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# The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



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## Editorial

**Many of you will have enjoyed a superb Summers' day out at Llangollen for our 5th annual Members' Day at the end June (see report and progress photos on pages 8-11).**

The progress of 'The Unknown Warrior' was clear to see as was the message that we need to concentrate our fundraising efforts in order to steam the locomotive for 2017. With this in mind members were asked during the Works Tours to consider sponsoring one of the 68 special fitted bolts that have now been delivered to Llangollen to enable the final fitting of the three cylinders to the frames. Each of these fitted bolts has cost around £55 each and with the nut, the washer and fitting, the cost rises to £100 for each one that is fitted to the engine. If you are able to sponsor a bolt, become a monthly donor or increase your monthly donation, make a Boiler Loan or donation to the Boiler Appeal please do get in touch and help us finish 'The Unknown Warrior'.

We were also pleased to announce to members that 'The Unknown Warrior' is due to visit Barrow Hill for the three day 'Barrow Hill 65' Gala between 25th-27th September. Hope to see you there! After Barrow Hill, 'The Unknown Warrior' will make its second visit to Tyseley Loco Works to have the cylinder and valve liners fitted together with the bogie that will complete the 4-6-0. 'The Unknown Warrior' will also attend the Tyseley Open Days on Saturday 24th and Sunday 25th October before heading back to Llangollen during mid-November.

I hope you enjoy this edition of the 'Warrior' and thank you very much for your continued support.

Andrew Laws, Editor

Cover photograph:  
'The Unknown Warrior' is pictured in  
Llangollen workshops on Members' Day.  
PHOTO BY PETE SIKES



LED BY IWM

## Chairman's Thoughts, July 2015

**Elsewhere in this issue of The Warrior you will see evidence of the great progress being made in the building of No 45551. In spite of this, I make no apology for raising the subject of money yet again. Without it 'The Unknown Warrior' will not steam in the Autumn of 2017.**

I know that we all joined this project to see an original Patriot run again on the main line. As things stand we are within shouting distance of achieving that objective at a speed not achieved by any other new build. Over the next two and a half years all the pieces of the jigsaw will come together and you, the members, will be asked to vote on the livery that the loco will be outshopped. If you had been a member of the project since launch you will have paid approximately £128 towards the engine. Many of you I know have contributed much more but there is still a majority of members who haven't yet made any other contribution. We calculate that there are about 700 members in this position and if they could be persuaded to sign a standing order form for £10 a month for the remaining 40 months to November 2018, the 100th anniversary of the end of WW1, we would raise an additional £350,000, sufficient to **GUARANTEE** that No. 45551 will be completed on time. At a personal level this would be the equivalent of three pints of beer a month or just over two railway publications. I do appreciate that we have members who are on fixed incomes but equally £400 doesn't seem a lot to see your ambitions achieved. Obviously we would like more, so we wouldn't want to put an upper or lower limit on this. All I would say is please give this your most careful consideration.

The A1 Trust managed to attract nearly 2,000 Covenanters, that is to say supporters who contributed regularly, during its 20 year

building programme. We by comparison, are putting forward a much more limited proposal which we hope you will support...

And on a related subject:

A reminder that guaranteed seats for the first run behind 'The Unknown Warrior' are limited. The current position with regards to take up is as follows:

- 82 members have donated the required £1,500.
- 37 members who make regular donations will achieve the required £1,500 by September 2017.
- 35 who have donated regularly will not quite make it.
- 26 members have made occasional or one-off donations exceeding £750.

Please contact the office if you wish to know what is personally required to guarantee your seat. Your message will be passed on to our financial administrator, Claire George, who has prepared a detailed spreadsheet for ease of access. If you have not yet decided there is still time.

**Kind regards, thank you for your continuing support.**

David Bradshaw, Chairman

# Financial Update to 31st March 2015 (year end) and a report on Quarter 1 to 30th June 2015

by Neil Collinson, Treasurer

**Please read through to the end of this report where there is vital information. I know it is finance and that can be a little boring but there is something for everyone to digest this quarter.**

## YEAR END UPDATE

Year end accounts approved by the Board at the meeting on 25th July 2015, attended by Steve Dale from our accountants.

### Total income for the year – £307,000

Firstly, I want to briefly touch on the figures to our financial year end. The reason for being brief is that you will receive, or have received, a copy of the annual accounts with your notification of the Annual General Meeting. There is no point in repeating figures you will already be aware of, suffice for me to highlight a few areas worthy of noting for those members who were not able to attend members day on 27th June or find financial reports a bit daunting. If you did read my report in the last issue of 'The Warrior,' at our board meeting in January I boldly responded to our chairman's request to 'stick my neck out' by minuting that we could possibly achieve an annual income of £300,000 for the first time since the project was launched. Financiers are not renowned for such bold statements – we like to quote facts. Well, I am pleased to say that the total income for the financial year was in excess of £305,000. Actual income includes the following:

- Membership subscriptions, regular monthly standing orders, all one-off donations, sales of merchandise, gift aid, legacies and grants.

## HIGHLIGHTS

Voluntary income increased from £170k to £242k  
Membership income increased from £26k to £29k  
Total net income increased from £165k to £226k

## RESULTS TO END OF 30TH JUNE (QUARTER 1).

Total income for the quarter exceeded £63,000 and was broadly on budget.

## MEMBERSHIP

The number of new members joining during the quarter was 39 and the total membership income

amounted to £12,000 plus, which is up on the same quarter last year. This figure includes renewals and where a member renews and gives a 'little extra help', then that is treated as a donation.

Total donations (regular and occasional or one offs) amounted to £41,000. The number of regular donors has declined slightly during the quarter but I am pleased to report that the average donation has increased to £15.23 per month which is up by 7p per month on the March quarter. This is the third consecutive quarter that we have shown an increase and is a very pleasing result. I know that there will be a plea from our chairman on the subject of regular donations elsewhere in this issue so suffice for me to say again that this is the main source of funding upon which we can plan/forecast. I would love to see a further increase each quarter until the 'The Unknown Warrior' is completed.

## RESULTS AND BUDGET PROJECTIONS

A volunteer member with vast experience in the rail industry has produced a simple plan based on results and projections from 2009 through to 2018 and having presented it to members who attended Members' Day on 27th June I thought I would share it with you all, just to highlight the income we need to generate to ensure completion to main line running standards.

At the board meeting on the 25th July, it was agreed that this would be fleshed out and a detailed project plan produced. From my point of view, we need to maintain the momentum on our income stream that we have achieved to ensure that we meet our target date. We need to produce an income in the next three years similar to what we have produced in the first years – £1.2 million. (See Stop Press on the next page.)

Year ending April	Gross Income £000	Loans £000	Expenditure <sup>1</sup> £000	Spend on Locomotive £000	
				year	aggregate
2009	52	-	12	16	-
2010	69	-	22	14	30
2011	110	-	28	56	86
2012	168	-	36	139	225
2013	167	-	43	166	391
2014	236	156	71	357	748
2015	306	61	70	218	966
2016	340	70	118	272	1,238
2017	408	50	61	347	1,585
2018	489	-	113	416	2,001

Expenditure includes: Cost of merchandise sales; events, fundraising and donation expenses; membership costs; administration and governance costs and loan repayments due before 2018.

## FIRST TRAIN TICKETS

Our chairman has included an update on the position in his report. If you missed it, do read it on page 3.

## STOP PRESS

We have made a promising start to Quarter 2 with a member donation of £30,000 and as we went to press I have learnt that we have been left a legacy of £2,000 in a member's will.

# ANNUAL GENERAL MEETING 2015

This year we are returning to the Kidderminster Railway Museum, adjacent to the Severn Valley Railway's Kidderminster terminus, for our AGM which will take place on Saturday 31 October, 2015. Those of us who attended the 2012 meeting at the Museum will be aware of its huge array of railway memorabilia. If you haven't already visited the Museum, what better opportunity could there be?

For those members wishing to take full advantage of their visit to Kidderminster, there will be time to enjoy a steam-hauled round-trip on the 10.30am train, bringing you back in time to have a quick lunch before the AGM, which will start at 2.30pm.

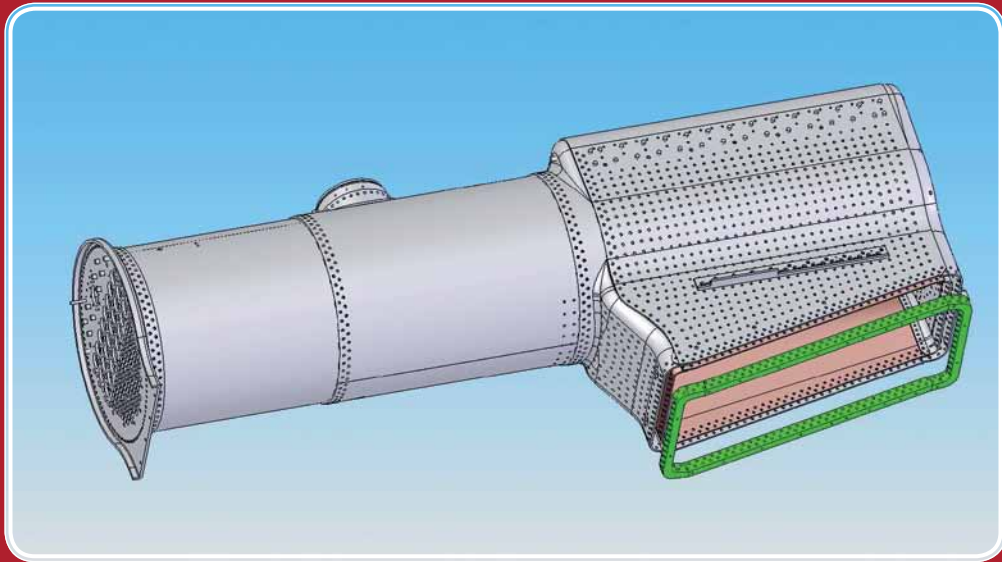
Since the 2014 AGM the Project has made significant strides toward our objective of having 'The Unknown Warrior' in steam in 2017. Your Board looks forward to bringing you all fully up to date with progress and forward plans.

Thanks to you this project remains at the forefront of the new-build sector of modern-day heritage steam, so come along if you possibly can to hear how we're doing and to quiz your Board on the hows, why's, and wherefores. There will be ample opportunity to ask questions, express views and make suggestions once the main AGM business is concluded.

*Kevin Finnerty*



# A FIVER FOR THE FOUNDATION RING



After our successful appeals for 'Tenner for the Tender' and 'Buy a bit of the barrel' we are now launching our next appeal – **'A FIVER FOR THE FOUNDATION RING'.**

As shown in the CAD image above, the foundation ring (highlighted in green) is the solid steel ring at the base of the boiler that is riveted to the outer and inner firebox shells and seals the water space around the inner firebox.

We need to raise £12,000 for manufacture and fitting of the foundation ring. Please consider donating any amount or even a Fiver would be appreciated.

Please send your donation with a note stating **'A FIVER FOR THE FOUNDATION RING'** to:

The LMS-Patriot Company Ltd,  
The Hub, 17 Eastgate Street, Stafford ST16 2LZ.

**Thank you for your support.**

## Project 2018

by Richard Sant

Project 2018 has derived from our relationship with the Royal British Legion – so I'll start with that. When the whole idea of building a new 'Patriot' was raised in the mid-part of 2007, David Bradshaw organised a survey with the support of Tony Streeter at Steam Railway magazine with the aim of finding an appropriate name for this new and original locomotive.

I recall that as we were reusing (4)5551 as the number which was allocated the name 'Rothsay' in the 1930s, but not carried. Rothsay is a seaside resort in Scotland, that was served by the LMS. The previous number (4)5550 would have carried 'Sir Henry Fowler', which was perhaps a better choice. However, the survey produced over one hundred names, all far more suited to the more martial Patriot names after the Great War. We took the top five which were 'Patriot', 'Wilfred Owen', 'Remembrance', 'The Unknown Soldier' and 'The Unknown Warrior'. The last two were amalgamated, partially as Warrior includes all arms of the services, and partly as it is the title given in Westminster Abbey to the symbol of Remembrance after that war to end all wars. And that name is shared by the Commonwealth nations of Canada, Australia and New Zealand, at that time part of the British Empire. A second round of voting was undertaken and 'The Unknown Warrior' came first.

All this was then taken to the British Legion via its North Wales region which covers Llangollen. They referred us to the London headquarters; there we met Stuart Gendall who was then their Director of Corporate Communications. Once he was reminded that 6170 (ex-6399 'Fury') as a 'Royal Scot' had been named 'British Legion' on 12th November 1935 by Admiral of the Fleet, Earl Jellicoe (who commanded the Grand Fleet at Jutland in 1916). He was very willing to let us make use of the Legion's membership crest which itself derives from 1971 when the prefix Royal was attached to British Legion by the Duke of Edinburgh. But we can't use the Poppy emblem of Remembrance and he emphasised that that would be the limit of the RBL's support. Andrew Laws, Patriot Marketing & Publicity Director has

adapted that as emphasising that we are creating the 'Royal British Legion endorsed National Memorial Engine'. Personally I feel that the Legion crest mounted above the nameplate fits perfectly with the other 'Patriot' nameplate from the original locomotives.

As the centenary of the Great War is now with us, we have joined the Centenary Partnership ([www.1914.org](http://www.1914.org)) which includes over 2,000 groups around the world, and we were invited to Westminster Abbey on 4th August for the anniversary of the declaration of war. Kevin Finnerty and Jordan Leeds attended on the Project's behalf. Our contact with the Legion is now Tom Robin who is their Centenary Manager. They are observing six national and international events to commemorate the Centenary; the declaration in 2014, Gallipoli in 2015, Jutland and the first day of the Somme in 2016, Passchendaele in 2017 and the Armistice in 2018.

'Project 2018' has been put forward to the Legion and the rail industry as an event which could help wrap up the whole Centenary period. With the support of Brian Janes, the Curator of the Colonel Stephen's Railway Museum at Bodiam on the K&ESR, the Project will attempt to re-enact the movement of the Unknown Warrior's casket from Dover to London Victoria overnight 10th-11th November 1920. This idea was put to the Rail Delivery Group's WW1 Forum on 25th June, using the Cavell Van which was the case in 1920, their replica casket and our engine 'The Unknown Warrior'.

We will keep you posted about these plans.



LED BY IWM



# Members' Day 2015 – Report

Saturday 27th June, Llangollen Railway

by Andrew Laws

**The fifth Annual Members' Day took place at the Llangollen Railway on Saturday 27th June. Following a similar format to previous years, around 200 members attended which turned out to be a superbly pleasant summer's day.**

The three return trips to Carrog on our specially chartered train were hauled by Stanier 'Black 5' No. 45337 which proved to be a popular choice. Unfortunately we were not able to run through to Corwen on the reopened section of the Llangollen Railway. This was because of the lack of a run-round loop which necessitates top and tail working, and fitting within the scheduled timetable was too tight with three trains running during the Saturday.

Members were split into several groups with morning and afternoon tours of the Llangollen Works where an opportunity was taken to see progress of 'The Unknown Warrior' and many new parts which have recently been delivered, including front and rear cylinder end covers, valve covers and bogie bolster parts. Members were also able to hear Kevin West, the Project's Chief Engineer give an informative update on the progress of 'The Unknown Warrior' and the appeal for sponsorship of the fitted bolts for the cylinders at £55 each or £100 fitted. John Hastings-Thomson conducted the final afternoon talk to members in the Works.

The 1.40pm departure from Llangollen was the lunchtime train where all Members took the opportunity to travel together up the beautiful Dee Valley eating their pre-ordered lunches. The organisation of the lunches was further improved this year and I hope that everybody enjoyed this part of the day.

Members also had the opportunity to visit the sales stand on platform 2 to buy the latest Project goodies. Richard Sant, Company Secretary also gave a presentation in the Robertson Suite about the Project's financial projections and took many questions from Members.

The optional evening fish and chip special 'The Patriot Plaiice', departed at 6.30pm and a reasonable number of Members decided to stay on for fish and chips and 'Patriot' bottled beer for the final return trip to Carrog.

Many thanks to all Members and guests who attended the day and to all the LMS-Patriot Project volunteers who made the day a success. Hope to see you again next year!

## MEMBER'S DAY – Shirley Dunn, Office Manager

What a lovely day we have had! This is what we heard at the end of the day from many members. We have also received some letters thanking everyone for organising the day and to say that they were pleased to see the progress being made of the engine. It was a really enjoyable even for the volunteers who all worked so hard to make it special for everyone and of course the weather was very kind to us which always helps.

We feel that with past experience we are improving on the smooth running of the day. Collecting of lunch bags and drinks before boarding the lunchtime train was a great improvement on last year when volunteers where bagging up the food and others running up and down the train distributing it. Having member's food order printed onto their tickets saved a lot of time. With everyone sitting having their lunch at the same time it meant that we were able to have one big raffle with three nice prizes instead of one on the morning train and another on the afternoon train. Having the sales stand on platform two was better because it was on the same platform that our train departed and returned to. So we implemented quite a few changes from previous member's days – hope everyone thought it was an improvement! I know that we already have a few ideas that will help our next Members' Day.

The fish and chip supper was a great success – how they were able to keep all those portions so very hot I will never know so congratulations to the Llangollen fish and chip shop who provided them – we will be there again next year. Also many thanks must go to the Llangollen staff for all their help in making it such and enjoyable day for all of us.







1. The front of 'The Unknown Warrior' is seen with middle cylinder fitted. The newly painted motion girder (upside down) rests on the floor.
2. The two cab sides of 'The Unknown Warrior' are seen on the locomotive.
3. The tender wheelsets awaiting final filling and painting.
4. Fixing notes and dimensions are seen written on the sides of the frames of 'The Unknown Warrior'.
5. The outside left cylinder waits final fitting to the frames with fitted bolts that will be used to permanently secure it.
6. Members listen to Kevin West explaining the engineering progress of 'The Unknown Warrior' during Members' Day.
7. Newly machined rear cylinder end covers and valve covers await fitting.
8. Newly machined front cylinder end covers and valve covers await fitting.
9. Newly machined valve covers, bogie castings and valve spindle covers await fitting.
10. The middle cylinder is seen fitted between the frames.
11. The Llangollen Male Voice Choir is seen performing on Platform 1 during Members' Day.
12. The newly repainted webs of the crank axle on the leading wheelset are seen before refitting to 'The Unknown Warrior'.
13. The cab of the new 'Patriot' is seen with our display board stating **Help us finish 'The Unknown Warrior'**.
14. 'Black 5' No. 45337 is seen in the yard at Llangollen at the start of the day.
15. 'Black 5' No. 45337 is seen departing Llangollen at the head of the first special Members' Day Train of the day.

PHOTOS 1-4, 6-10 & 12-14: PETE SIKES  
PHOTOS 5, 11 & 15: ANDY COLLINSON



# Barrow Hill '65

Kevin West, Chief Engineer

'The Unknown Warrior' is to be displayed at the **Barrow Hill '65** commemoration event between 25th–27th September. This is a major gathering of LMS motive power, with representatives of almost all former LMS classes still in existence in attendance. Although the locomotive was displayed at The Warley Model Railway Show in 2013 and The Great Dorset Steam Fair last year, this will be the first railway enthusiast event 'The Unknown Warrior' will have attended.

When details of this event emerged it was obvious that The LMS-Patriot Project would want to be involved. Following discussions with Neil Kinsey, I approached Martyn Ashworth – who is one of the team that organises the events at Barrow Hill – to ask if they would be happy for us to have the cab on display, alongside our sales stand. During the discussions things turned to why just the cab, would we be prepared to bring the whole locomotive? The answer was a big yes, provided that we could fit in around the engineering work in progress at Llangollen and there would be minimal cost to the project. Negotiations then started at both ends with a verbal agreement we would go. It was then that the West Coast Railway ban was enforced, which put in doubt many of the loco moves to the event. There was no budget to move all the

locos in by road, so things were put on hold until a resolution was found. Following the lifting of the ban plans started to drop into place. The final piece of the jigsaw as far as 'The Unknown Warrior' is concerned was the agreement that Allelys Heavy Haulage would sponsor the movement of No. 45551 from Llangollen to Barrow Hill. Despite trying to keep the story under wraps until all the arrangements were sorted word got out and The Railway Magazine ran the news in its July issue. In fact the details were only finalised on the day the magazine was published!

'The Unknown Warrior' will leave Llangollen in late September and move to Barrow Hill for display between 25th–27th September at the **Barrow Hill '65** event. We are very grateful to Allelys Heavy Haulage, who have kindly



Stanier 2-6-4T at Barrow Hill  
PHOTO: PETE SIKES



Stanier Black 5 4-6-0 No. 45305 at Loughborough, GCR  
PHOTO: PETE SIKES

Save the Date

## TICKET TO RIDE

### "Barrow Hill '65 – THE London Midland Region Steam Gala of the Year"

The Roundhouse will finish off 2015 with a truly special celebration steam gala dedicated to the history of the Midland Railway, LMS and the Roundhouse.

Friday 25<sup>th</sup>  
Saturday 26<sup>th</sup>  
Sunday 27<sup>th</sup>  
September 2015

Tickets go on sale 20th July 2015

- First ever visit to the Roundhouse by 6233 Duchess of Sutherland
- Other invited guests: 5690 Leander, 3F 47406, 8F 8274 and Black 5 45305
- Also attending: Midland Compound 1000, Stanier Tank 2500 and 1F 41708

sponsored the locomotive movement costs from Llangollen to Barrow Hill.

While the locomotive is away from Llangollen we will take the opportunity to have further work completed. The following week 'The Unknown Warrior' will move to Tyseley Locomotive Works to have the Cylinder and

valve liners fitted. The bogie which is being assembled at Tyseley will also be fitted following its completion. 'The Unknown Warrior' will be on display at the Tyseley Locomotive Works Open Days at the end of October. The locomotive will then return to Llangollen in early November.



# Engineering update

by Kevin West and David Bradshaw

MAY 2015

## LOCOMOTIVE FRAME ASSEMBLY

Work continues on a number of fronts on the construction of 'The Unknown Warrior'.

The cylinders are back at Llangollen following specialist treatment to cure the minor leakage found on hydraulic testing and are now in the process of being permanently fitted to the locomotive frames. The 68 special fitted bolts required for this are in manufacture and will be at Llangollen by the end of next week. There are a number of bolt lengths required as various areas share the same bolts to hold a combination of single cylinder, both cylinders or a cylinder and a frame stretcher. The bolts are all manufactured with the shoulder diameter larger than required. The holes are drilled through all parts, then reamed and measured to establish the exact size. The shoulder of the bolt for that hole is then machined on a lathe to be slightly larger by a couple of thousands of an inch (0.002"). The bolt is driven into the hole with the help of a large hammer and held by a nut. This method is used to ensure the cylinders do not move on the frames. Over time if movement is found, it can be corrected by driving out the bolt, reaming the hole slightly larger and fitting a new bolt. The same method has been used on the axlebox horn guides.

Work is in progress drilling and reaming the fixing holes. This view is one not normally seen as it is taken through the right hand frame where the right cylinder is normally found. The unpainted area at top left is where the smokebox mounting stretcher is fitted. Above and behind the cylinder exhaust pipes is where the smokebox side base pieces fit and to the right the inside cylinder. At the bottom is the fixing holes for the Bogie Centre Pin Casting.

Other work continues on the Frame Assembly as time and workforce availability permits. Once again this month Arwell and Chris have been called on to work on the return to traffic of Llangollen Railway based GWR Pannier No. 6430, so progress has been slower than expected.

Discussions with Llangollen Railway have continued to see if we can obtain grant funding for extra staff for the future.

The volunteer gang continues



Left hand cylinder being fitted to the locomotive frames.  
PHOTO: KEVIN WEST

work on the locomotive frames and Driving Wheels. Work has started on refurbishment of the legacy motion parts acquired from Jubilee class locomotives a couple of years ago.

The four leading sandboxes have been ordered.

Work is continuing on machining various casting related to the valve gear and reversing gear. Design work is continuing on the remaining parts required. A number of parts have been sent out for quotation for patterns and casting.

## BRAKE SYSTEM AND LUBRICATION SYSTEM

The locomotive Brake Cylinder from 8F No. 48518 was moved to Harco Engineering last month. This has now been stripped and shot blasted ready for refurbishment to start. The Tender Brake cylinder is presently at Rowlescourt Engineering with the tender chassis, but is due to be moved to Harco for refurbishment. Martyn Hughes from Harco Engineering has offered to refurbish both these brake cylinders at no cost to the project for which we are extremely grateful.



Tender Brake Cylinder.  
PHOTO: KEVIN WEST

Work is also underway on the design of the lubrication system. As mentioned in last months report, we have the offer of a volunteer who wishes to work on the locomotive for a few weeks this summer. We plan to start the installation of all the copper pipe runs. If anyone wishes to help on this work, even for a few days please contact the project office. Your help will be greatly appreciated.

The lubricators we have for the locomotive are similar to those fitted to the Jubilee class locomotives. The system we will fit to 'The Unknown Warrior' will therefore be based on the Jubilee arrangement.

The lubricators themselves are under overhaul, the 16 feed cylinder lubricator at the Great Central Railway, Loughborough and the smaller 8 feed lubricator for the axleboxes will be done at Llangollen.

The major change from the original Patriots will be the fitting of atomisers for the cylinder and valve lubrication. The oil from the lubricator pumps is passed into the atomiser and mixed with steam to form a mist which then passes into the cylinder block valve chests and bore. The mist distributes more quickly and evenly than plain oil so help spread the lubrication to all parts of the machinery, reducing wear and friction.

The atomisers and associated fittings have been ordered from Tyseley Locomotive Works, who have the castings in stock.



David Hughes gets down to work on the motion girder at Llangollen.  
PHOTO: KEVIN WEST

## PISTONS, VALVES AND MOTION

Work continues at Llangollen towards fitting the motion girders to the frame assembly.

Once the cylinders are finally in place fitting the rear covers and slide bars will progress to completion.

The Piston castings will be ordered soon.

Manufacture of the coupling rod bushes and brasses is expected to start soon at Llangollen.

## BOGIE

Work on assembling the bogie has commenced at Tyseley Locomotive Works. A small amount of remedial work has been required on the bogie centre casting, which is due for completion next week. The next stage will be to mount the Frame Plates to the Centre Casting.

Machining of the axle and wheel centres for the new bogie wheelset is underway at Harco Engineering.



The bogie frame assembly takes shape at Tyseley Locomotive Works.  
PHOTO: KEVIN WEST

## BOILER

Work continues on the forming blocks for the outer firebox steel flanged plates at Tyseley Locomotive Works.

At LNWR Crewe, the inner firebox components are now in the new works at Crewe South, ready for assembly to start, along with the barrel rings rolled at Deepdale and the foundation ring components. An amount of machining is required on the corners before the sides can be welded on to form the complete part.

The steel outer firebox wrapper sheet order has been deferred until after the steel wrapper sheets have been formed. These will then be measured and the wrapper sheets formed to fit. It is easier to do this than try and adjust either the wrapper or flanged plates is there is a mismatch.

A meeting has been held with the LNWR Heritage engineers to plan the progress of the boiler build. Delivery has been agreed for the end of 2016 to allow time to fit to the locomotive frames ahead of a first steaming in the second half of 2017.

## TENDER

Work on the refurbishment on the tender frames continues at Rowlescourt Engineering. As reported last month it was decided to replace the original Rear Dragbox with a new fabricated unit. This has now been completed.

Following on from this, CAD data and drawings were prepared for the front dragbox assembly and also the remaining parts required for the frame refurbishment. These have now been passed to Rowlescourt and manufacture of parts is continuing.

The design for the new tender tank has been progressing when time allows.



David Hughes points out something to Chief Engineer Kevin West. The boiler tubes for 7822 Foxcote Manor come in handy as a makeshift office desk for the design computer and some original drawings.  
PHOTO: GAVIN SHELL



The new bogie axlebox casting awaits machining at Tyseley Locomotive Works.  
PHOTO: KEVIN WEST



**LOCOMOTIVE FRAME ASSEMBLY**

The major work at present is the permanent fitting of the cylinders to the locomotive frame assembly.

The sixty eight special fitted bolts have been delivered to Llangollen and work is underway. There are five different lengths of shoulder, depending on which components the bolts are holding. There are different combinations of cylinders, stretchers and bogie mounting to consider. The shoulder on the bolts as supplied are slightly over size to allow them to be turned to the exact size required on assembly.



One of the Fitted Bolts as supplied  
PHOTO: JORDAN LEEDS

Each hole is drilled and then reamed to the desired size, the hole is then measured and the bolt is taken into the machine shop, where the shoulder is turned to 2-3 thousands of an inch (0.002"-0.003") larger than the hole. The bolt is then driven into the hole and fastened with a washer and nut. Each bolt costs £55 each and when you add the costs of the time taken to machine and fit plus the washer and bolt, the total cost to fit just one bolt is approaching £100. That's £6,800 just to bolt the cylinders to the frames.

If anyone wishes to sponsor the fitting of one (or more) of these bolts at £100 each, please contact the project office or you can find details of how to donate on the sponsorship page:  
<http://www.lms-patriot.org.uk/sponsorship>

The four leading sandboxes are under construction and will be fitted on arrival at Llangollen.

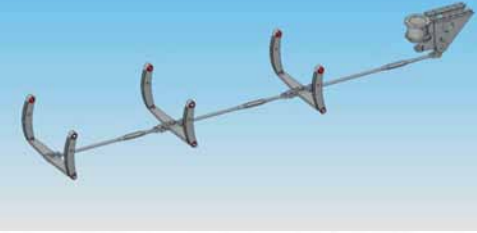
**BRAKE SYSTEM AND LUBRICATION SYSTEM**

The locomotive Brake Cylinder from 8F No. 48518 is under refurbishment by Harco Engineering. The Tender Brake cylinder will join it soon. Martyn Hughes from Harco Engineering has offered to refurbish both these brake cylinders at no cost to the project for which we are extremely grateful.

Work continues on the design of the lubrication system.

Unfortunately, the offer from a member to work on the locomotive for a few weeks this summer has fallen through. We are hoping that it may be possible to re-schedule this for sometime later in the year,

Black 5 Brake Gear Plc  
CAD: KEVIN WEST



to make a start on the installation of all the copper pipe runs. If anyone else would like to help on this work, even for a few days please contact the project office. We will then be able to tie up the details and make the greatest benefit for the locomotive. Your help will be greatly appreciated.

The braking system fitted to the locomotive will be similar to that carried by the Jubilee class locomotives. The reasons behind this is that there are no surviving detail drawings of the original crossbeams and pull rods, where as there are several surviving Jubilee class locomotives whose details we can copy. Also we are following up on the possible availability of some spare crossbeams and pull rod parts from a Stanier Class 8F 2-8-0 which used the same parts. Acquisition of these will be a great saving on time and cost over making new, provided their condition is good enough to use.

**PISTONS, VALVES AND MOTION**

At Llangollen, following the fitting of the cylinders, work will continue fitting the motion parts. These include the motion brackets, rear cylinder covers, slide bars and motion girders.

Manufacture of the coupling rod bushes and brasses continues at Llangollen Railway Engineering.

The refurbishment of the legacy motion parts is continuing by the volunteer gang at Llangollen. Many hours have been spent on mainly hand work to clean off the years of pitting and corrosion. The new connection rod is also receiving some attention to polish out the machining marks. Once again if anyone is interested in getting hands on with 'The Unknown Warrior', if only for a few days, please contact the office.



Cylinder and valve covers  
at Llangollen  
PHOTO: GAVIN SHELL



Axle for the new bogie wheelset at Harco Engineering following machining.  
PHOTO: KEVIN WEST

**BOGIE**

Assembly of the bogie continues apace at Tyseley Locomotives Works. The bogie centre casting returned from the remedial machining and has been temporarily mounted into the frame assembly. The horn guides have also had the final machining completed and are now ready for mounting on the frames. The fitted bolts for this have been manufactured.

Machining of the axle boxes is underway and manufacture of the pins and fixings is complete.

Machining of the axle and wheel centres for the new bogie wheelset has been completed at Harco Engineering and the parts were delivered to South Devon Railway Engineering for assembly on 29th May.



Axle for the new bogie wheelset at Harco Engineering following machining.  
PHOTO: KEVIN WEST



Bogie wheel being machined at Harco Engineering.  
PHOTO: HARCO ENGINEERING

The tyres are on order and should be delivered in early September. They then need machining, fitting to the wheelset and finally the profile can be turned. This is planned for completion by the beginning of October.

**BOILER**

Work continues on the forming blocks for the outer firebox steel flanged plates at Tyseley Locomotive Works.

At LNWR Crewe, the inner firebox components are now in the new works at Crewe South, ready for assembly to start, along with the barrel rings rolled at Deepdale and the Foundation Ring components. An amount of machining is required on the corners before the sides can be welded on to form the complete part.

The steel outer firebox wrapper sheet order has been deferred until after the steel wrapper sheets have been formed. These will then be measured and the wrapper sheets formed to fit. It is easier to do this than try and adjust either the wrapper or flanged plates if there is a mismatch.

**'A FIVER FOR THE FOUNDATION RING'**

FOR DETAILS OF OUR LATEST APPEAL SEE PAGE 6.

Thank you for your support.





## TENDER

Work on the refurbishment on the tender frames continues at Rowlescourt Engineering. The new rear dragbox is ready to be fitted into the refurbished frames.

Work on the front dragbox assembly and the remaining parts required for the frame refurbishment continues.

The design for the new tender tank has been progressing when time allows.

## FUTURE WORK PLANNING

Planning the work schedule to complete the locomotive build is a major part of the project at present. Throughout the build we are looking to use the best engineers and centres for each stage. This autumn will see significant work completed on the locomotive, which due to the logistics of moving staff and equipment, is not desirable to undertake at Llangollen. We have also received an invitation for 'The Unknown Warrior' to attend the Barrow Hill '65 commemoration event at the end of September. So we have formulated a plan.

'The Unknown Warrior' will leave Llangollen in late September and move to Barrow Hill for display between 25th-27th September at the Barrow Hill '65 event. This is a major gathering of LMS motive power, with representatives of almost all former LMS classes still in existence attending. Although the locomotive has been displayed at The Warley Model Railway Show in 2013 and The Great Dorset Steam Fair last year, this will be the first railway enthusiast event 'The Unknown Warrior' will have attended.

We are very grateful to Allelys Heavy Haulage, who have kindly sponsored the locomotive movement costs from Llangollen to Barrow Hill.

The following week 'The Unknown Warrior' will move to Tyseley Locomotive Works to have the cylinder and valve liners fitted.

The bogie which is being assembled at Tyseley will also be fitted following its completion, before the locomotive returns to Llangollen in early November. 'The Unknown Warrior' will be on display at the Tyseley Locomotive Works Open Days at the end of October.

JULY 2015

Work at Llangollen is continuing on the permanent fixing of the cylinders to the frame assembly. A little extra work was required to the cylinder castings which were found to be slightly porous in a couple of areas. They were sent away for specialist treatment and pressure testing, which was successfully completed. The fitted bolts to mount the cylinders to the frame have been made and fitting is in progress.

Also now at Llangollen are the front cylinder covers, and both front and rear valve covers to join the rear cylinder covers, slide bars and motion girders which arrived earlier in the year. These are ready to fit to the chassis once the cylinder fitting is complete. A few slots and holes need machining in the motion brackets for the drain cock operating gear, drawings have been prepared for this work.

Our volunteer painting gang, have continued work on the chassis and driving wheels. Work has also been started on the motion parts to restore the surface finish.

The new expansion links castings have been delivered and quotations for machining are being obtained.

On the front bogie, the frame assembly has started at Tyseley. The horn guides have been mounted onto the frames and the centre casting and end stays fitted. All pins have been made ready for fitting.

Machining of the bogie wheel centre castings and axle was completed once the technical details were finalised. The machined parts were delivered to South Devon Engineering in late June and the centres were pressed onto the axle in early July.

At LNWR Crewe assembly of the inner firebox has started. The detailed drawings created for our insurance company to cover the few modifications to the original design have been approved.

Work is progressing at Tyseley Locomotive Works on the steel flanged plates for the outer firebox.

Refurbishment of the tender frames has continued at Rowlescourt Engineering. A new rear dragbox has been manufactured to replace the original which had a few plates that were slightly wasted. Work on manufacturing the new front end of the frames is underway. Design work on the tender tank will re-commence in the next few weeks.

Design work on the reversing shaft mountings and bearing castings has been completed and quotations obtained. Work has also started on the drain cock operating gear and the lubricator drive gear, with all the associated bracket castings, cranks, pins and rods.



Just before The Warrior went to press in late July these images were taken showing the latest progress on the engine. The photos above show Chris Collins trial fitting the motion girder to the frames. Below are views of the inside of the frames and the right hand cylinder with the motion bracket fitted.

PHOTOS: JORDAN LEEDS





# Spotlight on Colin Wright – Patriot Artist

**Having grown up within the sight and sound of steam trains my fascination with steam began at an early age. I feel fortunate to have witnessed the steam railway scene of the 1950s before its demise and rapid run down in the 60s. I think that we thought that steam would still be around for many more years but this was not to be, and the Patriots were one of the first classes to go.**

However, living within a five minute bike ride of the Nottingham to Sheffield main line and twenty minutes from the Derby, Leeds and Manchester lines, locomotives of LMS and Midland pedigree were part of the everyday steam scene in the 1950s. This included Fowler 0-6-0s, Compounds, 2Ps, Beyer Garratts, Stanier 8Fs, Black 5s, Jubilees, Standards and the occasional Scot and Patriot, although these were quite rare. Derby shed had 45509 at this time and Bristol Barrow Road Patriots could often be seen working north of Derby. These engines always seemed rather special with their distinctive appearance.

Fortunately my father was interested in railways and we had a Morris 8 car which meant that we would often take a trip on weekend afternoons to the East or West Coast main lines watching the trains and having a picnic. I was never a train spotter myself, recording numbers, but my older brother was and I do recall the excitement of seeing a rare engine for the first time and these memories have remained with me and have proved invaluable in bringing the 'railway artist' out in me.

My early school days soon showed that my flair for drawing and painting was to be encouraged and I gained acceptance to the 'Joseph Wright School of Art' in Derby where I successfully achieved both GCE 'O' and 'A' level certificates. However, I also had a growing interest in technical subjects so further education was to be concentrated on technical illustration and

mechanical engineering leading to my first job in the 'drawing office'.

I believe that this combination of an artistic eye combined with a technical understanding of the subject gave me a good foundation for the portrayal of the steam railway subject and this was further encouraged after acceptance by the Guild of Railway Artists in the 1980's.

On becoming a member of The LMS-Patriot

Project the Fowler Patriots had to be my specialist subject. I had already completed an earlier commission to produce a painting showing LMS Patriot No. 5916 'E. Tootal Broadhurst' departing its' Derby birthplace on a running-in turn in 1933. However at the time of this work I had little photographic material on the subject



Colin Wright (left) is seen with Stuart Gendall (right) who was the Director of Corporate Communications at the Royal British Legion when The LMS-Patriot Project presented the Legion with a framed picture of Colin Wright's superb painting of 'The Unknown Warrior' at Llangollen (pictured here) on 6th September 2010.



but I was pleased with the finished painting which made an evocative period scene, and the customer was also happy! My best known 'Patriot' painting to date has to be my artist's impression of 45551 'The Unknown Warrior' in steam standing outside the Llangollen workshops upon its completion! The original painting still takes pride of place in my studio/study and remains a constant source of inspiration for me.

There has always been the inevitable debate on the livery of the new engine, LMS or BR and it had been my intention to follow the Llangollen painting with an LMS 'period scene' which would show details of the engine from the opposite side and include background locomotives of historical development interest in a 1934 period 'artist's impression'.

The title 'The Unknown Warrior – A brush with the past' was the result of a member's vote. The custodian of the original painting is The LMS-Patriot Co Ltd. Director of External Relations, John Hastings-Thomson, who advised me with regard to the historical links with the other locomotives in the composition.

Prints of both 'Unknown Warrior' paintings are available to buy, with all proceeds going towards building the new 'Patriot' 'The Unknown Warrior'. For details how to buy these, see page 37.

The Llangollen print is a special 'Limited Edition' of 500 signed by the artist and project chairman David Bradshaw, complete with signed Certificate of Authentication. These prints are expected to become collector's items.

The subject of my latest Patriot painting is No. 45509 'The Derbyshire Yeomanry' on the turntable at Derby No. 4 shed in the 1950s. Being a Derbyshire lad I had to do this one because of the local connections although the engine was never a common sight on express duties in

the area. The Derby Telegraph newspaper recently featured this painting and I received some very interesting responses. One local gentleman contacted me to say that his father was chosen to drive 45509 on the occasion of the naming ceremony at Derby station in 1952 as he had served in the regiment during the Second World War and was a top link LMS and BR driver at Derby.

Colin Wright's 'Patriot' Pictures to date are:

1. 5916 'E. Tootal Broadhurst' – Running in Derby 1933 (above).
2. 45551 'The Unknown Warrior' at Llangollen.
3. 5551 'The Unknown Warrior' – A brush with the past.
4. 45509 'The Derbyshire Yeomanry' – Patriot Turn (below)





# Building a new 'Fowler' 2-6-4T No. 42424

by David Bradshaw, Chairman

A view of Shrewsbury shed sees Patriot No. 45505 'The Royal Army Ordnance Corps' in light steam with an unidentified Fowler 2-6-4 tank. A glimpse of the future perhaps?

PHOTO: THE LMS-PATRIOT PROJECT

As a young boy trainspotting at Shrewsbury and Wellington, I remember very well the 'Fowler' 2-6-4 Tanks which used to arrive with trains from Bridgnorth, Crewe, Stafford and Swansea. After the 'Crabs', they were the first really modern design produced in house - the Royal Scots were of course mostly NBL. Derby then reverted to type and produced more antiquated 0-6-0's, 4-4-0's, the disastrous Class 3 tanks, Garratts and the 'Austin Seven' 0-8-0's. The Class 3's used to struggle up the Coalport line which lay at the top of our garden with their one coach trains.

On a number of occasions I travelled behind 'Fowler' tanks and was always impressed with their ability to move at speed. As the pioneer class of a series of successful 2-6-4 tank engines produced subsequently by Stanier, Fairburn and Riddles I was most disappointed when a Stanier three-cylinder version of the wheel arrangement was chosen to represent the genre. I was clearly not alone in having these thoughts particularly as subsequently two Fairburns and sixteen Riddles Standard 2-6-4 tanks have survived. The Fowlers lasted until the end of steam and

one at least was offered for preservation, a sure sign of a successful design.

Over the years a number of people have asked our team when out and about on the Sales stand what we were going to do next - my reply is a GW County 4-4-0 (joke!) but the view from the team is a Fowler 2-6-4 Tank, which is of course why I'm writing this article.

At the last Board Meeting this question was raised again and with 'The Unknown Warrior' on the last lap we agreed that this would be our next project, not you will be pleased to hear, a 'County' 4-4-0. We had a long discussion about how we should announce it and agreed that we would do it via an exclusive deal with Steam Railway on the basis that the publicity would rub off on 'The Unknown Warrior'. A number of members mentioned this at our recent Members' Day, saying that they would have appreciated being consulted. We did discuss this aspect but concluded that as it will be a separate project it would be an expensive and time consuming exercise to approach one thousand or so

members who had joined the project to see a new 'Patriot' and not a 'Fowler' tank to ask their opinion on something that they would not be part of unless they specifically asked to join. So apologies to those who felt we had got it wrong but please be assured that we will keep all those interested in touch with progress.

We agreed at the meeting that our existing team would not expend time or effort in promoting this project until 'The Unknown Warrior' is complete but would welcome input from individuals not currently involved. To date we have received offers from four individuals to help us get to the point where we can launch the project in 2019, two of whom have already started work on getting hold of drawings for which we have a full register (that is not to say that all the drawings will be found). One of these individuals has agreed to prepare a full set of three dimensional CAD drawings of the engine in advance of launch day. This will involve obtaining drawings from the NRM and the team who are responsible for operating the very similar 'Jeep' 2-6-4 tank which operates on the 5'3" gauge in

Ireland. They are planning to build a new 'Jeep' around items rescued from one which was cut up at the end of steam in Northern Ireland and who would like to share in the construction of common parts.

To date we have also been offered the opportunity of acquiring a set of coupling rods believed to be suitable for the new Fowler tank and we will be investigating their suitability over the next few months. We also believe that some items produced for 'The Unknown Warrior' will be suitable for the tank so saving money on patterns.

Finally, what form will it take? The original version which had inside steampipe cylinders, a cab without side windows or the one with the Stanier alterations which comprised new bogie, axleboxes, side window cab and eventually outside steampipe cylinders. This is a discussion which is continuing - watch this space!

Anyone interested in helping please contact me in the first instance: [chairman@lms-patriot.org.uk](mailto:chairman@lms-patriot.org.uk)



# Tour de 2 Welsh: Sponsored Cycle Challenge

by Ben Larwood

**During the first few days of July, I completed a sponsored cycle around North and Mid Wales. The ride, to all 21 of the Air Cadet squadrons in No. 2 Welsh Wing, was just over 320 miles in total and I completed it over four days. I have currently raised just over £800 and this is being split between The LMS-Patriot Project and the Royal British Legion.**

I started on Thursday 2nd July from Llandudno, stopping at the war memorial en route, and during the day I visited squadrons at Colwyn Bay, Rhyl, Prestatyn, Holywell, Flint, Hawarden, Mold, Ruthin and Wrexham before I returned to my squadron, 1251 Berwyn in Ruabon where many of my friends were waiting for me.

The second day took me south, through Chirk, Welshpool and Newtown, to Llandrindod Wells. On day three I headed for the coast and Arddudwy squadron in Llanbedr. During the day I had some hard climbs around the Dolgellau area and I also passed the famous railway bridge at Barmouth. The final day saw me tackle Snowdonia where I was faced with near constant heavy rain. The sun began to come through as I visited the squadrons at Caernarfon, Bangor, Menai Bridge, Mona and Holyhead. I then finished my ride at the gates to RAF Valley.

I really enjoyed the challenge and had great support as I was met by members of a few of the squadrons when I passed.

I would like to thank everyone who has supported me either through donations or by giving me encouragement during my challenge. I am still accepting donations, please visit <https://www.justgiving.com/teams/tourde2welsh> and there is more information on my website [www.benlarwood.talktalk.net](http://www.benlarwood.talktalk.net)



# Volunteer Report

by David Hughes

**Since Members' Day the driving wheels have been twice rubbed down and given further coats of the gloss paint/varnish mix. Gerry Paulson has painted the main driving axles and axle boxes in vermillion gloss. This has completed the work on the wheels until they are placed under the loco.**

The outside of the frames have now had a first coat of gloss paint covering the extent of the driving wheels where it will be difficult to access later. A further coat will be applied prior to re-wheeling. Delays in fitting the cylinders and motion brackets have frustrated attempts to complete the front end, but forward of the cylinders two coats of primer have been applied.

The motion girders have received two coats of gloss black prior to fitting. Peter Moody has done a sterling job in refurbishing the heritage coupling and connecting rods which were badly pitted in places. Work has continued on improving the appearance of the tender wheels as and when weather and time permits. This is used as a fill in job although, when fitted in the tender frames, little will be visible. This work cannot be completed until the remedial welding has been carried out.

Finally, after the smokebox and deflectors have been refitted we will be preparing the loco for display at Barrow Hill and Tyseley.

## PATRIOT ENTERPRISES LTD.

Our wholly owned subsidiary trading company held its first meeting on 25 September 2014, and decided that its function of earning profits through trading 'The Unknown Warrior' after completion in 2018 would best be fulfilled by hiring the locomotive to the major heritage lines - with a main line connection - and to touring companies on the main line. This would also include additional opportunities for sales both on train and at associated galas and events. All profits after expenses will be gifted back to the charity free of corporation tax. The Directors are Neil Collinson as Finance Director, Andrew Laws as Marketing Director, Richard Sant as Company Secretary (all of whom are cross-board directors at the charity with the same responsibilities), Jordan Leeds, Operations Director and Gavin Shell as Events Director designate. They will be joined by others both on and off the Board. Patriot Enterprises Ltd will produce a draft business plan for the charity at its Board Meeting in January 2016 with a final version, after external assessment, for approval in April 2016. Its accounts have been approved and will be sent to Companies House in October. There will be a slot at the charity AGM on 31 October for you to ask questions. We welcome them.

Richard Sant

## ANDREW'S FUNDRAISING MARATHON

Andrew Laws, Warrior Editor, completed his first ever marathon in Hamburg on Sunday 26th April in a time of 3 hours 55 minutes 26 seconds. Andrew ran the 26.2 mile race in near perfect conditions, with only the rain dampening his efforts towards the end. He was pleased to complete the race in a time of under 4 hours. Donations can still be made at Andrew's fundraising page in support of 'The Unknown Warrior'. Please visit <https://www.justgiving.com/Andy-Laws> to make a donation.

Thank you to everybody who has sponsored Andrew. Around £300 has been raised to date.





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# 2016 PATRIOT CALENDAR

## The LMS-Patriot Project

Building the new Royal British Legion endorsed national memorial engine



2016 CALENDAR

[lms-patriot.org.uk](http://lms-patriot.org.uk)



We are now selling our 2016 Fundraising Calendar. This is a superb A3 size calendar featuring twelve different 'Patriot' monochrome images of the engines in action.

The calendar which is supplied in a protective card envelope is available to buy from our sales stand for £6.00 or can be ordered from our internet web shop for £6.00 + £1.75 P&P.

Visit [lms-patriot.org.uk/warrior\\_items.html](http://lms-patriot.org.uk/warrior_items.html) to place your order



# Cavell Van – The Models

On a recent visit to Bodiam Station I examined the fine restoration work which has been carried out on the Cavell Van, SE&CR No. 132. I watched the video, examined the replica casket, read the history panels and then turned to the rear. The simple cross caused me to remember my grandfather who fought in the First World War, came through unscathed by wounds and who I loved and respected dearly.

A thought struck me. Could I make a model of the van for my layout? Now, I am no scratch builder so on visits to the model shops I kept a look out for a suitable model. On a visit to Eastbourne the seaside model shop proved to have the required 4mm scale item. This was a made up plastic kit in Southern green which would be suitable for a repaint. (This sounds – and the photo looks – like the excellent Parkside CCT kit. I used Tamiya X9 for the body and Humbrol Roof White. SE&CR lettering and tare weights were from HMRS transfers. This made an acceptable exterior for the van.

Nonetheless I wanted to go further – I wanted an interior with flag-draped coffin as these things had so impressed me during my visit to Bodiam. A chance find at a toy fair led me to acquire a Hornby Dublo CCT van in poor condition. It had once had opening doors but no longer, and it was no good to me without these. My next move was to look for the Wrenn version which had been produced in several liveries. The brown was scarce so I settled on the green one relatively cheaply for £12. This I repainted using the same paints as for the first model. The interior was painted in Humbrol light cream. The underframe was interchangeable with the Hornby item and I had almost achieved what I wanted.

The interior cross and alter were fabricated from styrene card and respectively painted white and purple before being glued into place. The coffin is shaped from a piece of balsa and the flag is from the side of a printed paper cup. A fabric flag is available from BEC models.

Overall, I have produced something representative of the original. I hope it is of interest.

Arthur Collins, courtesy of K&ESR  
[www.kesr.org.uk](http://www.kesr.org.uk)



▲ PHOTOS: ARTHUR COLLINS

◀ The restored Cavell Van at Northiam Station.

PHOTO: MICHAEL ROOTS 2013



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# Sir Henry Fowler – A Life and Locomotives

by Andrew Laws

**Fowler was born in Evesham, Worcestershire, on 29 July 1870. His father, also called Henry was a furniture dealer, and his family were Quakers. He was educated at Prince Henry's High School, Evesham, and at Mason Science College (which became the University of Birmingham) between 1885 and 1887, where he studied metallurgy. He served an apprenticeship under John Aspinall at the Lancashire and Yorkshire Railway (L&YR), Horwich Works from 1887 to 1891. He then spent four years in the Testing Department under George Hughes, whom he succeeded as Head of the Department.**

Between 1895 and 1900 he was Gas Engineer of the L&YR, moving on 18th June 1900 to the Midland Railway (MR). On 1st November 1905 he became Assistant Works Manager, being promoted to Works Manager two years later. In 1909 he succeeded Richard Deeley as Chief Mechanical Engineer (CME) of the MR.

Between 1915 and 1919 Fowler was employed on war work and James Anderson became acting CME. During World War 1 he was seconded to the Ministry of Munitions, being Director of Production from 1915 to 1917 and then Assistant Director General of Aircraft Production. In 1919, Fowler was made a Knight Commander of the Order of the British Empire (KBE) for his contributions to the war effort.

In 1923 on the Grouping, he was appointed deputy CME of the newly formed London, Midland and Scottish Railway (LMS), under George Hughes and became CME in October 1925.

Along with Anderson, Fowler was responsible for the adoption by the LMS of the Midland's small engine policy. Various Midland standard types were built by the LMS, including the 4P Midland Compound 4-4-0, the 2P 4-4-0, the 4F 0-6-0, and the 3F 0-6-0T. The small engine policy resulted in frequent double-heading, as the locomotives were not powerful enough to cope with loads, and thus increased expense. Standardisation also left these standard locomotives with short-travel valves and small axle boxes, the former leading to inefficiency and the latter to frequent hot axle boxes.

In 1928, the LMS introduced the Royal Scot 4-6-0

express passenger locomotive, based on the Southern Region Lord Nelson Class. The 'Patriots' were to be the last design of locomotive built during Sir Henry Fowler's term of office as CME of the LMS. 'The Unknown Warrior' is being built to the original Fowler design with an all new parallel boiler with copper firebox.

In another departure from the small engine policy, several 2-6-0+0-6-2 Beyer-Garratts were acquired for the Toton-Brent coal trains but interference from Derby saw these receive standard small axle-boxes and short-travel valves with the result that they were poor performers.

Sir Henry retired in 1933, Ernest Lemon initially taking over as CME for a short period before William Stanier was head-hunted into the job from the Great Western Railway. Stanier was to reform LMS locomotive policy.

Sir Henry died on 16th October 1938.

The following classes of steam locomotive were introduced by Sir Henry Fowler (for the LMS unless stated):  
Class 2P 4-4-0  
Class 2F 'Dock Tank' 0-6-0T  
Class 3MT 2-6-2T  
Class 3F 'Jinty' 0-6-0T  
Class 4P 'Compound' 4-4-0  
Class 4MT 2-6-4T  
Class 4F 0-6-0 • Class 7F 0-8-0  
Class 6P 'Patriot' 4-6-0  
Class 7P 'Royal Scot' 4-6-0  
Garratt 2-6-0+0-6-2 • 6399 'Fury' 4-6-0  
S&DJR 7F 2-8-0

Fowler Designed Locomotives in Preservation			
BR No. and Name	Built (Year)	Location	Location and Status
42700	LMS, Horwich (1926)	NRM, York	Static display.
42765	LMS, Crewe (1927)	ELR, Bury	In service.
42859	LMS, Crewe (1930)	Unknown	Dismantled and partially scrapped.
43924	LMS, Derby (1920)	KWVR	In service.
44027	LMS, Derby (1924)	Toddington	Overhaul in progress.
44123	LMS, Crewe (1925)	AVR, Bitton	Stored in ex-Barry condition. Some progress on the tender - new frame plates.
44422	LMS, Derby (1927)	LNWR, Crewe	Under overhaul.
46100 Royal Scot	LMS, Derby (1927)	LNWR, Crewe	Overhaul complete. Awaiting mainline testing.
46115 Scots Guardsman	NBL, Glasgow (1927)	Carnforth	In service, main line certified.
47279	Vulcan Foundry (1924)	K&WVR	Out of ticket. Static display at Oxenhope Museum, KWVR.
47298	Hunslet, Leeds (1924)	ELR, Bury	Overhaul in progress.
47324	NBL, Glasgow (1926)	ELR, Bury	In service at ELR.
47327	NBL, Glasgow (1926)	MRC	In service at MRC, Butterley painted in Somerset & Dorset Joint Railway Prussian Blue livery as No. 23.
47357	NBL, Glasgow (1926)	MRC	Overhaul in progress.
47383	NBL, Glasgow (1926)	Highley, SVR	Out of ticket. Static display in the Engine House, Highley.
47406	NBL, Glasgow (1926)	GCR, Loughborough	In service.
47445	Hunslet, Leeds (1927)	MRC	Overhaul in progress.
47493	Vulcan Foundry (1927)	Spa Valley Railway	Overhaul in progress.
47564	Hunslet, Leeds (1928)	MRC	Kit of parts. Restoration unlikely.
53808	Stephenson (1925)	WSR, Minehead	Overhaul in progress. Was painted in Somerset & Dorset Joint Railway Prussian Blue livery as No. 88.
53809	Stephenson (1925)	MRC	Overhaul nearly completed.



Fowler Class 3F 'Jinty' No. 47406 at Loughborough, GCR  
PHOTO: PETE SIKES



Fowler Class 8F 2-8-0 in S&DJR livery at Minehead, WSR  
PHOTO: PETE SIKES



# FOR SALE – FRAMED PICTURES

We have a number of framed pictures that we are offering to you our member's for sale. These are particularly collectable and all funds raised will go directly towards helping to build 'The Unknown Warrior'. Please email [info@lms-patriot.org.uk](mailto:info@lms-patriot.org.uk) or write to the Project, at the address on page 43, with your name, URN (on your Membership Card) and the amount of your bid for each picture you are wanting to buy. Winning bids will be notified by the end of September. Pictures can be collected by arrangement from the Stafford office, or can be delivered to one of our Sales Events, or to our AGM on 31st October 2015.

## ITEM 1

Original Watercolour Picture of 45551 'The Unknown Warrior' in British Railways lined black livery by Jonathan Clay. Offers over £400. Commissioned by The LMS-Patriot Project in 2012, this superb watercolour has been used by The LMS-Patriot Project for a number of fundraising items that we have sold on our sales stand. Now we are inviting offers to own the ORIGINAL painting. This painting is sure to go up in value as is one of only three watercolours painted by Jonathan Clay of parallel boiler Patriots. 30x40cm (12"x16"), framed with glass.

## ITEM 2

'Festiniog Workhorses' by Terence Cuneo. Limited Edition print, signed by the artist and numbered. 48x58.5cm (19"x23"). With certificate of authenticity. Framed, but with no glass.

## ITEM 3

'The Elizabethan' by Terence Cuneo, depicting A4 Pacific 60009 'Union of South Africa' at Edinburgh Waverley on 'The Elizabethan' service to King's Cross. Signed in pencil by the artist and John B. Cameron C.B.E., (owner of 60009). Numbered Limited Edition of 850. Colour print measuring 44x60.5cm (17.5"x 24").

With certificate of authenticity. Framed, but with no glass.

## ITEM 4

'The Cornish Riviera' by Terence Cuneo. A signed limited edition print of GWR Castle No. 5049 'Earl of Plymouth' crossing the Tamar Bridge on the Up 'Cornish Riviera Express'. 44x58.5cm (17.5"x 23"). With certificate of authenticity. Framed, but with no glass.

## ITEM 5

'Chasing the Flying Scotsman' a limited edition print of 500 by John Young. Depicting Flight Cadet Douglas Bader on a solo cross-country from RAF College Cranwell in the summer of 1929. Cranwell's Flight Cadets flew the Avro 504N bi-plane with a top speed of about 100 mph and it was on one of these that Douglas Bader soloed for the



first time on 12 February 1929. Railway lines were useful references on these and the RAF College Cranwell was only a few minutes in the air from the East Coast Main Line where A1s such as 'Flying Scotsman' hauled crack expresses.

Signed by the artist and countersigned by Lady Bader OBE, President of the Douglas Bader Foundation and Air Vice-Marshall H.G. Mackay CB,



OBE, Commandant, the Royal Air Force College, Cranwell. Similar print recently sold at Bonhams for £250. With certificate of authenticity. Size: 43x60cm (17"x 23.5"), framed, but with no glass.

## ITEM 6

'Inspiration', a limited edition print of 500 by John Young. Originally published in aid of the Douglas Bader Foundation to celebrate his 60th Anniversary,



depicting Wing Commander Bader's Spitfire and three accompanying fighters taking off on his final sortie, signed by the artist and 20 pilots who flew in Bader's Squadrons or Wings. Countersigned certificate by Lady Bader on reverse of frame. Similar print recently sold at Bonhams for £437. Size: 49x63cm (19"x 25"), framed but with no glass.



# MADE IN BRITAIN

## A Marque of Quality by Jordan Leeds

In the past the United Kingdom was the workshop of the world, centred around the industrial powerhouse areas of Manchester, Leeds and the West Midlands.

The 'Made in Britain' campaign came about some years ago to highlight British industry in a worldwide sense and in political quarters. We as a Project have been fortunate to be granted 'Associate Member' status of the Made in Britain organisation, which will show The LMS-Patriot Project as something worth supporting as we head closer to steaming 'The Unknown Warrior'. As a new build locomotive project we also see ourselves as a showcase of British engineering in the 21st century, as well as building the new National Memorial Engine to remember the fallen of conflicts past and present.

The 'Made in Britain' marque is used for the first time on the cover of this edition of The Warrior and will be used on all our marketing literature and website to show our support for the campaign and to showcase 'The Unknown Warrior' to a wider audience. The marque is also used as a quality mark and this will demonstrate the engineering of the locomotive to the highest quality. After all, it is the Best of British!

More information about the Made in Britain campaign can be found at: [www.madeingb.org](http://www.madeingb.org)



# SALES REPORT

By Neil Kinsey, Sales Director

Sales continue to be a steady source of income for the project. Thanks to all who have made purchases. Members day was particularly lucrative, lots of items were sold with the sale of branded goods being the most popular, especially clothing, and don't forget that when you wear your garments in public you are visibly promoting the Project.

Indeed I myself have been asked on a number of occasions "What does the logo refer to?" at which point I explain and inform about what we are doing. I know for definite that on one occasion a gentleman came forward and joined having seen someone sporting one of our garments.

## DONATED ITEMS

As previously stated in these pages donated items provide a valuable source of income. A special thank you to all who have made such donations. In the last few months we have had significant offerings from Harry Medcalf, Russell Moorhouse and Stuart Parker.

Please remember that if you are a UK taxpayer

and have signed a gift aid form we can claim an extra 25% on any donated items attributed to you, once they've been converted to cash.

Further items are always most welcome, particularly good quality railway books and model railway equipment of any gauge. Unfortunately many railway magazines have little or no value, and bearing in mind any quantity can be quite heavy, and that we have to transport and carry them to and from events, we must politely decline titles such as Steam Railway, Heritage Railway, Railway Magazine and the like.

However those magazines featuring solely archive steam material are saleable so we will gladly accept Backtrack, BR Illustrated, Steam World and Steam Days.

Please contact [sales@lms-patriot.org.uk](mailto:sales@lms-patriot.org.uk) if you wish to donate anything to the Project and we can arrange collection/delivery.

Once again a big thank you to all who have made a purchase or donated items, and don't forget to have a look at the sales page in this issue.

## OFFICE ADDRESS – PO BOX

Please note that we are no longer using the PO Box address for postal deliveries. This stopped at the end of July, and any mail that is sent to the PO Box address will be returned to sender. The new office address has been in use since late September 2014 and is on the membership and sponsorship leaflets, The Warrior magazine and all letterheads and compliments slips. Please check this if you have set up any form of automated post system. As a reminder the address you should use is:  
The LMS-Patriot Company Ltd., The HUB, 17 Eastgate Street, Stafford ST16 2LZ.  
The telephone number for membership and all other enquiries is 01785 244156.

## MAKING CONTACT WITH THE ADMIN OFFICE

If you make contact with the Stafford Hub Admin office, via email, post or telephone, please could you quote the URN (Unique Reference Number) on your Membership Card instead of your actual Membership Number. Quoting the URN makes it so much easier and quicker for our volunteers to search for you on our Members' Database.

# PATRIOT MERCHANDISE

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.

<b>The LMS-Patriot Project</b> Building the new Royal British Legion endorsed national memorial engine  2016 CALENDAR		<b>2</b>  NEW	<b>3</b>  NEW	<b>4</b>  NEW	<b>5</b>  NEW
<b>6</b> 	<b>7</b> 	<b>8</b> 	<b>9</b> 	<b>10</b> 	<b>11a</b> 
<b>11b</b> 	<b>12</b> 	<b>13</b> 	<b>14</b> 	<b>15</b> 	<b>16</b> 
<b>17</b> 	<b>18</b> 	<b>19</b> 	<b>20</b> 	<b>21</b> 	<b>22</b> 
<b>23</b> 	<b>24a</b> 	<b>24b</b> 	<b>25a</b> 	<b>25b</b> 	<b>26</b> 
<b>27a</b> 	<b>27b</b> 	<b>27c</b> 	<b>28</b> 	<b>29</b> 	<b>30a</b> 
<b>30b</b> 	<b>31a</b> 	<b>31b</b> 	<b>31c</b> 	<b>31d</b> 	



## The LMS-Patriot Project – Sales Order Form

Item No.	Item Description	Size	Quantity	Cost £	P&P £	Total
1	The LMS-Patriot Project 2016 Fundraising Calendar			6.00	1.75	
2	5551 Baseball Cap –Maroon			8.50	3.50	
3	45551 Baseball Cap –Green			8.50	3.50	
4	5551 Pin Badge			4.50	1.75	
5	45551 Pin Badge			4.50	1.75	
6	00 Gauge Nameplate Set			8.50	1.25	
7	The LMS-Patriot Project T-shirt – Maroon			15.00	3.50	
8	The LMS-Patriot Project Line Drawing Mug			6.00	4.50	
9	Multi Pocket Waistcoat/Gilet (S, M, L, XL, XXL)			27.50	4.50	
10	The Book of the Patriot 4-6-0s' – Graham Onley			12.95	3.50	
11a/b	'The Unknown Warrior' Nameplate Badge – LMS Red or BR Green			4.50	1.75	
12	'The Unknown Warrior' Cap – Black			8.50	3.50	
13	'The Unknown Warrior' Cap – Maroon			8.50	3.50	
14	'The Unknown Warrior' Tea Towel			5.00	2.00	
15	'The Unknown Warrior' Logo Mug – Red			6.00	4.50	
16	Jonathan Clay Unknown Warrior Mug – Lined Black			6.00	4.50	
17	Colin Wright Unknown Warrior Mug – BR Green			6.00	4.50	
18	Colin Wright Unknown Warrior Mug – Red			6.00	4.50	
19	Colin Wright Limited Edition Print – BR Green			55.00	4.95	
20a	Colin Wright – A Brush with the Past B2 Print – LMS Red			40.00	5.00	
20b	Colin Wright – A Brush with the Past B3 Print – LMS Red			20.00	5.00	
21	Jonathan Clay – Unknown Warrior in BR Black – A3 Print			20.00	5.00	
22	Royal Signals & Semaphores at Birmingham New Street – Print			8.00	5.00	
23	Unknown Warrior Tie			12.00	1.75	
24a	The UW Polo Shirt – Burgundy (S, M, L, XL, XXL)			17.00	3.50	
24b	The UW Polo Shirt – Black (S, M, L, XL, XXL)			17.00	3.50	
25a	The UW Sweatshirt – Burgundy (S, M, L, XL, XXL)			22.00	4.50	
25b	The UW Sweatshirt – Black (S, M, L, XL, XXL)			22.00	4.50	
26	The UW Fleece – Burgundy (S, M, L, XL, XXL)			30.00	4.50	
27a/b/c	Unknown Warrior Beanie Hat – Maroon, Black or Green			8.50	2.50	
28	Steam Memories – LMS Patriots			9.99	2.50	
29	Cloughton & Patriots 4-6-0s Book – G. Toms and R. J. Essery			16.95	2.50	
30a/b	'The Unknown Warrior' Profile Badge – LMS Red or BR Green			4.50	1.75	
31a/b/c	Steam Sounds of the Sixties CD – Volumes 1, 2 or 3			6.00	2.00	
				<b>TOTAL</b>		

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.**

01.08.2015

# 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



**'The Unknown Warrior' in BR Black** by Jonathan Clay



# MEMBERS' CORNER

Dear Sirs,

It was nice to meet you briefly at the Patriot Members' Day. As promised, please find attached two photos of Claughton No. 5964 'Patriot' at Northampton Castle Station, taken by my father W.J.S. (Bill) Meredith.

His notes record that it was in LMS Red livery and very clean, at No. 1 Platform. The date is 7th July 1928 at 3.45pm. The second photo is the same train leaving, heading South "up the bank" towards "Road Cutting" and the main line to London.

The images were scanned from the original 127 size negatives at a fairly high resolution.

I hope you will find these of interest.

Best wishes and thanks for a great day.

John Meredith



## Unknown Warrior

A poem by Andy Roberts



PHOTO: IMPERIAL WAR MUSEUM

Unknown Warrior, both bold and brave  
Now lay silent, in your grave  
You gave your life, so that we may be  
Free from untold tyranny

Unknown Warrior, made of steel  
You're nearly completed, very real  
With fire and water, you will steam  
You're no longer a wished for dream

Unknown Warrior, flesh and steel,  
you moved by foot, and now by wheel  
Around the bends, your flanges squeal  
Over rail joints and down the track

Unknown Warrior, you will be,  
A moving memorial for all to see  
to remember those who died in war  
those we will remember for evermore.



PHOTO: KEITH LANGSTON

### A VISIT TO LLANGOLLEN SHEDS TO VIEW 'THE UNKNOWN WARRIOR'

Normally we encourage Members to view progress of 'The Unknown Warrior' during Gala weekends at the Llangollen Railway or at our annual Members' Day. However, we received a request from one of our member's carers regarding a visit of our member to the Llangollen sheds to see 'The Unknown Warrior'. They were unable to accompany him on Member's Day but would be able to accompany him on a specific date in July.

We contacted Llangollen Station staff and told them of this request. The problem being that the date requested was a normal working day at the busy Llangollen sheds and therefore he would of course have to be escorted by a member of staff for health and safety reasons.

With quite a few emails going backwards and forward from the office to various people we managed to arrange the visit.

A very big thank you to Holly and the rest of the Llangollen staff for all their work in arranging this visit for our Member.

## Patriot Presentations

We have a small number of members who are able to travel to various railway groups to give presentations about The LMS-Patriot Project. These are co-ordinated by Sue Collinson, listed on the website by John Barrowdale and we use material organised by John Hastings-Thomson. One of us went to Bristol recently to talk to the Bristol Group of the Great Western Society. The rest of this article is from their organiser Dave Winter.

"I mentioned I had just returned from New Zealand where they also have a memorial engine. This is Ab608 Passchendaele, which was built in Christchurch Addington Workshops in 1915. This loco has recently been overhauled. It is normally housed on North Island, but will be doing a comprehensive tour of South Island commencing in October this year. As in the UK there are a number of First World War commemorative exhibitions and we saw several of these. At Christchurch station there is a nameplate in the station booking hall."

And just to prove how far Patriots reached Dave also commented:

"When I started trainspotting in the early 60s Patriots were just about to finish on the ex-Midland route out of Bristol. I spent a lot of time at Yate during the school holidays and on Saturdays, as my mother worked in nearby Chipping Sodbury - where I have now ended up residing. According to my notebooks locos included 45519 Lady Godiva, 45536 Private VC. Wood VC and 45506 The Royal Pioneer Corps.

Whilst en-route to Scotland in August 1963 I saw 4F 44246 haul 45543 Home Guard and 45550 through Acton Bridge for scrapping, presumably bound for Crewe. I seem to remember the namer still had its

plates attached. Later my attention moved to Charfield and one very late visitor here was 45530 Sir Frank Ree on a stopper in May 1964 (nice picture of this train on <https://www.flickr.com/photos/553504440@N06/16719696268>).

Anyway, all the best with your project and I look forward to sampling my first Patriot for haulage in 3 years time."

On behalf of GWS Bristol Group







No. 45501 'St. Dunstons', date and location unknown. PHOTO: THE LMS-PATRIOT PROJECT



# PATRIOT SALES STAND 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.

## 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

### Wigan Model Show

Sat 3/Sun 4

### Keighley & Worth Valley Gala

Fri 9/Sat 10/Sun 11

### Swanage Autumn Gala

Fri 16/Sat 17 /Sun 18 Oct

### Midlands Model Engineering Exhibition, Leamington Spa

Thu 15/Fri 16/Sat 17/Sun 18 Oct

### Avon Valley Autumn Gala

Sat 17/Sun 18 Oct

### Mid-Hants Autumn Gala

Fri 23/Sat 24/Sun 25

### Tyseley Open Days

Sat 24/Sun 25

### AGM, Kidderminster Museum, SVR

Sat 31

### Bluebell 'Giants of Steam' Gala

Sat 31/Sun 1 November

### Alsager Model Show

Sat 31/Sun 1 November

## November 2015

### Churnet Valley Gala

Sat 7/Sun 8

### Severn Valley Railway – Manors Weekend

Sat 14/Sun 15

### Warley Model Show

Sat 28/Sun 29

## BEWARE!

Unfortunately there was a theft of a volunteer's personal belongings from the stand during the Great Central Woodford Gala. You are advised to keep a close eye on your stuff (and indeed on the items for sale on the stand) at all times.

# 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:

Bowcock Cuerdon LLP, South Cheshire House, Manor Road, Nantwich, Cheshire CW5 5LX

Registered Charity No: 1123521

VAT Registration No: 978 8801 48

#### Account Details for Direct Donations:

CAF Bank Ltd., Account no: 00092990

Sort Code: 40-52-40

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#### Sales Support:

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## Locomotive Assembly

Dave Owen – Llangollen Railway plc

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emails to the most appropriate person listed above.

Website: www.lms-patriot.org.uk

## Newsletter

Produced by the LMS-Patriot Project.

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The LMS Patriot Co. Ltd.  
Company Registered in  
England & Wales No. 6502248.  
Registered Charity No. 112352.

Proudly carrying the Patriot headboard, LMS Stanier 'Black 5'  
4-6-0 No. 45337 eases towards its carriages after running round  
at Carrog to rejoin the Members' Day train on 27th June 2015.

PHOTO: PETE SIKES

