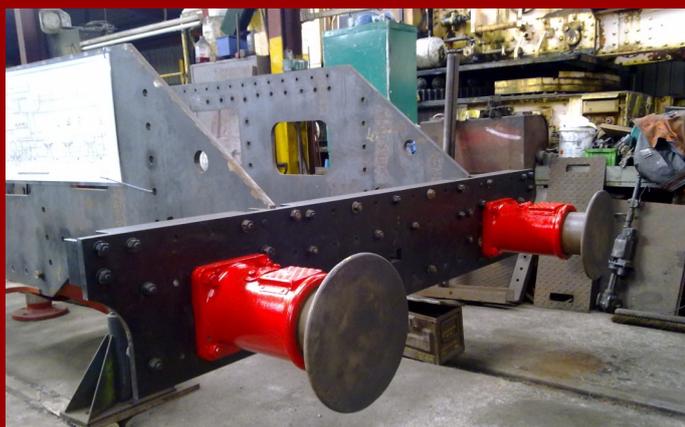
The first Members Day' took place on 4th June at the Llangollen Railway, as many of you who took part will remember. We had a fantastic day with two return trips to Carrog behind 'Black 5' number 44806, and an excellent lunch and tour around the Llangollen Works to view the progress of 'The Unknown Warrior'.

Thanks to the overwhelming response we had from you the Membership, we were able to accommodate around 100 people during the day and raised over £1000 for the Project from the Day. The Llangollen Railway catering dept. did a superb job in providing an excellent lunch for us all, and the Llangollen staff made us feel very welcome.

The 2012 Members' Day has been provisionally booked for Saturday June 9th 2012 at Llangollen.



<ABOVE> Chris Hughes, Member and supporter who many of you will remember as the BBC Mastermind Champion of 1983, took part in the Members' Day. Chris is also a regular on BBC Eggheads, and is seen here pictured next to Llangollen based 'Black 5', 44806.



<LEFT> Buffers now fitted to 'The Unknown Warrior', seen here during the Members' Day on 4th June

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:** Barry Island Station Buildings, Barry Island, Vale of Glamorgan, CF62 5TH**Registered Charity No:** 1123521 **VAT Registration No:** 978 8801 48**Board of Directors and Trustees****Chairman:** David Bradshaw**Company Secretary:** Richard Sant**Director:** Andrew Laws (Marketing, Publicity and Events)**Director:** Kevin Finnerty (Governance and Archive)**Director:** Steve Blackburn (Engineering and Quality Management)**Director:** Richard Sant (Membership and Donations)**Project Support****Treasurer and Administrator:** Claire George**Engineering Design Team:** Peter Rich, Fred James, Kevin West, Jack Cross**Documentary Video:** Andrew Kennedy, Oakwood Visuals**Sales Support:** Neil, Karen & Katy Kinsey, John Hastings–Thomson, John Barrowdale, David Hancox, David Hughes, John Lancaster, Brian Johnson, Gavin Shell**Locomotive****Loco Assembly:** Dave Owen/Llangollen Railway plc**Tender Restoration:** John Buxton/Cambrian Transport Ltd.**Project Address:**

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Project Sponsorship

The LMS–Patriot Project is proud to be associated with the following sponsors who have generously supported the Project. If your Company or organisation would like to be involved with the LMS–Patriot, please contact us.

**OAKWOOD VISUALS**