

Stanier 'Black 5' 4-6-0 No. 45231 'The Sherwood Forester' is seen at Llangollen on the morning of 7th March 2015 during the Steam, Steel and Stars IV Gala.

PHOTO: ANDREW LAWS



APRIL 2015
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The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



Help us finish The Unknown Warrior

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The recent SSS4 Gala at the Llangollen Railway, which many of you will have visited, demonstrated the continued demand for enthusiasts to see and ride behind a variety of steam locomotives at big galas. From the lowly 0-4-2 Tank engine No. 1450, to the superb 4-6-2 Bulleid Pacific 'Wells', large numbers came out to visit the fourth Steel, Steam and Stars Gala.

The progress of three new build projects including 'The Unknown Warrior' could also be seen inside Llangollen Works together with the now 4-6-0 rolling chassis of 'Betton Grange' and the frames of the GWR 2-8-0 'Night Owl' number 4709. These 'new builds' will soon be joined by a fourth

project at Llangollen the B17 4-6-0 'Spirit of Sandringham'.

All of this activity and the plethora of other new build Projects around the country focuses our attention to finish 'The Unknown Warrior'. We need to be in a position to steam the locomotive during 2017 and have 'The Unknown Warrior' on the main line for 2018. With your continued support and donations

we are well on the way to achieve this but we need to concentrate our efforts on that final push.

If you are in a position to increase your monthly donations or support the Boiler Barrel Appeal or Boiler Loan Appeal then please do get in touch.

Thank you very much for your continued support.

Andrew Laws, Editor



LED BY IWM

Front Cover:

Patriot No. 45510 is seen at it's home shed, Carnforth (24L). Date unknown.



◀ New Project signage displayed on Platform 2, Llangollen Station during the Steam, Steel and Stars IV Gala, 6th March 2015.

PHOTO: ANDREW LAWS

Message from the Chairman

2015 has started well for the project with the two boiler barrels being manufactured, the copper plate for the firebox being formed and the copper tubeplate drilled, with assembly scheduled to start in April for completion in August. The foundation ring will be fabricated by late Summer. The doorplate former has been cast and the doorplate will be formed during April followed by the throatplate. We expect to order the remaining steel plate for the firebox – the crown and sides by mid-Autumn. This will mean that by the end of the year we will have all the platework necessary for assembly of the first main line conventional boiler to be constructed in the UK since 1960, to begin in January 2016.

All the components for the bogie have been manufactured and assembly is due to start shortly, with completion scheduled for the end of August. The cylinders are due to be fixed permanently to the frames along with motion girders and motion brackets and all the cylinder and valve covers have been cast. The valve heads have been cast and await machining. The valve and cylinder liners will be cast during May as will the pistons. We will order the outstanding motion parts over the next six months.

Harco Engineering has generously offered to overhaul the brake cylinder free of charge and Rowlescourt Engineering has commenced work on the tender frames.

All this will have been achieved in the face of a huge publicity by the P2 Project who are not our direct rivals but who are spending significant amounts of money on publicity and marketing. Our marketing and publicity budget in comparison looks puny but we are continuing to make our presence felt in both railway and non-railway areas and this will grow as we progress towards 2018. Our view is that we should spend as much of our income as possible on building the engine and we won't be going in for blanket press coverage but we will be using targeted advertising to celebrate major milestones in the build.

In short, we are on target but cannot relax our efforts if we are to meet our steaming deadline of Autumn 2017. We are specifically trying to raise money for the foundation ring – 'A Fiver for the Foundation Ring' but are also looking for sponsors for other items – in particular the big end strap forging (£2,300), the expansion link castings (£5,000) and machining of the six valve covers and three remaining cylinder covers (£6,000).

The Board will be working extremely hard for the remainder of the year trying to achieve the above. Any further help you can give by sponsorship, donations or boiler loans will be gratefully received.

STOP PRESS

Forecasting likely costs is extraordinarily difficult as most of the parts we are having made are being done for the first time. A recent example is my forecast for the outer steel firebox sides and crown (which comes in two pieces) which I advised, following discussions with our boiler builders, would cost around £20,000 – in fact the quote we have received from Deepdale who rolled the barrels, was for £6,450, which suggests that I should resign from my unofficial role as estimator and apologise to our Treasurer for misleading him. On top of our other requests for sponsorship could I therefore add £3,225 per firebox crown/side. Having these made now will allow L&NWR Crewe to proceed straight to assembly of the boiler at the back end of 2015.

Financial Update to 31.12.14

by Neil Collinson, Treasurer

A RECORD THIRD QUARTER FOR THE PROJECT.

It is always difficult to write a financial report which is interesting to a reader. They are not renowned for being sprinkled with humour and it has to be remembered that they are serious issues. We are only custodians of a very valuable asset which is being funded by our very valued members and contributors.

What you do not want though is a report which is repetitive, boring and makes people stop reading after the first paragraph. So, 'Wake up at the back there.' I will keep it short and hopefully punchy enough that you will see it through to the end.

It is also difficult to avoid the repetitive use of words like 'Income, financial, amount, milestone, funding, etc. etc.' However, do brace yourselves for a longer missive next time as I have indicated to the board that we could achieve an annual income of £300,000 for the first time in the projects' history. A milestone perhaps worth a page and a half in the next issue.

There were two significant milestones achieved in the quarter ended 31st December 2014.

Firstly, total income for a single quarter exceeded £100,000 for the first time and secondly, the first three quarters to the 31st December 2014 realised a figure of a quarter of a million pounds. This was due in no small part to the generous donations received at our AGM in November, which were reported in the last issue. An additional £67,265 was received in boiler loans in the quarter, including two totalling £15,000 in the month of December.

The boiler loan fund was in excess of £125,000 to the end of December in addition to amounts that have been donated for that specific project. Along with other donations for specific items, we treat these in our accounts as 'Restricted funds.' The boiler loan scheme remains a significant additional funding source for the project, so if you have not yet requested a brochure and application form, please contact our office, whose details can be found on the inside back page of this issue. A further £100,000 has been generously loaned on a more short term basis, from 1 to 5 years. Please email me

if you are interested in finding out more about this opportunity to help the project.

As the locomotive progresses, and the wider public see we mean business, our profile and our membership base increases. More significantly, enhanced confidence in our ability to finish the job increases the number of regular donors. A further six regular monthly contributions were started in the quarter and the total number now stands at 278. The average monthly amount is £14.89. As a comparison, it was £14.70 in December 2013, and this represents the first increase on a quarterly cycle for some little time. I offer no apology for repeating that this is probably our most valued income source. Any monthly commitment by our members is highly sought after, it enables us to forecast our cash flow accurately and manage our supplier invoices within the agreed timescales.

Happy suppliers are a valuable addition to the project. If we pay them on time and build up a good reputation then they are extremely likely to treat us well in the future. In other words, they trust us, deliver our orders on time, and in turn, keeps our engineering project plan on target for 2017.

Finally, I reluctantly use only part of the slogan from that well known supermarket chain who have been cooking the books this year – 'every little really does help!'

I remain, your hopefully valued volunteer treasurer, at least until my 3 years are up!

The Membership Scheme

by Richard Sant, Company Secretary

Now we have reached an income total of £1 million, it's worth looking at the changes since the Membership Scheme was launched in August 2008. That was just after we attended a gala at Carnforth in July 2008, although the initial three members, David Bradshaw, Andrew Laws and I date back to the company formation in February 2008, as Directors and Trustees.

In July 2008 it was agreed to contract with Claire George as financial administrator to manage our bookkeeping and database at the launch of the scheme. She took the responsibility for all our financial transactions, including writing the Financial Regulations and Policies, and I did all membership activities (new members and renewals). As we both live in Stafford that was straightforward to manage, on a mixture of paper records (me) and Excel spreadsheets (Claire). I emptied the PO Box, walked to a café for lunch to open the letters, paid the cheques into the bank before driving to post the records through her letterbox before returning home to send out new members and renewal packs. Claire then updated the database and recorded the income for VAT returns and Gift Aid claims and sent letters of thanks to donors, renewal letters to members and filing all the paperwork. Emailing of the 'Warrior' to members was all done via hotmail which only allowed 50 to be sent at any one time or it would crash.

As a new charity, and having made a large Gift Aid claim in late summer 2008, we had an inspection of our record keeping systems by Her Majesty's Revenue and Customs (HMRC) during the autumn. All our contacts are given a unique reference number (URN) – and that includes members as well as suppliers and donors – so members represent a subset. The inspection checked we could locate members by name and number and show we had recorded and kept each Gift Aid declaration.

With membership rising (now at 1,200 and URNs in the 2,000s) this began to create a large

number of individual files, kept at Claire's house, and all the other membership materials needed at mine.

Added to that was the growing total of financial transactions (over and above membership) and all the associated paperwork. The complications of VAT Returns and Gift Aid Claims; the increase in the members' administration; the financial examinations by HMRC and our accountants, causing additional workloads to Claire and her assistants – who had to be paid – led to a number of major changes including moving to the adoption of Sage software for those transactions in 2011.

At the Away Day in 2013 the implications of the increasing workloads were discussed. Changes were suggested and once agreed by the Board implemented in September 2013.

A new database was designed and installed by Steve Wood, which allowed a number of volunteers to handle membership business at the same time. Claire could then concentrate on purely financial administration, and the costs saved meant we could rent a small office in Stafford. The volunteer office opened with 10 volunteers regularly giving a minimum of half a day each, dealing with the basic administration of membership and donation letters, also serving as a new place for files and stationery, a franking machine and a better quality Duplex laser printer. This is a future proof system... given that all the volunteers are in their late 60s or early 70s.

Emailing to members is now done directly from the database, and although it is still being

developed as new requirements are identified, information on members and donors are easily accessible by any of the volunteers.

All contributions are logged onto the system by the office volunteers. When donating via the website that donation is automatically included in their records making it simple to see how much an individual has contributed to the Charity.

Members will soon be able to log into the system, check or update their contact details and contributions, or renew their membership online.

New and renewing membership cards are now sent from the volunteer administration team, using peel off plastic cards. Over the years the scheme has raised over £100,000 towards the project.

MEMBERS' DAY 2015

The fifth LMS-Patriot Project Members' Day will take place at the Llangollen Railway on Saturday 27th June. You will soon be receiving your notification regarding Member's Day if you have not already received it.

As many of you who have attended previous Members' Days will know we organise guided tours around Llangollen Works to see the latest progress of 'The Unknown Warrior' and you will ride and have lunch on our specially chartered steam hauled train up the beautiful Dee Valley. With the Llangollen Railway now running to Corwen, we have also requested a ride on the newly reopened section. Places are limited to 250 and will be offered on first come first-served basis.

Following feedback from last year's Members' Day, we will improve the lunchtime drinks and catering arrangements.

As with previous years, we will be running our optional evening 'fish n chip' special train – 'The Patriot Plaice'. This must be pre-booked when you make your main booking for Members' Day.

We hope you can make it to this year's Members' Day.

Recycle for Charity

The LMS-Patriot Project continues to be part of the Recycle4charity recycling programme, so please keep recycling your printer inkjets, mobile phones and laser/toner cartridges and send in the special Recycle4charity envelopes which we provide to new Members, these are also available from our sales stand. Alternatively please bring any of these items to our various events around the country (see p28-29), or if you have a large number of items, you can request a prepaid recycling envelope but please do not post these to us.

Mr R A J Brown
Douglas
Isle of Man

Dear Sir/Madam

Thank you for sending me the LMS-Patriot Project Calendar for 2015. I was amazed to see the loco for the month of January, No. 45511 'Isle of Man', the engine named after our Kingdom. We have lived on the Isle of Man since 1992 but before then lived in Stafford at No. 11 Meyrick Road. I was a regular spotter on Stafford station from 1956, at the age of 12 right through to 1992. My favourite line was the East Coast Main Line from King's Cross to Aberdeen and travelled on it every Saturday from 1958 to 1960, anywhere from Peterborough to York, I didn't go any further north or south or it would have meant less time travelling on the main line with having to travel from Stafford. It was a fantastic experience seeing every one of the Pacifics, V2's and B1's.

I am now 70 and still active. I have been buying Steam Railway each month since the boys at Darlington decided to build a P2. I have seen all six of the rebuilt P2's as A2/2's on my Saturday visits to the ECML. In 2013 I decided to put a photograph album together with a storyline to each photograph. I have got both P1's, all six P2's as built in 1934/35, rebuilt by Gresley with A4-style fronts and rebuilt a third time into A2's. I have also added the five Class 87 electric locos with P2 names and loco shots from my own collection. I am now keeping up-to-date with No. 2007 'Prince of Wales' every month.

I must admit that I didn't know too much about the LMS-Patriot Project until I saw an item on the television about the engines visit to the National Memorial Arboretum at Alrewas in Staffordshire. I started to make enquiries about the Project and asked a friend of mine in Stafford some questions. He sent me a selection of photos of Patriots including No. 45508 with stove pipe chimney and No. 5549 on a freight at Low Gill taken in the late 1940s. I have now decided to do an album on the Patriots and wondered if anyone could help me locate photos of the engines listed on the following page.

My wife and I would very much like to see No. 45551 'The Unknown Warrior' and would like to know if the workshop will be open to visitors between 9th and 13th June. These are the only dates we can manage to get off the Island and with my job as a school crossing patrolman I am tied to school holidays.

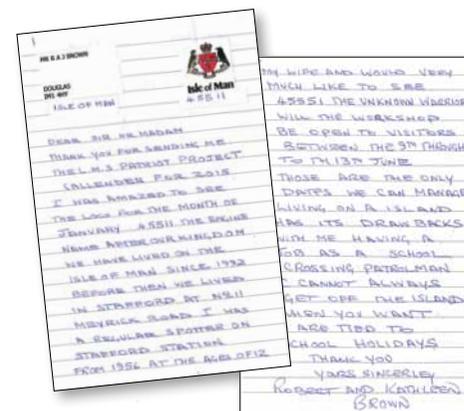
Thank you.

Yours sincerely
Robert and Kathleen Brown

If anyone has photos of the engines listed below and can supply them to Mr. Brown please contact the Stafford office and indicate how much you would like for them.

| Engine Number and Name | |
|------------------------|---|
| 45502 | Royal Naval Division |
| 45512 | Bunsen |
| 45514 | Holyhead |
| 45515 | Caernarvon |
| 45516 | The Bedfordshire and Hertfordshire Regiment |
| 45519 | Lady Godiva |
| 45521 | Rhyl |
| 45528 | R.E.M.E. |
| 45529 | Stephenson |

| Engine Number and Name | |
|------------------------|---------------------------|
| 45531 | Sir Frederick Harrison |
| 45533 | Lord Rathmore |
| 45534 | E. Tootal Broadhurst |
| 45535 | Sir Herbert Walker K.C.B. |
| 45539 | E. C. Trench |
| 45540 | Sir Robert Turnbull |
| 45544 | |
| 45546 | Fleetwood |
| 45548 | Lytham St. Annes |



No. 45511 'Isle of Man' outside the coaling stage at Willesden (1A) on 29th August 1959. The loco is shown with the 3,500 gallon tender which held 5½ tons of coal.



No. 45511 'Isle of Man' works a fast fitted freight through Shilton, Warwickshire.

PHOTO: MIKE MARSTON, LEICESTER RAILWAY SOCIETY

Warrior Volunteer Report

by David Hughes

We have been very lucky in that decent weather has enabled us to maintain weekly working parties throughout the winter period. Work has continued on the driving wheels and frames.

The driving wheel castings, with 126 spokes in total, were generally satisfactory but in order to bring them up to the standard required, much filling, rubbing down and painting has been needed. This is rather repetitive work but is essential to achieve the quality finish which we have been striving for and now getting close to. The number of coats of paint is now in double figures. The driving wheel axles have been prepared for and received further coats of primer with undercoating to follow shortly.

The inner frames at the rear and outer frames have also received attention. However work on the front part of the outer frames is delayed pending

completion of the work on the cylinders. It will be essential to finish this prior to the wheels going back into the frames. Some small components from the running plate and cab have been primed and under coated. The motion girders and brake hangers have also been primed and all three cylinder castings have been primed and partly under coated for protection.

The painting team is comprised of myself, John Sandiford, Brian Greally, Peter Moody and a recently joining us is Gerry Paulson.

As a separate 'homework' project I have restored the gauge glasses and Neil Kinsey has manufactured the pieces missing from them.

FUNDRAISING MARATHON FOR 'THE UNKNOWN WARRIOR'

Andrew Laws, Warrior Editor and Marketing and Publicity Director is running the Hamburg Marathon on Sunday 26th April to raise funds for 'The Unknown Warrior'. The 26.2 mile run will be Andrew's first marathon and he is running in Hamburg as he was formerly working there and because it is a really flat course, ideal for a maiden marathon.

Andrew said, "It's great to be running my first marathon to raise funds for The LMS-Patriot Project. Please visit my sponsorship page and help raise funds to finish The Unknown Warrior".

Please visit www.justgiving.com/Andy-Laws to make a card donation. Don't forget to add the Gift Aid part if you are a UK taxpayer.

'RAILS AND REMEMBRANCE' EXHIBITION RE-RUNS IN MANCHESTER

The Patriot Exhibition 'Rails and Remembrance' is running again at The People's History Museum in Manchester until 26th April. The exhibition was originally launched last year (see Warrior 22) and was funded by the Heritage Lottery Fund. The exhibition is well worth a visit if you were unable to go last year. More information is available from www.phm.org.uk



Charity Cycle Ride

IN AID OF 'THE UNKNOWN WARRIOR' AND THE BRITISH LEGION

My name is Ben Larwood and I am a Cadet Sergeant in the Air Cadets in Ruabon. For years I have been interested in steam locomotives and along with my involvement in the Air Cadets and cycling it seemed a great idea to combine the three interests to raise money for two great causes.

At the beginning of July I will be doing a sponsored cycle ride around the 21 Air Cadet squadrons of No. 2 Welsh Wing. It is just over 300 miles in total and I will be completing it over four days.

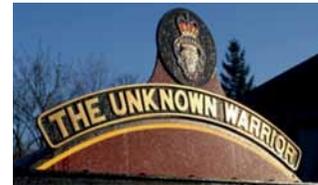
The money that I raise will be split between the Royal British Legion and the LMS-Patriot Project. I will be starting from Llandudno on the first day (see route map below) going via Ruthin and Wrexham amongst other places and finishing in Ruabon.

The second leg is from Ruabon to Llandrindod Wells, the latter is the starting point of the third day when I will be finishing at Llanbedr.

The final day will take me through Snowdonia and I will visit the last squadron at Holyhead before finishing at the gates to RAF Valley, Anglesey.

For any further information or to donate please visit <https://www.justgiving.com/teams/tourde2welsh>

**Ben Larwood, 1251 Berwyn Squadron
Chester & North Wales CTC**



STEAM, STEEL & STARS IV GALA

Top: The Sales Stand that for the first time was situated at the newly-opened Corwen extension.

Middle: The London-Paris Night Ferry approaches Carrog double-headed by Bulleid West Country Pacific No. 34092 'Wells' and GWR Collett 2884 Class 2-8-0 No. 3802.

Bottom: BR Class 9F 2-10-0 No. 92214 'Central Star' visiting from the GCR is seen at the rear of a freight service departing from Llangollen Station.

ALL PHOTOS: JOHN HASTINGS-THOMSON



Find the titled trains listed on the next page. Many of these were hauled by PATRIOT's, which is also hidden somewhere in the grid.

Note that the prefix 'THE' in the titled train names has been omitted to simplify the word search.

- COMET
- CORONATION SCOT
- CLYDE EXPRESS
- CUNARD
- DEVONIAN
- EMERALD ISLE EXPRESS
- EMPRESS/VOYAGER
- FAST BELFAST
- HEBRIDEAN
- IRISHMAN
- IRISH MAIL
- JOHN O' GROATS
- LANCASTRIAN
- LEWISMAN
- MANCUNIAN
- MANXMAN
- MERSEYSIDE EXPRESS
- MIDLANDER
- MIDDAY SCOT
- NIGHT/SCOT
- ORCADIAN
- PALATINE
- PINES/EXPRESS
- RED ROSE
- ROYAL HIGHLANDER
- ROYAL SCOT
- SHAMROCK
- SOUTHPORT - BLACKPOOL/LAKES
- ST MUNGO
- SUNNY SOUTH EXPRESS
- THAMES CLYDE EXPRESS
- THAMES FORTH
- ULSTER/MAN
- WELSHMAN
- YORKSHIREMAN

WORD SEARCH 3 LMS TITLED TRAINS

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

Warrior Engineering Report

March 2015

by Kevin West, Chief Engineer

Major progress in the last couple of months has seen all three cylinders and Motion Brackets being fitted to the locomotive chassis in early January.

Also at Llangollen are the the Hind Cylinder Covers, Slide Bars and Motion Girders ready to fit to the chassis, with the Boiler Expansion Brackets being fitted in early December.

Front Cylinder Covers and both Front and Rear Valve Covers have been cast and are ready to be machined once the necessary drawings are completed.

Our volunteer painting gang, have continued work on the chassis and Driving Wheels. Work on the Driving Wheels has included filling and rubbing down the small surface irregularities in the spokes to obtain a smooth surface.

On the Front Bogie, all parts are at Tyseley waiting for assembly to start. Detail discussions are now underway with South Devon Engineering who we have asked to quote for assembly of the axle and the various standards bodies regarding the machining and assembly of the new bogie wheelset to ensure we comply with the new RISAS standards. Machining of the castings and axle will follow once the technical details are finalised.

LNWR Crewe continue to make progress with the Inner Firebox. Assembly of the Inner Firebox is due to start in the next few weeks following

completion of the Throatplate. Detailed drawings for the Boiler Assembly have been prepared for approval by the insurance company to cover the few modifications to the original design to bring into line with current practice.

The steel flanged plates are progressing at Tyseley Locomotive Works

The two Barrel Rings were rolled and seam welded at Deepdale Engineering in mid-March and have been moved to LNWR Crewe following inspection of the welding.

Refurbishment of the Tender Frames has continued at Rowlescourt Engineering with removal of all the wasted platemwork.

Design work continues on the rest of the valve gear parts required including the Reversing Shaft and associated mountings and bearings.

1-3 New boiler barrel sections for 'The Unknown Warrior' at Deepdale Engineering, Dudley, West Midlands. 16th March 2015.

4 The Boiler Barrel sections arrive at LNWR, Crewe on 19th March.

PHOTOS 1-4: BOB SWEET

5-6 Motion Girders and Slide Bars (wrapped on the pallet) at Llangollen.

7 Newly fitted left hand outside cylinder seen at Llangollen during the SSS4 Gala during March.

8 The inside cylinder waiting fitting to the frames of 'The Unknown Warrior' seen at Llangollen during the SSS4 Gala during March.

9 Newly delivered Cylinder End Covers awaiting fitting to 'The Unknown Warrior'.

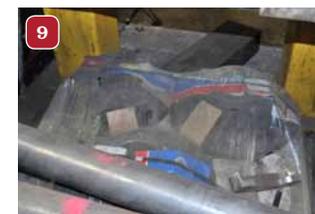
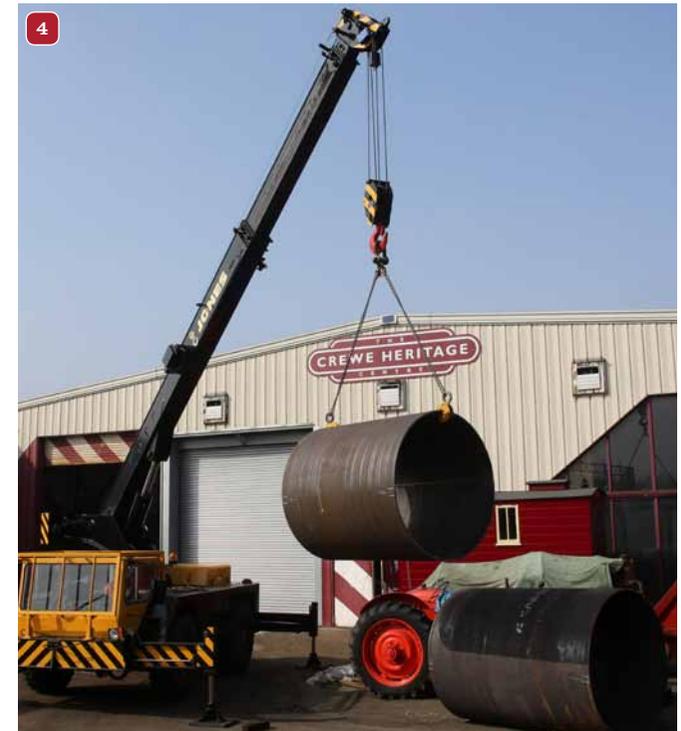
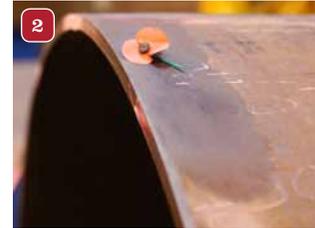
10 The front end of 'The Unknown Warrior' seen at Llangollen on March 7th.

11 The inside of the frames with painted frame stretchers seen at Llangollen on March 7th.

PHOTOS 5-11: ANDREW LAWS

◀ A front end view of 45551 with all three cylinders in position.

PHOTO: KEVIN WEST



Spotlight on John Hastings-Thomson



How did you originally hear about the LMS-Patriot Project?

Steam Railway.

How did you get involved with the LMS-Patriot Project?

I was at the Corwen Gala in 2008 and then signed up at Carnforth.

What do you do now for the Project?

I am the Director with responsibility for External Relations. I keep the talk presentation up-to-date and supply copies to other people who do presentations, as required. On average I do at least one presentation a month within a two hour travelling time of my home in Belper, Derbyshire.

I have negotiated a deal with Bachmann to produce an OO scale model of 'The Unknown Warrior' in 2018 and liaise with them for other support for the project.

I was part of the team that prepared the Corporate Appeal and Boiler Loan Documents.

I am also part of the team working on sales stands including transporting the stand to and from venues, made easier as I live near Karen and Neil Kinsey.

What's the best part about being a volunteer for The LMS-Patriot Project?

I enjoy doing the presentations and talking to the people who visit our stands. I have heard some wonderful stories from crews who worked with the Patriots, which in turn help me to provide special insights into the class during presentations.

What's your best moment so far with the Project?

Seeing 'The Unknown Warrior' on it's wheels for the first time as it entered The National Arboretum in November 2013.

Why do you think The Unknown Warrior has captured the public's imagination and the rate of progress has been so phenomenal?

The Patriots are remembered with great affection by many people who saw them in BR days and many lament the failure to preserve one, especially Patriot herself which after all was a war memorial!

The fact that 'The Unknown Warrior' is the new memorial engine especially with the Gulf and Afghanistan Wars fresh in people's memories. In addition it is the only LMS new build.

Finally we have kept the project firmly and regularly in the public domain and we are perceived as an organisation with a purpose: To be in London, in steam on 11th November 2018. The sense that history has set us a firm deadline which we must not fail to achieve and people believe that we are competent enough to make it.



John's favourite Patriot, No. 5538 'Giggleswick' is pictured at its naming ceremony in 1938.

PHOTO COURTESY OF PETER SIKES



John Hastings-Thomson (right of picture) speaks to Patrick McLoughlin MP, Secretary of State for Transport and MP for The Derbyshire Dales who visited the LMS-Patriot Project sales stand at Wirksworth during Royal British Legion Day at the Ecclesbourne Valley Railway on Monday 28th July 2014.

John's commissioned painting "A Brush with the Past" by Colin Wright can be seen behind him.

PHOTO: MARTIN MILLER

What was your favourite Patriot and why?

No. 45538 'Giggleswick', from my spotting days at Birmingham New Street. Bunsen was another regular but was of course a rebuilt example.

What's your best memory of BR steam days?

Carlisle Station in the middle of a February night in 1958 with a steady stream of Duchesses on overnight sleepers and mail trains.

When steam ended in 1968, did you ever think there would be such an interest in new build projects 35-40 years later?

No. I was aware of the work to preserve the Tallylyn, Ffestiniog and Bluebell Railways but the end of main line steam really marked the end of my interest.

Anyway by then I had learnt to drive and was heavily into rock climbing, mountaineering, skiing and canoeing which were to occupy my work and leisure time and take me all over Britain and beyond for the next 40 years. I rediscovered steam in the 1990's and the rest, as they say, is history!

What livery would you like to see The Unknown Warrior in first, and why?

Crimson Lake, I've already put my money where my mouth is by commissioning "A Brush with the Past" from Colin Wright. The Patriot, along with the 2-6-4T (our next project?) was one of the finest designs of the Fowler period. (Most of the design for The Royal Scots was done by the North British Loco Co. Ltd.) and an example of the combination of Crewe, Derby and Horwich design at their best, therefore it is right that it should be finished in the livery of the period including black shaded letters and numbers. I can just remember the transition from Crimson Lake to Green on the EMU Stock on The West Kirby Line which ran near my home on the Wirral in Cheshire. I also have memories of visiting Liverpool's Third Cathedral: Lime Street Station in the late 40s, early 50s. The first Hornby Train sets after the war with Duchess of Athol in red is another powerful reason.

Where would you like to see The Unknown Warrior run on the mainline?

G&SWR mainline through Dumfries and Thornhill to Glasgow.

Footplate Recollections by John King – Working with Fowler tenders in BR days

SOME EXPERIENCES WITH THE FOWLER TENDER

John King was a fireman at Sowerby Bridge shed (25E) and had experience of working with Jubilee and Patriot 4-6-0s fitted with the standard Fowler 3,500 gallon tender. I was interested to know the limit of their range on a typical fast train over an average route before needing to be replenished as I'd previously heard him say that a fireman had to be careful not to waste water. Clearly, there was less margin for error than with the more common 4,000 gallon Stanier tender so I asked him what the approximate limit of their range was. This was his reply.

"I can tell you exactly how far you'd get. I was at Manchester Victoria station one day with my driver, C. M. Johnson, waiting the arrival of the 10.30am Liverpool to Newcastle express on which we were due to work forward at 11.28am after relieving the Bolton crew. Depending on the season, this train was usually made up to between ten and thirteen carriages. The train rolled in on time behind Stanier Jubilee No. 45698 'Mars' and on boarding, the water was immediately observed to be low in the tender. The fireman claimed to have dipped the scoop on Walkden troughs and said he thought they'd got a bit but when challenged by my driver, admitted that they'd probably got none at all.

I rather suspected that they'd bent the scoop because when we tried again on Smithy Bridge troughs, the water went everywhere except in the tank. I kept the injector running but just approaching Walsden station beyond Summit Tunnel, it knocked off and wouldn't restart. I tried the one on the other side but that wouldn't work either so I had to tell my driver that we were out of water and suggested stopping at Todmorden to fill up. However, Johnson considered we could get through to Sowerby Bridge, some eleven miles further on with the 'three-quarters of a boiler full' we had left which seemed to me to be

risking it, insisting that no more coal was to be put on the fire and that there must be no blowing off. Fortunately, the gradient was predominantly in our favour and he eased off for much of the way, though we had to slow down for the Charlestown curve where a Radial tank had turned over years before. This meant that the engine had to be opened up again, albeit briefly, to get us over the hump. As we approached our stop, I tried to pick up water from the troughs at Sowerby Bridge with the same lack of success and Johnson brought us to a gentle stop in the station with an inch still showing in the glass in such a way as to avoid the water surging out of sight. We had made it but had lost time in doing so. At that point, we were relieved by a York crew who immediately took water from the adjacent parachute tank, but as that only held 2,000 gallons, we knew they'd have to do so again from the column supply at Wakefield in order to be sure of getting through to York.

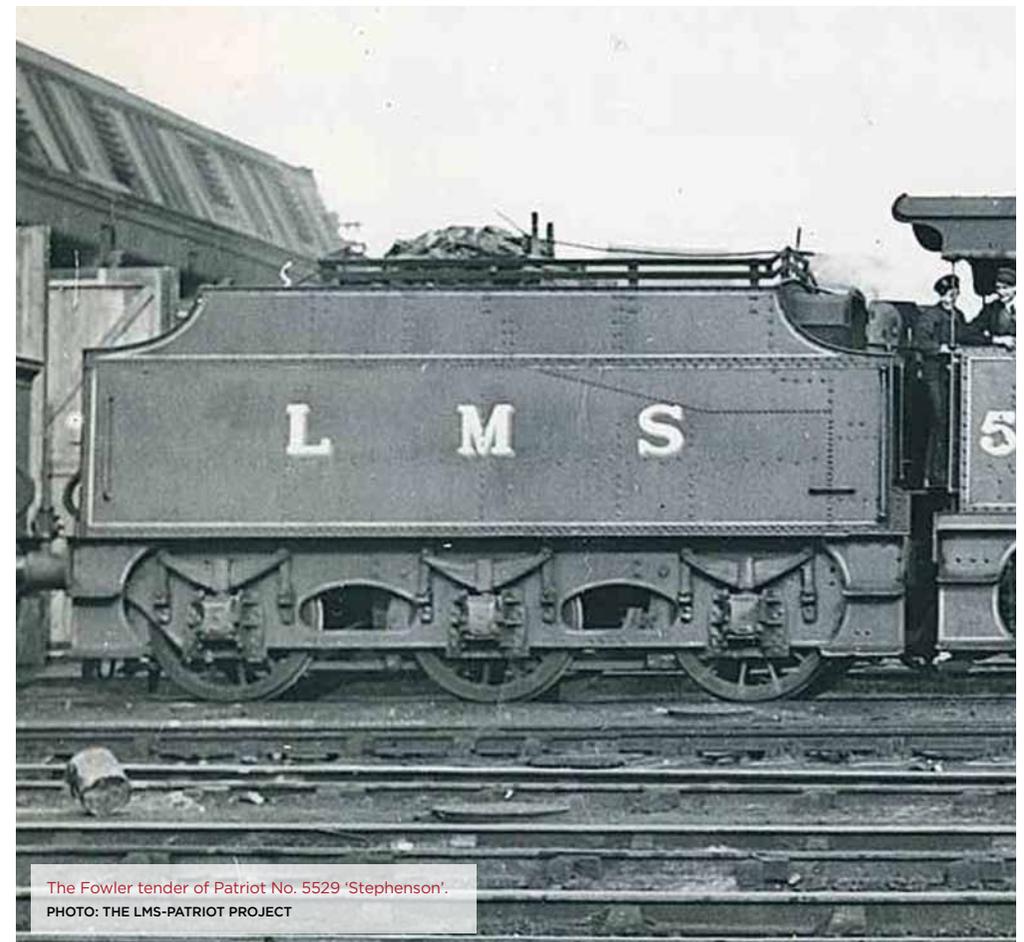
On another occasion, I had reason to be glad that 'Mars' was fitted with a Fowler tender. C. M. Johnson and I were working the same train with No. 45698 in what might even have been the same week. We had free-wheeled down through Todmorden and on entering Hall Royd Tunnel, there was a blowback. The flames shot out from

the firebox and passed horizontally over the back of tender. I leaped into the front corner of the cab and jammed myself as near up against the spectacle window as I could get, just managing to avoid coming to any harm. The driver wasn't quite so lucky and sustained burns to his hand and arm as he threw open the regulator to restore the normal combustion flow. Had 'Mars' been fitted with a Stanier tender, it's probable that the flames would not have escaped so freely from the cab and that the consequences for us both would have been much worse. I fear I was probably at fault in having run with the front damper open. The other three regular engines on this turn at the time were Jubilees Nos. 45717 'Dauntless', 45719

'Glorious' and Patriot No. 45517, one of the unnamed original Patriots. The latter was the best steamer of the four and I loved to hear the roar it made from the chimney which was different from anything else. It was a lovely engine on which nothing ever seemed to go wrong."

P.S. The distance from Liverpool Exchange to Walsden by rail is roughly 55 miles and thus converts into a water consumption of about 63 gallons per mile, assuming that the tank was full at the start of the journey. Against this experience, the additional capacity being built into 45551's tender is likely to prove invaluable.

G. Bentley



The Fowler tender of Patriot No. 5529 'Stephenson'.
PHOTO: THE LMS-PATRIOT PROJECT

No. 45518 'Bradshaw' is pictured taking water while working the up 'Mancunian' at Castlethorpe Troughs in August 1958. With 12 coaches in tow the 6P is working hard.

PHOTO: T. B. OWEN/THE LMS-PATRIOT PROJECT



RE-BOILERED 'CLAUGHTON' LOCOMOTIVES, L.M.S.R.

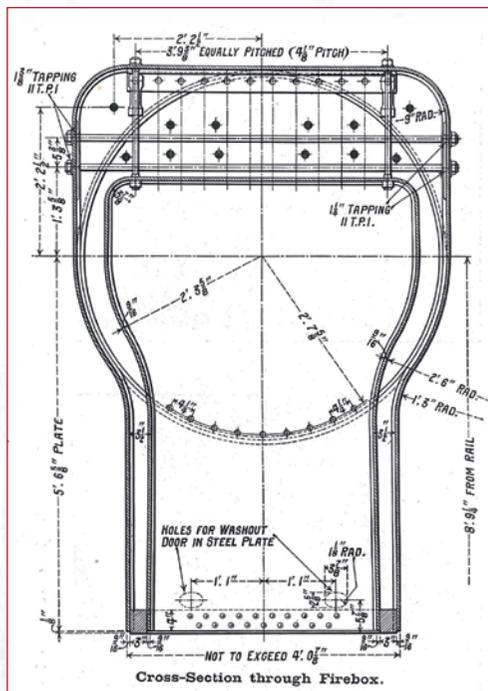
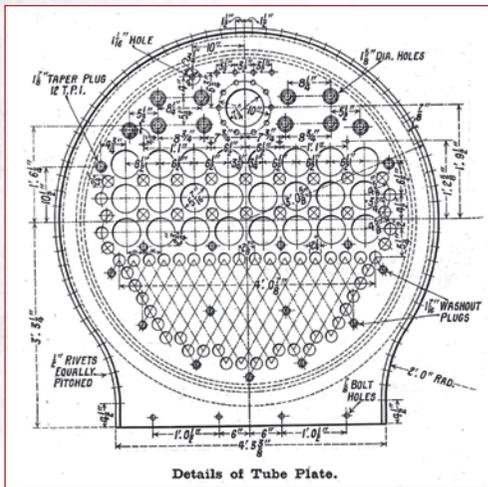
The London, Midland & Scottish Railway Company are fitting larger boilers to several of the 'Claughton' engines, and the first engine so equipped is now in service.

Several of the 'Claughton' type locomotives of the London, Midland & Scottish Railway are being fitted at the present time at the company's works at Crewe with new and enlarged boilers, and by the courtesy of Sir Henry Fowler, K.B.E., Chief Mechanical Engineer, through Mr. H. P. M. Beames, Mechanical Engineer, Crewe we are enabled to reproduce herewith a photograph of the first engine to be so equipped, namely, No. 5999 'Vindictive'.

The particulars of the new boiler are as follows:

| | |
|--|--------------------------|
| Maximum diameter of barrel, outside | 5ft. 5 $\frac{1}{2}$ in. |
| Length between tube plates | 14ft. 0in. |
| Height of centre from rail | 8ft. 9 $\frac{1}{4}$ in. |
| Heating surface: | |
| 140 tubes, 2 $\frac{1}{2}$ in. diameter | 1,088 sq.ft. |
| 24 smoke tubes, 5 $\frac{1}{4}$ in. diameter | 462 sq.ft. |
| Firebox | 183 sq.ft. |
| Total heating surface of boiler | 1,733 sq.ft. |
| Superheater (24 elements) | 365 sq.ft. |
| Combined heating surface | 2,098 sq.ft. |
| Grate area | 30 sq.ft. |
| Boiler pressure | 200lb. per sq.in. |

The first of the 'Claughton' class locomotives designed by the late Mr. C. J. Bowen Cooke, when Chief Mechanical Engineer of the then London & North Western Railway at Crewe, made its appearance in the year 1913, and a large number of these engines were subsequently placed in service. Although as a class they have achieved a considerable amount of success, and have proved economical from the maintenance standpoint, it has always been rather a doubtful point as to whether the boilers with which they were fitted were really of sufficient capacity to do full justice to the general characteristics of design. At all events, such a view has been frequently expressed by students of locomotive practice and others among whom such points are debated. Although it has been generally thought that larger boilers were not fitted on



New Boiler Shop : General View of Machine Bay.

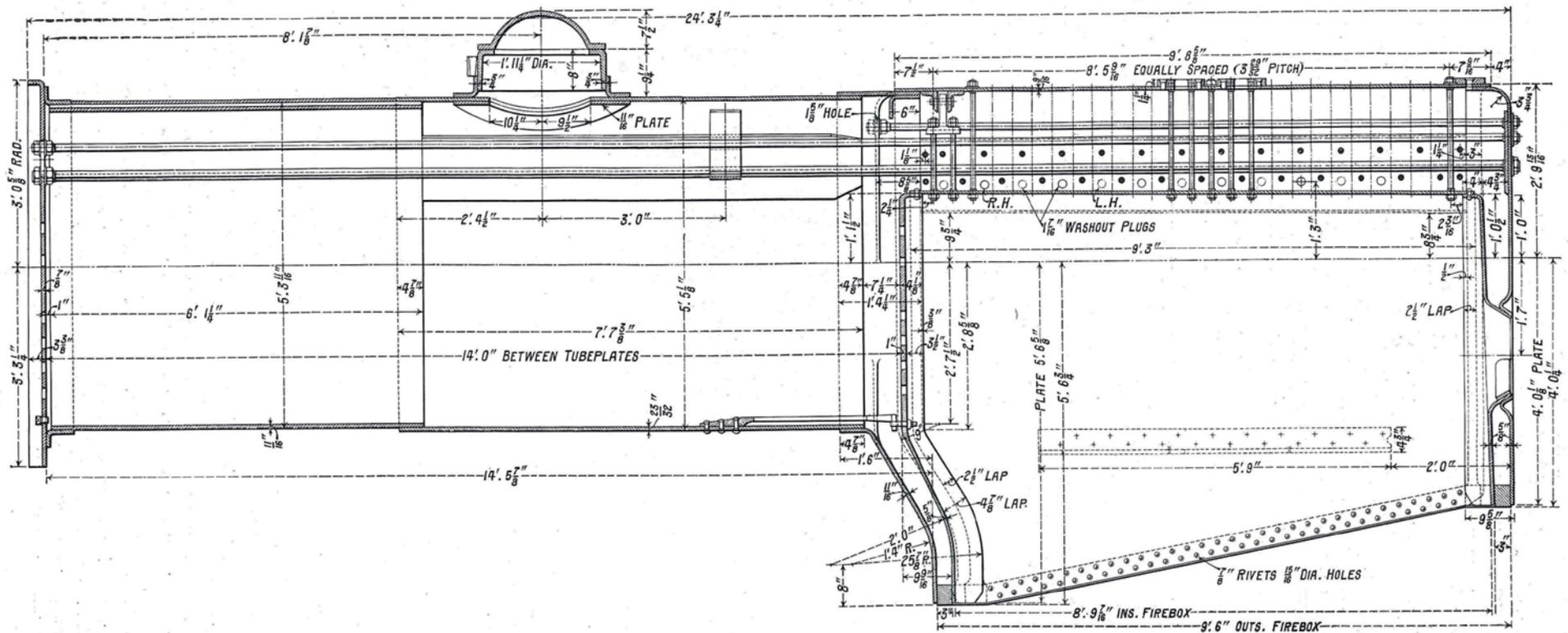
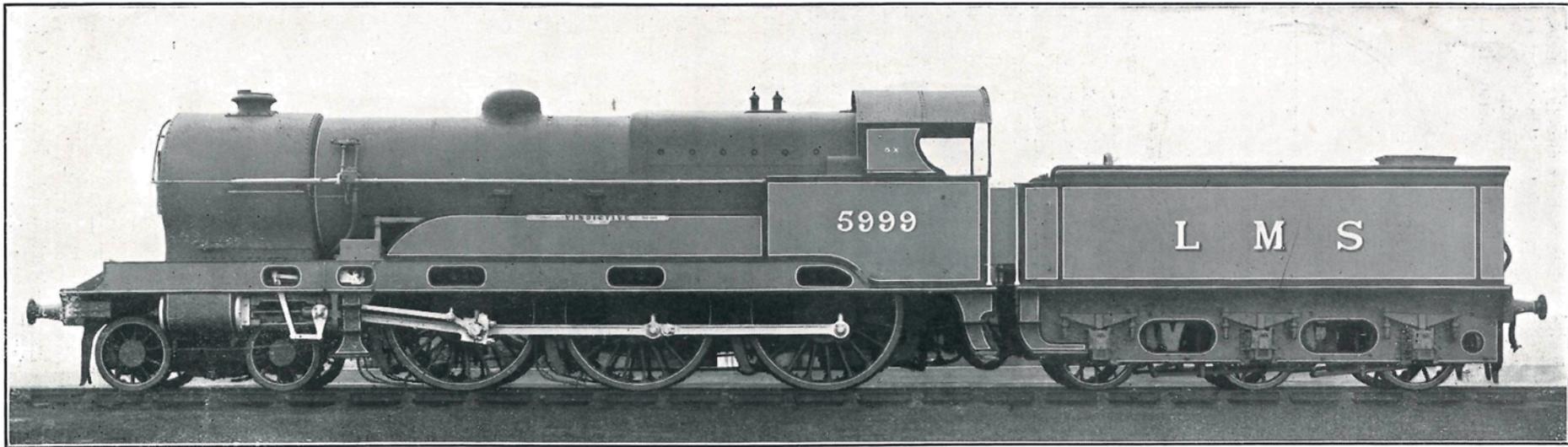
account of the question of weight, we believe that the actual fact was that Mr. Bowen Cooke had to decide the point as to whether expenditure on new boiler shop appliances, such as would have been necessary if an enlarged class of boiler had been introduced, was justified.

order is 110 tons 15 cwt. The fitting of the new boiler adds about 2 tons to the weight of the engine. Its greater height makes it necessary to reduce the height of the chimney and steam dome. Two Ross patent 'pop' safety valves are mounted upon the Belpaire firebox.

The engines have four single-expansion cylinders, 15 $\frac{3}{4}$ in. diameter by 26 in. stroke, coupled wheels 6ft. 9in. diameter, total wheelbase engine 29ft., and total wheelbase engine and tender, 54ft. The engine in working order weighs 79 tons 1 cwt., of which 60 tons 8 cwt. are available for adhesion. The total weight of engine and tender in working

During a recent visit to Crewe Works, we were able to make an inspection of this locomotive, and we can therefore say, from personal observation, that the new boiler – apart from the marked advantages in respect of utility which it possesses over the earlier pattern – adds very considerably to the general appearance of the locomotive.

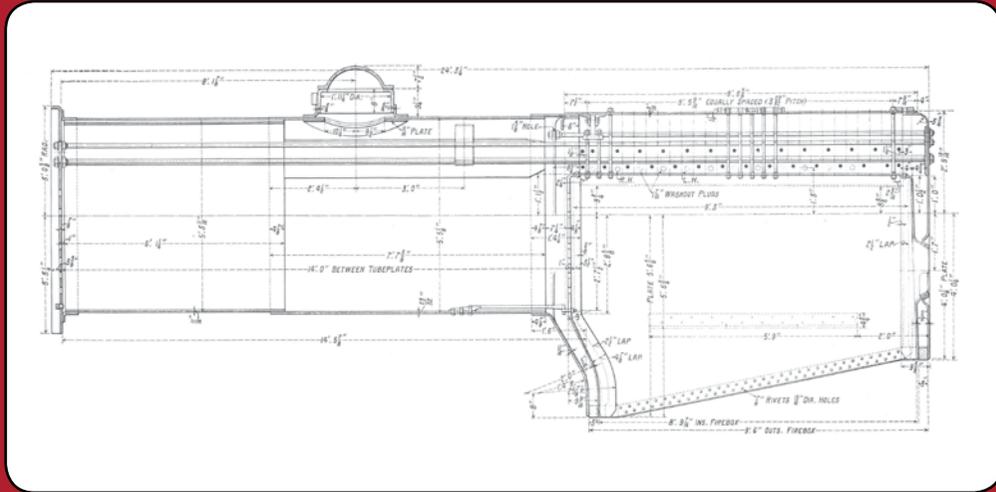
This article and images on both this and the following pages have been reproduced from the September 1928 edition of 'The Railway Engineer', one of six of this publication that were kindly donated to the LMS-Patriot Project.



General View of Rebuilt "Claughton" Locomotive and Longitudinal Section of New Design of Boiler, London Midland & Scottish Railway.

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.

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 by BACHMANN

Princess Coronation

N Scale Model Locomotives



372-181 Princess Coronation, BR Green E/Emblem, No.46229 'Duchess of Hamilton'

372-186 Princess Coronation, BR Express Passenger Blue E/Emblem, No.46226 'Duchess of Norfolk'

- Prototypical non-streamlined body with smoke deflectors
- Powerful (coreless motor) locomotive three axle drive chassis
- Electrical pick up on all driving and tender wheels
- Tender mounted 6 pin DCC decoder socket plus NEM couplings



372-182 Princess Coronation
 BR Green L/Crest, No.46235, 'City of Birmingham'



372-183 Princess Coronation
 BR Crimson L/Crest, No.46240, 'City of Coventry'



372-184 Princess Coronation
 BR Crimson L/Crest, No.46245, 'City of London'



372-185 Princess Coronation
 BR Black E/Emblem, No. 46236, 'City of Bradford'

Era = 1948 - 1956, Era = 1957 - 1966.

features 6 pin DCC Socket. a prototype that has survived to preservation

electrical pickup in tender. features NEM Couplings

Bachmann Europe Plc. Moat Way, Barwell, Leicestershire. LE9 8EY
www.bachmann.co.uk



VOLUNTEER HELP NEEDED

If you are interested in helping on our Sales Stand at the many fundraising events and galas listed on the right please get in touch with our Events Co-ordinator, Robert Wells. These events are also 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

SALES UPDATE

By Neil Kinsey, Sales Director

A big thank you to all Members who have donated items that we sell on our Sales Stand. Most notably, Geoff Bottoms, Andy Collinson and Ian Hunter for large donations, and also Chris Tasker and Ralph Walker for significant donations and to anyone else who has contributed.

We always have a need for more railway related books, model railway items of any gauge and railwayana.

The sales of these items help boost funds to build your loco, 'The Unknown Warrior'.

If you have any items you want to donate, please contact Neil Kinsey, Sales Director - email sales@lms-patriot.org.uk or call 01773 832538.

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.

PATRIOT SALES STAND - VENUES 2015

Our Sales Stand - a vital part of raising funds and awareness of the LMS-Patriot Project will be attending the venues, galas and events listed below during 2015.

April 2015

Swanage Spring Gala

Fri 17/Sat 18/Sun 19

Great Central 'Railways at Work'

Sat 18/Sun 19

North Yorks Moors Gala

Fri 17/Sat 18/Sun 19 and Fri 24/Sat 25/Sun 26

Epping Ongar 150th Anniversary

Fri 24/Sat 25/Sun 26

May 2015

Harrogate Model Show

Fri 8 /Sat 9/Sun 10

Derby Model Show

Sat 9/Sun 10

Barrow Hill Rail Ale Event

Thu 14/Fri 15/Sat 16

Glos/Warks Gala

Sat 23/Sun 24/Mon 25

East Lancs 1940s Weekend

Sat 23/Sun 24/Mon 25 May

Gauge 0 Guild, Cleckheaton

Sat 30

June 2015

Epping-Ongar Gala

Fri 5/Sat 6/Sun 7 Jun

Great Central Woodford Gala

Sat 13/Sun 14 Jun

Great Central Model Show

Fri 19/Sat 20/Sun 21

Mid-Norfolk Gala

Fri 19 /Sat 20/Sun 21

Members' Day. Llangollen

Sat 27 Jun

Tyseley Open Days

Sat 27/Sun 28

August 2015

Midland Railex, Butterley

Sat 15/Sun 16

September 2015

North Norfolk Gala

Fri 4 /Sat 5/Sun 6

Telford Model Show

Sat 5/Sun 6

Llangollen Autumn Gala

Fri 11/Sat 12/Sun 13

Pontypool & Blaenavon Gala

Fri 11 /Sat 12/Sun 13

Nene Valley Autumn Gala

Sat 12/Sun 13

Severn Valley Autumn Gala

Thu 17 /Fri 18/Sat 19/Sun 20

Great Central Beer Festival

Fri 18/Sat 19/Sun 20

Barrow Hill 50th Anniversary

Fri 25/Sat 26/Sun 27

North Yorks Moors Gala

Sat 26/Sun 27

October 2015

Great Central Autumn Gala

Thu 1/Fri 2/Sat 3 /Sun

West Somerset Autumn Gala

Thu 1/Fri 2/Sat 3/Sun 4

Mickleover Model Show

TBC

Keighley & Worth Valley Gala

Fri 9/Sat 10/Sun 11

Swanage Autumn Gala

Fri 16/Sat 17 /Sun 18 Oct

Avon Valley Autumn Gala

Sat 17/Sun 18 Oct

East Lancs Autumn Gala

TBC

Wigan Model Show

TBC

Mid-Hants Autumn Gala

Fri 23/Sat 24/Sun 25

Tyseley Open Day

TBC

November 2015

Bluebell Giants of Steam

Sat 31/Sun 1 Nov

Churnet Valley Gala

Sat 7/Sun 8

Merseyside Model Show

TBC

Warley Model Show

TBC



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On this page you will find our range of Patriot Project sales items including our new waistcoat/gilet in a range of sizes and a new book 'The Book of the Patriot 4-6-0s' by Graham Onley which has been specially reprinted in support of the project.

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

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 | OO Gauge Nameplate Set | | 8.50 | 1.25 | |
| 3 | The LMS-Patriot Project Line Drawing Mug | | 6.00 | 4.50 | |
| 4 | Multi Pocket Waistcoat/Gilet (S, M, L, XL, XXL) | | 27.50 | 4.50 | |
| 5 | The Book of the Patriot 4-6-0s' – Graham Onley | | 12.95 | 3.50 | |
| 6a/b | The Unknown Warrior Nameplate Badge – LMS Red or BR Green | | 4.50 | 1.75 | |
| 7 | The Unknown Warrior Cap – Black | | 8.50 | 3.50 | |
| 8 | The Unknown Warrior Cap – Maroon | | 8.50 | 3.50 | |
| 9 | The Unknown Warrior Tea Towel | | 5.00 | 2.00 | |
| 10 | The Unknown Warrior Logo Mug – Red | | 6.00 | 4.50 | |
| 11 | Jonathan Clay Unknown Warrior Mug – Lined Black | | 6.00 | 4.50 | |
| 12 | Colin Wright Unknown Warrior Mug – BR Green | | 6.00 | 4.50 | |
| 13 | Colin Wright Unknown Warrior Mug – Red | | 6.00 | 4.50 | |
| 14 | Colin Wright Limited Edition Print - BR Green | | 55.00 | 4.95 | |
| 15a | Colin Wright – A Brush with the Past B2 Print – LMS Red | | 40.00 | 5.00 | |
| 15b | Colin Wright – A Brush with the Past B3 Print – LMS Red | | 20.00 | 5.00 | |
| 16 | Jonathan Clay – Unknown Warrior in BR Black – A3 Print | | 20.00 | 5.00 | |
| 17 | Royal Signals & Semaphores at Birmingham New Street – Print | | 8.00 | 5.00 | |
| 18 | Unknown Warrior Tie | | 12.00 | 1.75 | |
| 19a | The UW Polo Shirt – Burgundy (S, M, L, XL, XXL) | | 17.00 | 3.50 | |
| 19b | The UW Polo Shirt – Black (S, M, L, XL, XXL) | | 17.00 | 3.50 | |
| 20a | The UW Sweatshirt – Burgundy (S, M, L, XL, XXL) | | 22.00 | 4.50 | |
| 20b | The UW Sweatshirt – Black (S, M, L, XL, XXL) | | 22.00 | 4.50 | |
| 21 | The UW Fleece – Burgundy (S, M, L, XL, XXL) | | 30.00 | 4.50 | |
| 22a/b/c | Unknown Warrior Beanie Hat – Maroon, Black or Green | | 8.50 | 2.50 | |
| 23a/b | Unknown Warrior Fleece Scarf – Black or Green | | 8.50 | 2.50 | |
| 24 | Steam Memories – LMS Patriots | | 9.99 | 2.50 | |
| 25a/b/c | Steam Sounds of the Sixties CD – Volumes 1, 2 or 3 | | 6.00 | 2.00 | |
| 26 | Claughton & Patriots 4-6-0s Book – G. Toms and R. J. Essery | | 16.95 | 2.50 | |
| 27a/b | The Unknown Warrior Profile Badge – LMS Red or BR Green | | 4.50 | 1.75 | |
| | | | TOTAL | | |

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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.**

01.04.2015

Superb Artist's Prints from the LMS-Patriot Project



A Brush with the Past by Colin Wright

A Brush with the Past – Medium

Size: 13.9" x 19.7"

£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

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



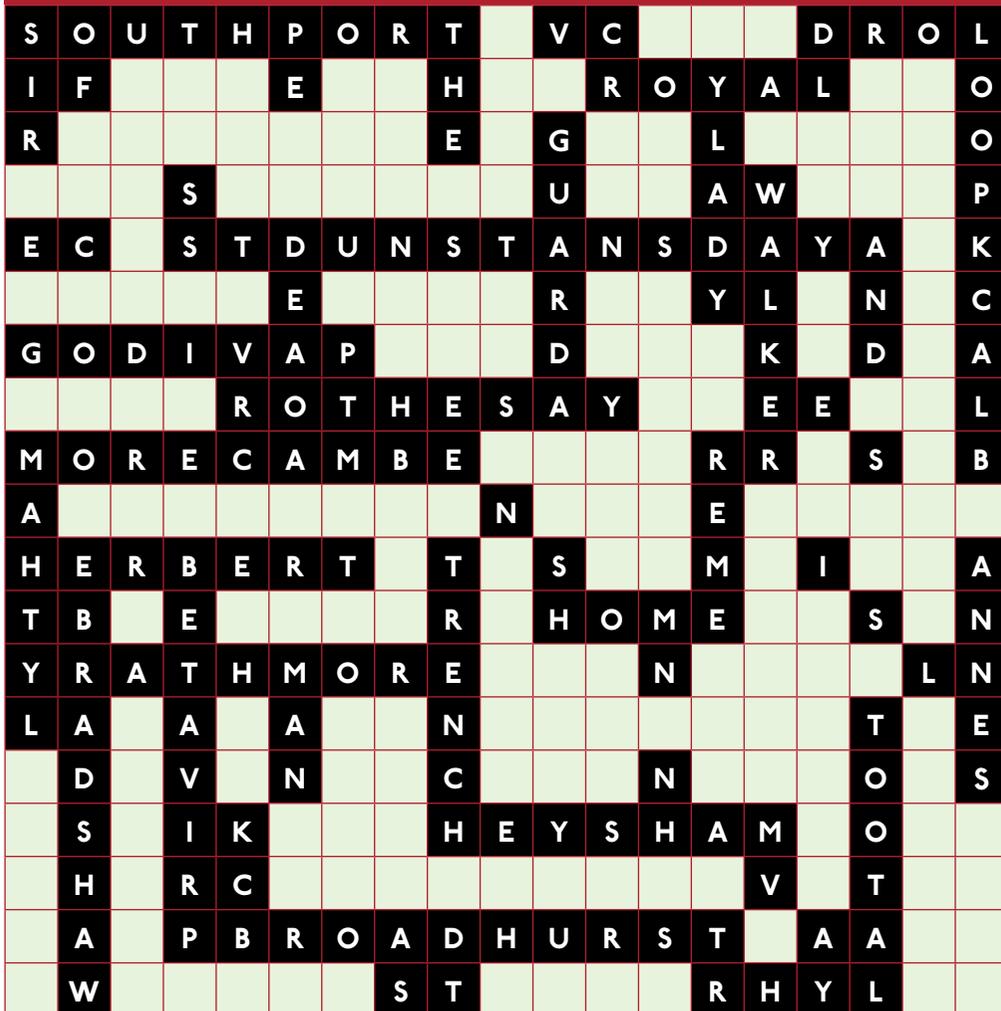
The Unknown Warrior in BR Black by Jonathan Clay

No. 45539 'E. C. Trench' makes a positioning move at Shrewsbury after arrival with a special service in August 1960.

PHOTO: MIKE MARSTON, LEICESTER RAILWAY SOCIETY



LMS PATRIOT NAME WORD SEARCH 2 ANSWERS



CAPTION COMPETITION No. 2 - WINNER

"Neil and Karen finally found a spot, out of the mud, to pitch their tent!!"

Thanks to Member, Chris Tasker for sending this in.

An LMS-PATRIOT PROJECT car sticker is on its way to you.



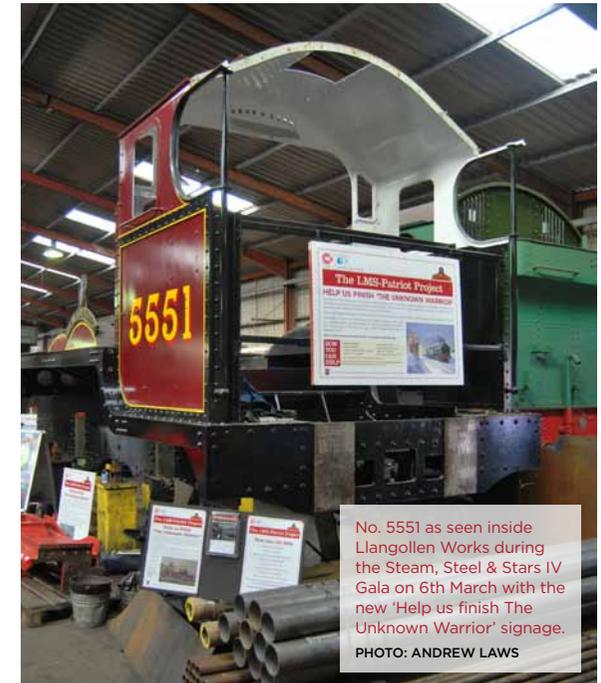
The following named Patriot's were hidden in Word Search 2:

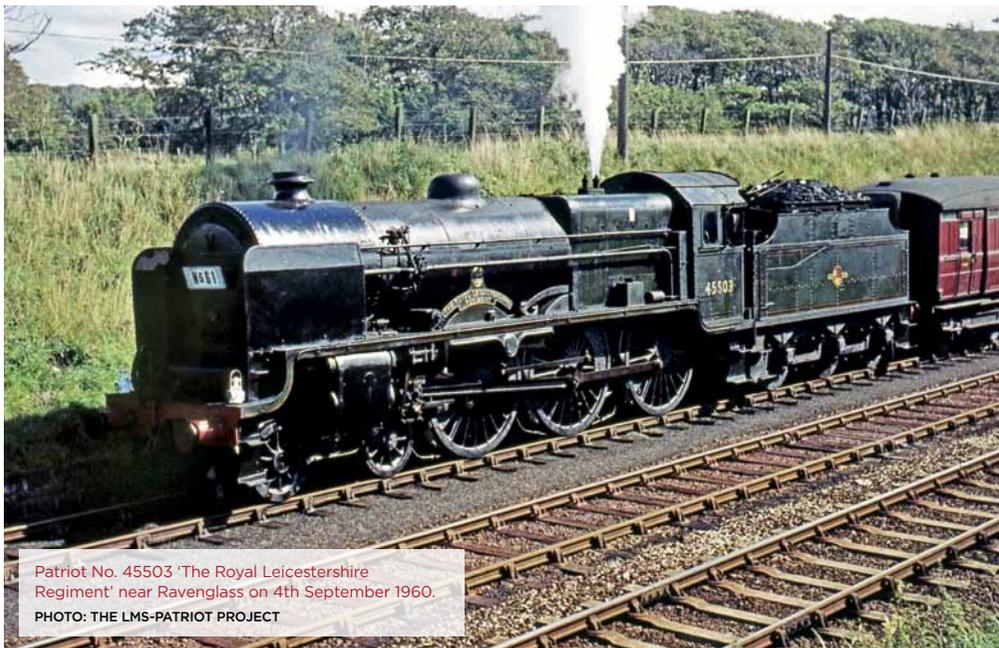
- ST DUNSTANS
- ROYAL NAVAL DIVISION
- LADY GODIVA
- BRADSHAW
- BLACKPOOL
- SOUTHPORT
- MORECAMBE AND HEYSHAM
- COLWYN BAY
- SOUTHPORT
- LYTHAM ST ANNES
- RHYL
- ISLE OF MAN
- STEPHENSON
- E TOOTAL BROADHURST
- LORD RATHMORE
- EC TRENCH
- REME
- SIR HERBERT WALKER KCB
- PRIVATE E SYKES VC
- HOME GUARD
- ROTHESAY (Proposed name for 5551)

SPONSORSHIP AVAILABLE

The remaining sections of the firebox – the top and side outer steel wrappers are available to sponsor at £3,225 each.

Please contact us at the office address if you would like to sponsor any of these three sections so we can finish the firebox for 'The Unknown Warrior'.





Patriot No. 45503 'The Royal Leicestershire Regiment' near Ravenglass on 4th September 1960.
PHOTO: THE LMS-PATRIOT PROJECT

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