

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



NOVEMBER 2017
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Editorial

As usual, a warm welcome to this edition of **The Warrior**, the final one of 2017. There has been an enormous amount of work going on behind the scenes since our last edition culminating in good news about our boiler and the not so good news about our relationship with the Royal British Legion, subjects that are covered in detail on the following pages.

On the subject of news we try as a Project to keep our Members up-to-date first, although this is not always possible due to copy deadlines with the railway press and the fact that the newsletter you are reading appears every quarter. I'm sure you will appreciate a lot seems to happen to us in the intervening three months between issues and is reported on elsewhere before we can report it in the pages of this publication. One thing we can definitely improve though is releasing news on our website and we are currently looking into refreshing the site and updating the news section on a more frequent basis.

At the start of our financial year our Treasurer, Neil Collinson, reported that our budget forecast for 2017/18 was just short of £500,000. Due to the support of the membership and railway supporting community we are making great progress towards that target. It seems as though our recent setbacks with the boiler supplier and RBL has galvanised support for our wonderful project, with the result that we feel confident that with one final push for donations before the end of the year we could raise £200,000 in this quarter alone, so please dig deep to help us achieve this milestone.

With the festive season upon us it just leaves me to wish you a Merry Christmas and a very prosperous New Year – so you can donate even more to us! Enjoy the read.

Best wishes,
Pete Sikes
Editor, **The Warrior**

A couple of interested onlookers stand next to No. 45548
Lytham St. Annes at Crewe North Shed on 6th January 1952.

PHOTO: T. LEWIS.
© MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.

Chairman's Thoughts – Nov. 2017

It is with considerable relief that we were able to announce at the AGM that HBSS are to take on the construction of the boiler for The Unknown Warrior. They are a new company and because we are their first customer, we can be absolutely certain that we will be their number one priority, something that we have not enjoyed before.

The forecast delivery date is around fourteen months (end January 2019) which should allow the engine to steam around September 2019 which if achieved would by sheer accident coincide with my Golden Wedding anniversary. I can already hear the comments 'he can't be that old (I was only 12 when I got married)', how on earth has Mags put up with him? etc. etc.' If we can raise the remaining £124,000 more quickly, then our suppliers can hire additional staff to finish the job more speedily, so over to you. Further details about the new contractors can be found on page 5.

You may well have noticed that the Legion's endorsement has been removed from the masthead of our letters and the various appeals in the railway press. This has also affected the website and the copy of the **Warrior** magazine you are now reading. It has been followed by our action in substituting a blank disc for the Legion's crest again in the same way. This has also happened on the locomotive nameplate.

Why?

The project originally made contact with the Legion during 2008 and in February 2009 we received a letter from their then Director of Corporate Communications Stuart Gendall, which stated: "For the time being we endorse The LMS-Patriot Project aims and wish the project team every success in its meaningful venture". It was also agreed that we could use

the 1971 Legion membership badge in any way we wanted to. An offer gratefully received as it fitted the pattern of regimental and town council crests on the 1930s Patriots.

Since then we have received support and encouragement from a number of Royal British Legion local groups, particularly at Llangollen and on the locomotives visit to the National Arboretum in November 2013 and visits by local RBL groups to Llangollen to view 'their' engine.

We have tried, several times, to enhance the relationship between the Project and the Royal British Legion management without any success. We have been in discussion with Tom Robin, who is part of the team arranging the events around the centenary of the First World War. These discussions led us to believe there would be some way **The Unknown Warrior** would be involved around November 2018.

During more recent communication with the Legion's management earlier this year, we were informed that the Legion knew nothing about the agreement with Stuart Gendall from 2009 and we must stop using the endorsement and also we could not use the 1971 membership crest. This obviously came as a great surprise and disappointment to us.

In early October 2017 (these things take time!) we met with the Head of the Legion's Board of Trustees and the Legion's Assistant Director of Remembrance & National Events,

Remembrance & Marketing at the Legion's headquarters in London. During the discussion it was clear that they had no intention of changing their decision, so despite their earlier commitment we have no choice but to implement this.

The project team is extremely disappointed with this decision, which reflects badly on the Legion, whose management controls appear to have been inadequate over a considerable number of years, having only recently become aware that Mr. Gendall, who no longer works for them, acted without authority.

The crux of their argument is that they are of the belief the British public will think The Unknown Warrior has been funded by the Royal British Legion! Given where our money has actually come from, this stretches credibility more than somewhat.

Where from here?

We will continue to encourage support for events from the local RBL groups as we have in the past, in recognition of our common goals in Remembrance. It has been made clear to us by these groups that they do not understand the decision by the Legion management.

The Board have decided to make no further comment on the Legion's decision and will leave it to others to make their opinions known. Facebook, however, already contains some interesting thoughts and observations. Read our official statement on page 6.

On a more positive note, delays in some key components have slowed down the completion of the locomotive chassis some way past its original target date of the end of October 2017. These have now been delivered, the first being the brake cylinder which we decided to obtain new rather than modify the one from No. 48518 and the others, the two return cranks pictured elsewhere in this publication have now arrived, which pretty well completes the motion. Mark, who we employ

directly has indicated that he should finish the lubrication set up by the end of February 2018 and he will then turn his attention to all the pipework which will be needed when the boiler is fitted to the frames. Encouragingly he is also a skilled metal worker so he will be tackling the boiler cladding in advance of the boiler's return so that this doesn't delay matters. We have also been fortunate to obtain the services of Mike Pearce who amongst other things is an acknowledged expert on valve setting, something that is absolutely critical to get spot on. We are now targeting the end of May 2018 for the completion of the rolling chassis which should allow the remaining six or seven months for the work of preparing it to take the boiler to be completed.

Fundraising has gone exceptionally well in the current financial year with the strong likelihood that we will hit £500,000, exceptional by any standards as this is money in the bank not pledges, which may or may not come to fruition. We still have 79 new donors to attract before we reach the magic 500 so please give some thought to signing up.

Finally, I would like to pay tribute to the hard working volunteers who man our office. I have often been asked what is the secret of our success. My reply, a unique product visually and a terrific team of volunteers. When I look at other projects I do wonder how they can possibly succeed without a band of really enthusiastic people of all ages such as ours.

Finally, finally, as another excellent edition of The Warrior reaches you just before Christmas may I take the opportunity of wishing you (and your loved ones) a very Happy Christmas and a healthy and successful New Year.

Kindest regards

David Bradshaw, Chairman

OUR NEW BOILER CONTRACTORS

Heritage Boiler Steam Services (HBSS), who we have signed up as our new boiler contractors following the decision by L&NWR heritage to cease contract work, are a new company set up by Andrew (Andy) Wilcock and Robert (Rob) Adamson which will operate from part of the West Shed at Ripley in Derbyshire.

Both left the employment of L&NWR Heritage on 24th November and will start work on our boiler in the first week of December with a target completion date of January 2019 (or earlier). Both partners, who are apprentice served, have between them over 30 years' experience in boiler repair and construction, Andy having also worked for Ian Riley. Both have worked on the Patriot boiler during its construction and it was the decision of L&NWR Heritage to get out of contract work that triggered them to approach us about completing our boiler. They told us that they have been discussing the possibility of launching their own business for the last five years but have held off until a first class opportunity came along. Well, they have certainly achieved this with what will be the first large traditional boiler to be built for a British operator since 1962.

As a new company they face a number of hazards as they build up their business and we are conscious of these and will be supporting them all the way, even to the extent of providing them with a mobile crane (now registered as an asset on our books) which they will buy from us at the original purchase price when the boiler is complete, and buying the expensive components (stays and tubes) direct from the manufacturers and supplying them free of charge to assist their cashflow. We have every confidence they can do the job to the highest standards and we are going to do all we can to help. The industry needs extra capacity if it is to prosper and this is our contribution to helping fill that gap. We have also introduced them to what we hope will be their next contract, the converted 8F boiler for County of Glamorgan, so their future looks bright.



Work on fitting the Foundation Ring, one of the final tasks undertaken by L&NWR Heritage.

OUR RELATIONSHIP WITH THE ROYAL BRITISH LEGION

In 2009, Richard Sant (Company Secretary) and Andrew Laws (Marketing and Publicity Director) had a meeting with the then Royal British Legion Director of Corporate Communications, Stuart Gendall. He told them that the Legion could not support the Project financially, but endorsed our aims and said that we could use the Legion crest.

We took him at his word and promoted the Project accordingly, including the use of the crest.

We wrote to the Legion earlier this year in order to reaffirm our relationship with them in light of the potential for our involvement in their Armistice Centenary events next year.

In response, Terry Whittles, Head of the Legion's Board of Trustees, wrote to say that they had been unaware of the decisions taken by Mr. Gendall that he was not authorised to make them without consulting his Board and had not made the Board aware of what he had done. Mr. Whittles asked that we no longer claim the Legion's endorsement and stop using the crest.

The Project Board were shocked and surprised by this reaction and suggested a meeting with Mr. Whittles at the Legion's Head Office to explore ways of reaching a mutually acceptable solution.

The meeting took place last month. Mr. Whittles made it clear that there was no possibility of our being permitted to use the endorsement and crest because doing so would, in the Legion's view, imply that we had received financial support from the Legion.

In using the endorsement and crest since 2009, the Project Board has acted in good faith and has never suggested that we have had any financial support from the Legion. We are extremely disappointed, but have no choice other than to comply with the Legion's wishes.

We will produce a new crest which will be mounted above the nameplate and we will continue to foster good relationships with the Legion's local branches in pursuit of our common aim: the promotion of Remembrance.



Donate online, go to www.lms-patriot.org.uk and look for the **Raising the Pressure!** button on the home page,

or please send your donation to: **Raising the Pressure!**

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

You can also donate by card, call the office on 01785 244156.

2017 AGM, LLANGOLLEN 11.11.17

Our ninth Annual General Meeting took place at the Llangollen Town Council's Auditorium on the morning of Saturday 11th November. A two-minute silence was observed at eleven o'clock, marked by the sound of the town's bugler playing **The Last Post** at the war memorial just across the street.

Members were able to take advantage of the opportunity to visit the Llangollen Railway's works before and after the meeting, hosted by our Chief Mechanical Engineer, Kevin West, to view progress on the 'bottom half' of The Unknown Warrior.

Chairman David Bradshaw had good news and less good news to impart. The good news was to confirm that the contract for the completion of the boiler had been signed. The work will be carried out by HBSS at the West Shed, Butterley and is expected to be underway in December; completion estimated in 12 to 14 months' time (but an increased level of donations could see this estimate being brought forward). David also told the meeting that the relationship with the Royal British Legion had come to an end at the Legion's insistence. He also told members about the need to create a new crest above the nameplate. Both of these items are described in greater detail elsewhere in this issue of The Warrior.

The meeting agreed to reappoint David Bradshaw, Andrew Laws and Richard Sant as Directors for a further three year term of office – respectively they will act as Chairman, Director of Marketing & Publicity and Company Secretary.

Following completion of the formal meeting agenda, members quizzed the Board in some detail about the boiler contract, the RBL's decision and the state of our finances; some useful suggestions were made about ways to build on our success so far and to improve the quality of our offering both to members and to the wider public.

Following a break for refreshments, Kevin West gave a detailed and much appreciated presentation of engineering progress made since last year's AGM.



Left:
The entrance to the Town Hall with the Project pull-up banner showing the way to the AGM.

Middle:
David Bradshaw addresses the well attended meeting.

Bottom:
Kevin West takes to the stage to run through the engineering that had taken place in the preceeding year.



VOLUNTEERS WANTED

As momentum gathers apace towards 'The Unknown Warrior' steaming in 2019, we are appealing for new volunteers to come forward and assist in various roles. Do you have any spare time that you're currently able to give or is this something you are able to consider in the coming years? Would you like to become part of our fantastic team of volunteers and have a hand's on role? If so, then we would very much like to hear from you. Specifically, we are looking for volunteers to assist with the following:

SALES SUPPORT

Are you able to volunteer for any of the events our sales stand attends across the country? Even if this currently isn't possible, will you be able to volunteer your time to support the sales operation in two years? All you need is good communication skills, have a friendly personality and a driving enthusiasm to encourage people to sign up or purchase our range of merchandise.
email volunteer@lms-patriot.org.uk or contact Andy on 07917 667223

OFFICE ADMINISTRATION

Are you within travelling distance of Stafford Town Centre and do you have office, administration and computer skills? We need more volunteers to join our small team in the office. Duties will involve opening the post, processing new memberships and renewals, recording donations and sponsorship. Hours can be arranged to suit and training will be given if required.
email office@lms-patriot.org.uk or contact Linda on 07801 945789

MEMBERSHIP CO-ORDINATOR

Do you have any ideas to recruit new members whilst ensuring that we retain our existing membership? This role is to generate interest from possible new members, to contact those whose membership has lapsed and to find out why they chose not to renew. All you need is a telephone, access to a computer and a friendly manner. **email office@lms-patriot.org.uk or contact Linda on 07801 945789**

ENGINEERING DOCUMENT CONTROLLER

Do you have excellent organisational, analytical and communication skills, have access to a computer and a keen eye for detail? This vitally important role is to collate all the engineering drawings and material certification documents for the locomotive so they can be recorded and filed both electronically and hard copy. **email volunteer@lms-patriot.org.uk or contact Andy on 07917 667223**

PATRIOT ENTERPRISES LIMITED

We are now planning the mobilisation of 'Patriot Enterprises Limited'; the company that will trade and operate 'The Unknown Warrior' when it is complete. Do you have any skills or experience that you can offer that will be essential to its success? For example, do you have marketing, commercial or business acumen skills to name but a few? Do you have hands on engineering skills? Have you been part of a support crew or do you have any experience in operating and maintaining a locomotive? We are looking for expressions of interest for volunteers who will be able to support the locomotive when it becomes operational. **email volunteer@lms-patriot.org.uk or contact Andy on 07917 667223**

TREASURER'S REPORT

Update for Quarter 2 (ended 30th September 2017)

by Neil Collinson, Treasurer

First and only thought for this quarter.

We have made up the ground lost in Quarter 1.

It was a pleasure to convey the results for Quarter 2 to the Board at the meeting held on 28th July 2017. I am pleased to say it was a record quarter and the third time that our total income has exceeded £100,000 for a single quarter. It is more significant that it was achieved in Quarter 2, when traditionally it is not our strongest one. It is worth mentioning at this point that the total amount received into the project is now in excess of £2.25m.

If you were with us in October/November 2014 it was when the first million pound raised had been achieved on the 11th November that year and it was announced at the AGM a few days later. **Note the significant date**, and it was not down to so called 'creative accounting'. We truly reflected an accurate income figure. It took about six years to achieve the first million. The second million has been achieved in just over a further 2½ years. Here are my closing remarks that appeared in my Warrior notes in December 2014.

'Finally, now we have raised our first million, we need to push on. We need to achieve the next million in a much shorter time, three years, not six, ensuring that we steam our 'Warrior' in 2017. Exciting times ahead so please dig deep.'

Right on the financial side but wrong on the steaming date. Still, I suppose I am a treasurer, not an engineer.

Surely these results reflect the increasing confidence in getting the job done, in spite of the recent setbacks.

There are two disappointing aspects of this report though. Read on.

Total Income for the period was £138,000 including an expected £11,000 in Gift Aid and boiler loans of £28,000. I can also report that in October we received a further £50,000 from

a non-member who was persuaded to become a member by highlighting the benefits of membership. Welcome aboard Michael and thank you. The 'Raising the Pressure' advertising campaign has really ignited a great deal of interest. Just one point to make here. I have been asked if we require short term loans but I regret I have to decline these as they have an impact on our liquidity.

Membership income came to £11,705 for the quarter (including £2,150 in Gift Aid on membership subscriptions and included in the total above). The year-to-date figure is on budget.

THE GOOD NEWS

Total donations for the quarter were £89,100. Gift Aid included was £9,113. A very good result. Company support of £5,000 per month continues (shown as sponsorship.) The number of regular donors has increased to 421 from 412.

THE DISAPPOINTING NEWS

1. Regular donations are down slightly at just over £20,000 whilst one-offs amounted to £44,000 (a substantial increase over last quarter.) We increased the one-off donation budget quite substantially this year to cover the large increase in the marketing budget and whilst we are only 36% of budget for the year-to-date I am reasonably confident

2017/18 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q1	13	6 (avg. £15.17)	4	£21,460
Q2	9	3 (avg. £14.67)	3	£20,082
Q3	-	-	-	-
Q4	-	-	-	-

however that we can achieve the £195,000 we budgeted for.

2. We are still 79 short of our target of 500 on the number of regular donors.

As usual we have included the tables above to break up the statistics and these give a comparative picture for the last six quarters.

I would like to again give a big thank you to all those members who have instigated monthly standing orders. As at the 30th September the amount being received from monthly standing orders was £6,645.

We have again had a number of valuable items donated for sale on our stands or on ebay. We continue to obtain the best possible price for these. It is worth reiterating that all items donated and sold are added to the members contributions on our database and every penny goes towards the guaranteed seat on the first train.

If the donor is a UK taxpayer, then we can also claim Gift Aid on the amounts. Clear out your attics!

SALES

Total income for the quarter - £9,432.
Beer sales - £1,172 (total £1,567) and raffle - £1,162 (total £4,182).

Overall, in all categories, 59% of target/budget.

INK CARTRIDGE RECYCLING

A reminder that we have a system whereby certain inkjet printer cartridges* can be recycled through Recycle 4 Charity. This has raised £1,930 to date and is a very useful source of additional income. Please contact the office if you require a supply of Freepost envelopes or go to www.recycle4charity.co.uk

*Excludes Brother, Epson and Kodak cartridges.

2016/17 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q1	23	3 (avg. £5.00)	6	£15,861
Q2	21	7 (avg. £7.00)	2	£16,571
Q3	36	16 (avg. £6.98)	0	£18,202
Q4	12	3 (avg. £5.00)	9	£19,603

BANK ACCOUNTS.

We ended the quarter with a balance of £99,000 of which we had £60,000 in our reserve account, but a VAT repayment of £18,000 and Gift Aid of £11,300 is to be added as both are expected in before the end of October.

EXPENDITURE

LOCOMOTIVE AND TENDER

Expenditure on The Unknown Warrior for the quarter is shown as £79,000 but I stress that it is provisional as invoices can come out of the woodwork, e.g. three turned up a couple of weeks ago when I was with Claire, our valued financial administrator. If you go back to Quarter 1 I reported £65,000 spending at the July meeting. This has been adjusted to £91,000 on the current analysis sheet. Total expenditure on The Unknown Warrior and tender now amounts to £1.75m and £73,200.

OTHER EXPENSES

Total Director Costs under budget with marginal variations in each area.

OTHER MATTERS

There were outstanding invoices for £98,000 held but not yet due at the end of September, with Purchase Orders to the value of £121,400 received awaiting invoices, giving a total of £210,000 committed.

ENGINEERING UPDATE

by Kevin West, Chief Mechanical Engineer

SEPTEMBER-NOVEMBER 2017

LOCOMOTIVE FRAME ASSEMBLY

Work continues on the construction of The Unknown Warrior at number of locations.

Work is continuing on the installation of parts into the locomotive chassis.

Recent work has seen the final fitting of the four brackets and mountings for the Main Reverser Shaft, the two brackets for the Inside Expansion Link and the single bracket for the Intermediate Reverser Shaft.

At Llangollen the Coupling Rods have been removed following trial fitting for Members' Day in July and have had the felt oiler pads fitted.

The Expansion Links and Bearings have been receiving attention in preparation to final fitting. All three Expansion Links are now mounted in position ready for the rest of the motion.

The Main Reversing Shaft castings have been moved from CMS Cepcor to Rewind & J Wilson, Liverpool for machining as CMS are unable to undertake the work, partly due their own workload and also relating to the size of the castings and the capacity of the machines at CMS.

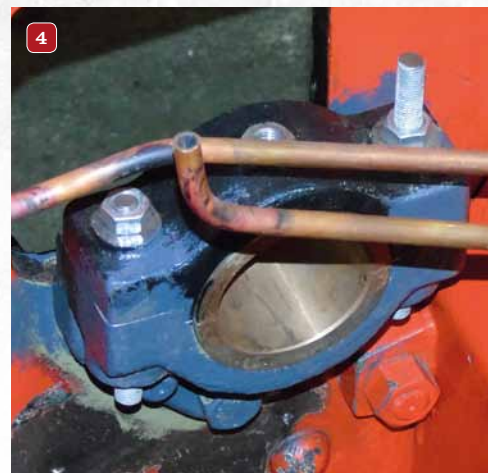
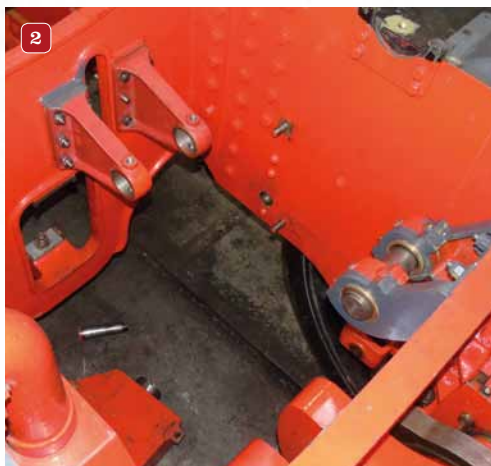
The Cylinder Clothing Sheets have been fitted following drilling and tapping on the fixing holes in the cylinder blocks. This was done using the sheets as patterns to ensure the holes were drilled in the correct positions. Both outside cylinders are finished with work almost complete on the Inside Cylinder. To enable this work to be undertaken, along with work associated with the Inside Cylinder Drain Cocks and Lubrication Pipework, the locomotive has been jacked up and the Bogie run out.

With the Bogie run out from under the locomotive the fitting of lubrication fittings on the Bogie can be completed.

For the comfort of the Driver and Fireman, their seat mountings have been designed and the Brackets and Frames ordered. The Seat Bases themselves are good traditional English Oak, which have been sourced and made by our member David Hughes.

The volunteer painting gang have been busy working on the Cab. It has been rubbed back and prepared for the red undercoat, the first coats of which have now been applied. The Platform Valance have both been completed as well.

Another small, but visually distinctive part has been completed recently. The Tail Rod Cover that can be seen on the plating below the Smokebox Door has been manufactured. We had obtained a quotation for



this to be made commercially some time ago, but the price quoted was very high for what is basically a thin steel cover. At last year's Midlands Model Engineering Exhibition, Pete Stevenson, a fellow member of the Coventry Model Engineering Society, was demonstrating metal spinning. I mentioned the Tail Pipe Cover to Pete and he offered to have a look at making one for us. At this year's exhibition Pete presented the finished part to our sales stand.

The volunteer painting gang have been busy working on the cab. It has been rubbed back and prepared for the red undercoat, the first coats of which have now been applied. The Platform Valances have both been completed as well.

BOILER

Much work has been undertaken on the selection of a new contractor to complete the construction of the boiler for The Unknown Warrior.

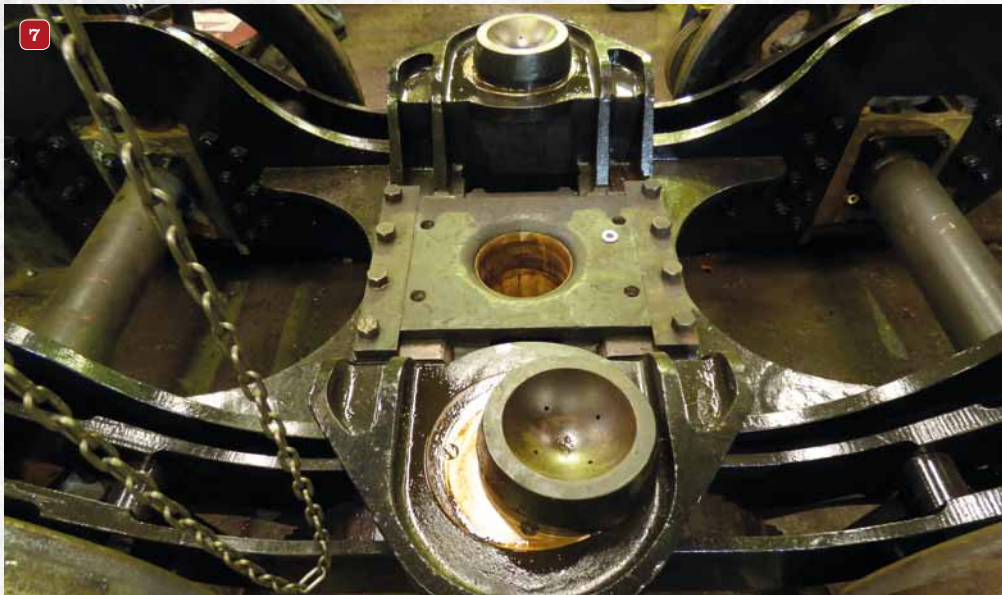
Following the writing of tender documents these were distributed to the interested parties and the results awaited. Once all the replies had been received we then undertook a process of evaluation of the replies and selection of three main suppliers. More detailed meetings were held with these contractors until a final decision was made. At the time of writing we are now in the final stages of compiling a contract. Once this has been signed a formal announcement will be made (see page 6). The good news though is we expect the new contractor to start work on our boiler in early December.

Back at L&NWR Heritage, Crewe, the riveting of the Inner Firebox assembly is approaching completion this week, despite the initial promise to finish it by the end of June!

The Throatplate had been completed by early August and along with the Doorplate has since been subjected to various inspections. A minor issue has been found in a couple of positions where holes used to hold the plate down to the former have been welded up. These will be addressed in the coming weeks and re-tested.

1. The Unknown Warrior, Llangollen on 2nd October 2017.
2. The Mounting Brackets for the Inside Expansion Link in position.
3. The Bracket for the Intermediate Reverser Shaft in position.
4. The Inner Main Reverser Shaft Trunnion mounted to the inside of the right hand frame.
5. Left hand cylinder with clothing sheets and bands in place.
6. A view of the Bogie Centre Pin, taken while the Bogie has been run out to allow fitting of the Inside Cylinder Clothing Sheets.

ALL PHOTOS BY KEVIN WEST



PHOTOS BY KEVIN WEST UNLESS STATED

7. An overhead view of the Bogie. PHOTO: PETE SIKES

8. One of the Cab Seat Bases made by David Hughes.

9. The recently painted cab. PHOTO: PETE SIKES

10. The Tail Pipe Cover.

11. The Tail Pipe Cover can be seen to the left of the vacuum pipe in this view of 45551 at Euston.

12. The Inner Firebox completed, LNWR Heritage, Crewe. PHOTO: JORDAN LEEDS

13. The Inner Firebox during riveting. The Foundation Ring has been fitted. PHOTO: JORDAN LEEDS

14. Andy Tranter making adjustment of the position of the Foundation Ring. PHOTO: JORDAN LEEDS



Recently delivered has been the casting for the Regulator J Pipe. This casting sits under the dome inside the boiler with the regulator mounted on top. The J Pipe is basically a 90 degree elbow. The front end of the J Pipe is connected to the Main Steam Pipe which takes the steam from the regulator to the cylinders.

- 15. The J Pipe casting.
- 16. The Blast Pipe casting.
- 17. The Blast Pipe Cap casting.
- 18. Left hand steam Pipe casting after machining and delivery to Llangollen.
- 19. Brake Cross Shaft Mounting following installation under the Drag Box.
- 20. Brake Cylinder, shortly after arrival at Llangollen on 11.11.17.

ALL PHOTOS BY KEVIN WEST

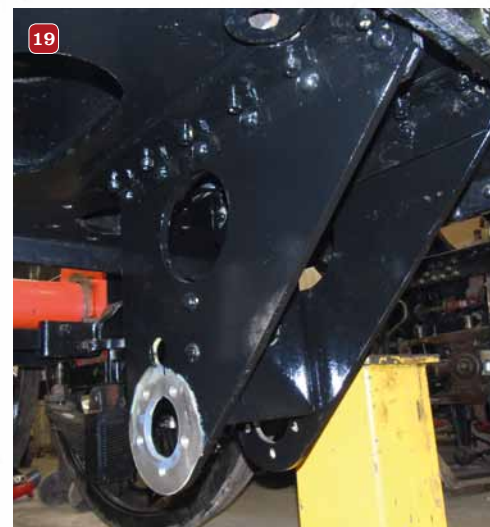


The patterns have been made for the Damper Door Operating Gear Lubrication Tray and Lid. Castings have been ordered.

For fitment in the Smokebox we now have the Blast Pipe casting to hand. This is a three into one pipe junction which takes the exhaust steam from the cylinders and combines it under the blast Pipe Cap. After passing through the cap the steam continues up and finally out of the chimney.

Also for fitment in the Smokebox are the main Steam Pipe Lower Castings. These have been machined at Harco and delivered to Llangollen.

The casting for the Boiler Steady Bracket has been ordered.



BRAKE AND LUBRICATION SYSTEMS

The completed Brake Cross Shaft Bracket has been mounted under the Drag Box and has been fitted with the Brake Cross Shaft and its associated bushes. All the Brake Gear forward to the Driving Wheels has been fitted and tested. Only the Brake Blocks are awaited to complete this part of the brake system. Design work for these is underway as the original drawing no longer exists.

The final part required is the 10½" diameter Steam Brake Cylinder. This was delivered to Llangollen in time to be inspected by members at the AGM on 11th November. Original delivery date was February 2017! Some final machining is still required that the supplier is unable to do, so this will be undertaken at

Llangollen before installation in the next couple of weeks.

On the lubrication system, many of the pipe runs to the Axlebox Guides are either complete or underway. A start has been made on the runs from the Lubricators to the Cylinders, now that the Lubricators have both been bolted in position.

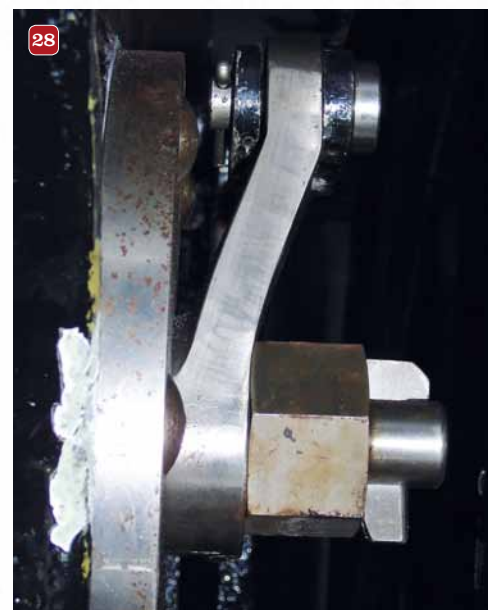
The Lubrication Drive Gear has been fitted. A minor modification has been found necessary on one of the links and this will be undertaken once the valve motion has been fully erected.

Refurbishment of the original 9" Tender Brake Cylinder from 8F 48518 continues at Harco Engineering.



21. Brake Cross Shaft shown after assembly.
22. Brake Adjuster on the main brake Pull Rods.
23. Vacuum Pipe
24. Vacuum Pipe Mounting. The Vacuum Brake Pipe section from the front Buffer Beam to the Vacuum Ejector is under construction also while the Bogie is out.
25. Lubrication Pipework for the Axlebox Guides being installed.
26. Cylinder Lubrication Pipework on the right hand Cylinder.

ALL PHOTOS BY KEVIN WEST



ALL PHOTOS BY KEVIN WEST UNLESS STATED

27. Lubrication Drive Gear installed on left hand side.
28. Lubrication Drive Crank mounted behind the left hand side Expansion Link.
29. Return Crank Forging showing the basic shape.
30. Return Crank
31. Return Cranks undergoing machining.

PHOTO: STEPHENSON ENGINEERING LTD

PHOTO: STEPHENSON ENGINEERING LTD



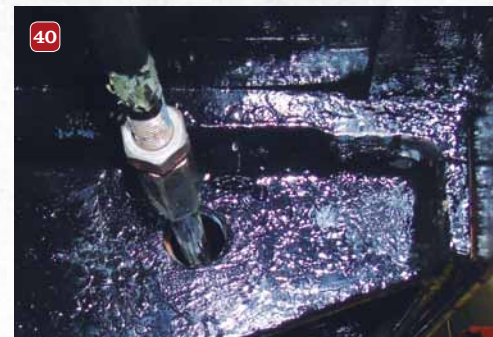
PISTONS, VALVES AND MOTION

Work is progressing on the procurement and manufacture of the remaining Inside Valve Gear parts. Good progress is being made at various suppliers on the remaining parts for the motion.

The Return Cranks for the outside motion are finally taking shape. These were originally due for delivery in the spring, but various issues at the suppliers have delayed manufacture. The raw material is forged to the basic shape before machining. The first attempts were found to be sub-standard once machining started, so a second attempt was required. The forgings are now complete and machining is underway. We now expect the finished parts to be delivered in the middle of November.

The Speedometer Drive Crank has been delivered to Llangollen from Askeys Ltd, Wolverhampton. This has been temporarily bolted to the Trailing Left Hand Crank Pin.

The Inside Crosshead has been completed by CMS and moved to Tyseley in preparation to fitting to the Piston Rod.



- 32.** Speedo Drive Crank.
- 33.** Right hand Crosshead.
- 34.** Left hand Expansion Link in position.
- 35.** Left hand Valve Crosshead Slide in position.
- 36.** Die Blocks and Pin for Valve Crosshead Slide.
- 37.** Three of the Valve Crosshead Slides.
- 38.** Inside Expansion Link on the floor and the Inside Connecting Rod Big End Bearing.
- 39.** Inside Motion parts recently delivered by CMS Cepcor.
- 40.** Front and Rear Valve Rod Bushes.
- 41.** Drain Cock Gear Operating Rod passing through the Boiler Expansion Bracket on the left hand side of the loco.
- 42.** Drain Cock Gear Operating Rod passing through the front of the cab on the left hand side.

The Outside Crossheads have had the white metal bearing surfaces renewed and machined and trial fitted to the Slide Bars. They will also return to Tyseley for Piston Rod fitting when required.

Both Outside Expansion Links are now mounted in the Motion Girders and bedded into the associated bushes and bearings.

The six sets of parts that make up the three Valve Crosshead Slides have been machined by Harco and delivered to Llangollen.

ALL PHOTOS BY KEVIN WEST

On the Inside Motion the Expansion Link is now installed in the mounting Brackets and connected to the Eccentric Rod. The Inside Big End Bearings have been white metallised, machined and bedded into the Crank Pin on the Crank Axle. These parts are now stored ready for final fitting when the inside motion is erected. CMS Cepercor have completed the manufacture of several pieces of motion work to their usual high standard. These have been delivered to Llangollen and include the Inside Combination Lever, Inside Crosshead Gudgeon Pin and Nut, Drop Link and Union Link.



The Valve Rod Bushes for both Front and Rear Covers are now at Llangollen for white metallising and final machining.

Work continues on the final design of the Piston Rods and Valve Rods.

A quotation for the Inside Radius Rod is in progress. This is the final motion part required for the locomotive.

Manufacture of the Cab Reverser unit continues at Harco Engineering.

DRAIN COCK GEAR, CYLINDER RELIEF VALVES & SANDING GEAR

All parts for the Drain Cock Operating Gear from the Cab to the Outside Cylinders have been delivered to Llangollen and painting is in progress. Some parts have already been fitted to the chassis.

The Cylinder Relief Valves have been machined and delivered to Llangollen.

The Rear Sandboxes have now been given the first coats of undercoat. The Sanding Gear is ready for pipework to be added when time allows.

The two Splashers that fit over the Rear Bogie axle, behind the Outside Cylinders have been painted and are ready for fitting.



43. Drain Cock Cranks following fitting to the underside of the Platforms.

44. The Drain Cock Operating Lever in the Cab.

45. Cylinder Relief Valves bolted in position under the left hand cylinder.

46. Cylinder Relief Valves.

47. Trailing Sandboxes in position and painted in red undercoat.

ALL PHOTOS BY KEVIN WEST



TENDER

Little work to report on the tender as the major effort has been on the locomotive chassis.

The new Rear Buffer Beam and Frame Stretchers have been delivered.

FUTURE WORK PLANNING

Areas of existing design work include, Boiler Cladding Sheets, Cab Footplate structure and Tender Tank.

RAISING THE PRESSURE! BOILER APPEAL

Donate online, go to www.lms-patriot.org.uk and look for the **Raising the Pressure!** button on the home page.



48. The Allianz engineers in front of The Unknown Warrior.

49. Sorting out the storage van.

50. Building a new sleeper wall for the coal stack.

51. Spreading the ash on the carriage siding.

52. Boiler washout on 2-6-2T No. 5199.

ALL PHOTOS BY KEVIN WEST

VOLUNTEERS REPORT

David Hughes, Volunteer Co-ordinator

There is not a great deal to report this quarter but even so there have been some significant achievements.

The bogie was removed to allow access for the installation of lubrication fittings and other parts. This is the first time we have been able to get at the bogie so the opportunity was grabbed to fully degrease and apply further coats of paint. We also cleaned down and repainted the area of the frames above the bogie which are inaccessible when the bogie is in place. Maybe our last chance to do this?

The rear section of the cab roof has been an ongoing problem for many months due to it being stored in a less than suitable location. After repainting the glossed centre section several times as a result of it sustaining damage where it was kept, it was a relief when this was put back on the loco. The opportunity came about because we had a visit from a group of insurance engineers from Allianz on their annual charity "away day". Their bread and butter work is often testing cranes and lifting equipment so their expertise was put to good use in moving, lifting and fixing it to the front section. They were also put to work cleaning down the bottom half of the loco particularly the inside of the frames which had got very dirty during the fitting of the springs, brake gear and motion. In addition they also moved all the completed cylinder cladding and fixings into the box van for storage. They repaired the broken shelving in the box van and rearranged all the heavy metal in the van which has given us a lot more working space. They also assisted Kevin with part sorting of items in the container.

Various fixings under the running plate and on the frames were prepared and painted. Also the frames of the running plate were given a coat of crimson undercoat after rubbing down. The two hidden rear splashers were gloss coated black and the middle ones similarly treated but with a crimson face. The latter will eventually be half hidden by cladding. The main brake shaft bracket under the cab was finish painted following final installation. With the removal of the coupling rods it has been possible to finish painting the back of one of them. The others are not yet accessible. Following the fixing of some new brackets on the inside of the cab the panel suffered some damage which has now been rectified. The heads of the bolts used have also been dressed to match the others. With the decision to remove the RBL Crests the backing plates have been given a coat of matt black to make them less conspicuous for the time being.

Finally, on the Warrior front, a diversion from our usual activities has been the cutting shaping and varnishing of two substantial pieces of oak for the driver's and fireman's seats. These are ready for fixing when the brackets have been made.

In respect of our parallel project, the work on No. 4709 the Night Owl has continued as opportunities have arisen. This is progressing slowly with removing stubborn mill scale from the steel frames prior to priming. The outside of the frames are now fully primed and we are over half way with the inside frames and stretchers.

LIVERY UPDATE

Having voted for Crimson Lake for the launch of The Unknown Warrior we are already being asked 'when will it appear in green'. We can confirm that its next livery will be BR Locomotive Green which also confirms that we will not be a single livery locomotive owning group, we are committed to changing the locomotive livery regularly to satisfy all our supporters and think that every 2-3 years is about right. This will no doubt disappoint some, but repainting is an expensive and time consuming business, taking about three weeks to complete. Unless we can get the engine repaint sponsored we would not want it to be more frequent than this.

OFFICE HOURS

These are variable depending on the availability of volunteers.

There is usually a volunteer available on Monday, Wednesday and Friday from 10am to 1pm. Quite often you will find a volunteer in the office on other days and times but this is not always the case due to other commitments.

There is an answerphone on
01785 244156

Messages will be picked up but possibly not for a while, especially when weekends intervene.

FROM THE OFFICE ALL CHANGE

There have been a few changes to the office in the past couple of months. Shirley Dunn, who has done a great job managing the office since it was set up in 2013 and the subsequent move to the present office, has retired. In September she had a knee replacement operation and I am pleased to report that she is recovering well.

As well as looking after the office, Shirley volunteers in many other ways for The LMS-Patriot Company. Some of you will have seen her and husband Mike, helping on our sales stands and also on Members' Day. Additionally she books the venues for our promotional stands at various heritage railways, model shows etc. This of course helps to spread the word about The Unknown Warrior and generates much needed income. She is continuing to do this from home and I am sure that we will be seeing her on the stands on an occasional basis sometime next year. Thank you Shirley for the hard work you have done in the office and we wish you well.

I have now taken on the role of managing the office but you will see from the advertisement on page 9 of this issue, that we do need more volunteers to help us. At the outset we had intended it would be open from 10am to 4pm, Monday to Friday.

In practice this has rarely been possible with the small team we have available.

The busiest times are of course when we send out the magazine and when you subsequently respond with kind and generous donations, sponsorship of parts, and return your raffle tickets etc.

Keeping the membership records updated is an essential part of the office routine. Although we have been successful in attracting new members, there are also some who do not renew. This has resulted in the total membership remaining at around 1,100 for sometime now. Obviously we would like to see the figure going up! Is there anyone who could take on the role of Membership Co-ordinator? The aim would be to contact anyone who doesn't renew, and try to find out why and to also generate interest from possible new members. All you would need is a telephone, access to a computer and a friendly manner. Please contact the office if you think you could help.

We have been plagued with mechanical problems in the office recently. Broadband issues for the whole building continue and we are assured that the supplier – Virgin – is attempting to make improvements to resolve the downtime and service drop-outs.

The franking machine failed just a few days before we were due to send out the AGM notices. Fortunately, as it is under contract, a replacement

was supplied from Belgium. It arrived in time and the mailing was completed. Since then, however, we have had intermittent trouble with it. Hopefully by the time you read this, it should be resolved.

For sometime we have been concerned about the very poor print quality produced by the laser printer.

A kindly engineer suggested the solution could be as simple as changing the toner cartridges. To cut costs,

we had been supplied with a generic version of these. We are now using genuine original manufacturer's toners and the difference is remarkable. If any of you received certificates from us with red blotches or print smudges and would like these to be replaced, please let us know.

Linda Westerman
Office Manager (Volunteer)

WHEN CONTACTING US

Please quote your URN (unique reference number). This is on your membership card – see example on the right – and can usually be found on the address label attached to the envelope used for your Warrior magazine.

Using this helps us find your details more quickly on the computer database.

The LMS-Patriot Company Ltd



INDIVIDUAL MEMBER

Name- A N Other

Member No. 1234/01

Signed

Valid Until 2018

PLEASE QUOTE
THIS NUMBER WHEN
YOU CONTACT US

URN 6789

ORDER YOUR BESPOKE MEMBERSHIP NUMBER

You can now change your membership number to any of the Patriot loco numbers – either LMS or BR – for a donation of £80. We will then issue you with a new membership card and a certificate with your chosen number, plus the donation you make goes towards your ticket for the first train. (5551 and 45551 are no longer available)



Numbers will be sold only once and are on a first-come, first served basis. The numbers are available in LMS Crimson Lake, LMS lined Black, BR Locomotive Green and BR lined Black.

Call the office on
01785 244156
to check the
availability of your
chosen number.

SALES REPORT

In the last issue of The Warrior I mentioned some exciting new designs for you to look out for. Well I'm delighted to say that we now have many new products in stock. There is a variety of items bearing an image of 'The Unknown Warrior' taken from a painting by Nick Harling.

Some of the new items have been on sale for a little while now and I'm pleased to say that they have proved popular so far with a good number sold. So have a look through the merchandise page and make a purchase or two for yourself, or why not pick something for a friend or loved one for Christmas.

Talking of Christmas, we now have three different designs of card, each depicting 5551 in a winter setting. These are sold in multiples of three or six and of course are only available from the Project.

Also worth thinking about at this time of year is our 2018 calendar which features 12 stunning artist's prints of working Patriots along with a picture and information of a railway memorial on each page. These are selling really well, so get your order in now to avoid disappointment as numbers are limited.

As mentioned above railway artist Nick Harling has produced a beautiful painting of 'The Unknown Warrior'. It is depicted heading north on the Monsal Viaduct in the heart of the Peak District. We are offering the original painting, mounted and framed, for sale. Sealed bids are invited with a fixed reserve of £600. The painting is the subject of this issue's centre spread, turn to page 32 to see what you could own.

AND THE WINNERS ARE...

1st Prize – Ticket No. 09351

Mr. J. Storey, Bristol

2nd Prize – Ticket No. 10346

Mr. R. Ward, Warrington

3rd Prize – Ticket No. 09978

Chris Tasker, Sale

4th Prizes – Ticket No. 13419 – David A Jackson, Southport

Ticket No. 10476 – Mr. M Appleby, Stoke-on-Trent

Ticket No. 14469 – Isla Lindsay, Chester

Thanks to everyone who bought, or sold, tickets and congratulations to the winners.

If you would like to own this unique painting then please send your bid to our office address by 31st December 2017.

Once again I would like to thank those of you who donated railway related items for us to sell in the last quarter. A special note of thanks goes to Tom Rogers, David Butler and Rolph Walker who all gave goods that realised four figure sums, 100% of which goes towards the build of the loco.

Please contact me either by phone on **01773 832538** or email sales@lms-patriot.org.uk if you have anything you would like to donate. Railway models, of any gauge, and railwayana tend to sell well and are a particularly lucrative source of income, and don't forget if you are a UK taxpayer, and have signed a Gift Aid form we can claim an extra 25% from the government.

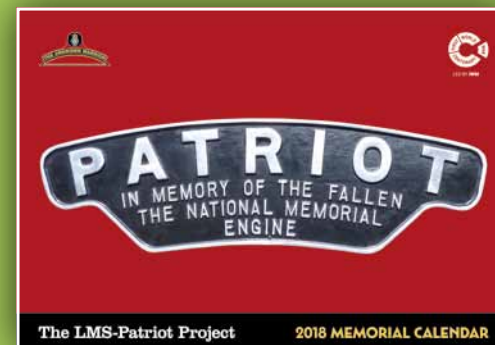
Finally, as another year comes to a close, I would like to thank all our volunteers who have staffed the sales stands throughout the year, sometimes in 'less than comfortable' conditions. It is through their dedication that the project is brought to a wider audience and a good amount of money is added to the coffers.

Merry Christmas and a Happy New Year.

NEIL KINSEY, SALES DIRECTOR



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THE CREST

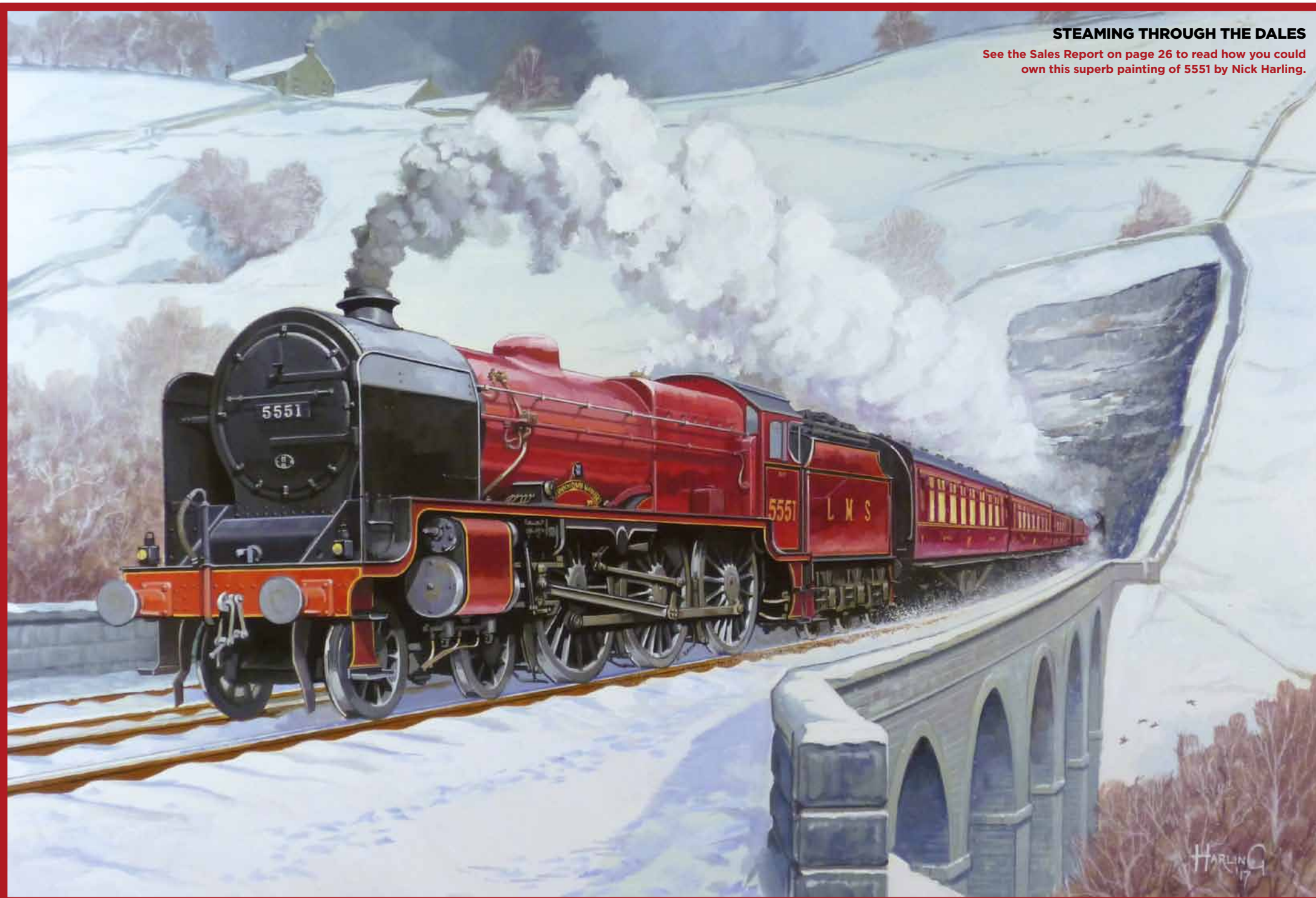


As we are in the process of designing a new crest for The Unknown Warrior we thought it would be a good idea to engage the membership with the invitation to send ideas to us. Your idea should have a clear connection to the nameplate and the only proviso is that the use of the poppy is to be avoided due to the RBL's protection of the symbol.

It doesn't matter if you're not artistic, a sketch of your idea will be fine with a few explanatory words to explain the thinking behind it. We would like all ideas to be sent to us by 31st December 2017 and you can do that by posting it to: The LMS-Patriot Project, The Hub, 17 Eastgate Street, Stafford ST16 2LZ or sending by email to warrior-editor@lms-patriot.org.uk

STEAMING THROUGH THE DALES

See the Sales Report on page 26 to read how you could own this superb painting of 5551 by Nick Harling.



Spotlight on Mike Smith

Office volunteer Mike Smith is the subject of this edition of 'Spotlight' and he's pictured on the right while working at the Stafford office.

Where does your interest in railways come from?

I was born in 1946 at my grandparents house which backed on to the railway at Stone in Staffordshire on the shortest route from Manchester to London, the Trent Valley Line avoiding Stafford. I would spend many childhood holidays there and long before I owned an Ian Allan spotters book I had notebooks full of engine numbers. The 9A Longsight locos as well as London 1A and 1B were regulars, Patriots, Jubilees and Scots but no Coronations or Lizzies which never went near Stoke. These were supplemented by Stoke based Fowler 4Fs and a Super D would usually haul an Iron Ore train north to Shelton Steelworks. Later in the 1950s we were treated to the regular trio of Brits - *Byron*, *Tennyson* and *Charles Dickens* followed a little later by Numbers 70043/44/48 which ran unnamed for a while.

When I was about 10 I was allowed to ride my bike to Whitmore with a couple of lads two years older than me. There is no way a ten year old would be allowed to cycle along today's A53. We would also go to Norton Bridge either by bike or by train from Trentham. There I copped all of the Coronations and Lizzies and with my old notebooks all Patriots, all but three Scots Nos 7, 21 and 33, (funny how you remember these things) and about two thirds of the Jubilees. During one week at my grans in Stone I remember copping Royal Scot, *Black Watch* and even *Clan Macgregor* - all on the 10.00am Manchester to London passing through Stone at 11.15am.

Wolverhampton Low level was also a favourite destination. I will never forget my first sight of a Castle, beautifully turned out on a Paddington express, the fireman in true GW fashion getting off to do a little extra cleaning. We could also glimpse the High Level trains through a gap in the wall.



My last memory of spotting is a visit to Trentham on a Sunday evening when Jubilee *Alberta* was on a running-in train ex-Crewe Works. Except in a museum I have never seen such a splendidly turned out locomotive.

I packed up train spotting when I was about 14 only to have my interest rekindled by a fellow Student Apprentice at English Electric at Stafford who was a very early member of the Severn Valley which I joined in early 1971.

Did you see any Patriots in BR steam days? If so, where?

Yes, I saw them all on what is now called the West Coast Main Line.

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

I was always saddened by the loss of all the Patriots, the parallel boiler versions, a bit like the Super Ds they were a link to the past. On a visit to the model railway show at Staffordshire County Showground in February 2009 I came across a small stand declaring they were going to build a brand new parallel boiler Patriot, so I signed up. Membership No. 104/02.

What is your role with the LMS-Patriot Project?

When I saw the appeal for volunteers to help man a new office in Stafford I offered my services and am now the regular Tuesday Volunteer. The office receives all post, records all income and allocates it on the database to the member concerned, sends acknowledgements, sponsorship

certificates, new membership cards for renewals received either online or by post. Enters new members and sends their certificate and membership card, writes to banks to set up members Standing Orders, Replies to queries by email or letter, sends out members day tickets and the quarterly Warrior magazine. Franks the mail and drops it off at the post office while taking the cheques to the bank. There's more but that will do for now!

Why do you think the LMS-Patriot Project has caught the public's imagination and has been the success it has been so far?

To be honest I don't think we have penetrated the public imagination enough. We have used membership numbers up to about 1,600 and sadly a number have passed away over the years. Those of us who remember the magnificent Patriots are dwindling. For those who are members I believe it is because we want to replace the missing link. We do need to do more to attract members especially from the British Legion.

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

Meeting new people all on the same wavelength!

What do you think are the biggest issues with building a 'new' steam locomotive, such as 'The Unknown Warrior'?

I suppose the main issue is that most components are one-offs. Jigs and tools will also be one-offs. I don't envy Kevin West and his team who have to design many of the components and make sure they have the tolerances right for when they come together. I was at Bridgnorth recently and saw the 82045 team with their new reverser shaft and its main nut. Both were running together OK before case hardening which must have introduced some distortion requiring the application of elbow grease in the form of grinding paste. Just a small example of the job of a fitter.

When steam ended in 1968, did you ever expect you would see steam back on the main line again?

I was well aware of narrow gauge steam railways in North Wales but I thought standard gauge steam had finished for good.

Where would you like to see 'The Unknown Warrior' run?

For me it has to be on the Severn Valley. I know it was a GWR line but when I joined it was 75% LMS with the Flying Pig, 8F and the Mickey Mouse with just the Collet Goods representing the GWR. But it doesn't really matter, I just want to see it and for me it has to be in BR Green! That's how I remember them. If I could sit over the fence on the embankment at Whitmore and see it on the down fast that would be something special but now the three rail wooden fence where we used to lean our bikes is a six foot palisade impenetrable abomination!

What is your favourite heritage railway?

It has to be the Severn Valley where I recently hired an observation saloon to belatedly celebrate my 70th with family and friends one of whom was one of the lads who I used to cycle to Whitmore with all those years ago. However I am a member of the East Lancs which I joined when I lived and worked in Manchester and I am a member of the Churnet Valley. I also have a liking for the Welsh Highland.

Are you a volunteer at any heritage railway?

I have volunteered in the past on the Severn Valley and East Lancashire Railways usually joining permanent way gangs where muscle but little training was required. That was in the days before Health and Safety took such a prominent role. I will volunteer in some customer facing role when I decide to give up my role as a Stafford councillor.



Gardening is another of Mike's hobbies, here he is receiving a cup from the Mayor and Mayoress of Stafford for his exhibits in Stafford's Horticultural show in September 2017.

CREATING THE NATIONAL MEMORIAL ENGINE – A NEW NATIONAL ICON

by Andrew Laws, Marketing & Publicity Director

Thousands of ordinary people flock to their local railway station or stand on bridges over the main line whenever ‘Tornado’ or ‘Flying Scotsman’ come through. This phenomenon is truly remarkable.

Why do they do this? We as steam enthusiasts know the answer of course.

But to many, ‘Tornado’ and ‘Flying Scotsman’ are just big green steam powered machines. But their appeal is alluring.

We in creating ‘The Unknown Warrior’ may get a similar reaction from the general public when we run on the main line. Every November, every year, we will be part of the national Remembrance commemorations. A steam memorial engine on the main line has not been seen since the early 1960s when 45500 ‘Patriot’ was running. A railway memorial remains at Rugby depot but this hasn’t been seen by many. ‘The Unknown Warrior’ as the new National Memorial Engine is filling a gap, bringing bygone events right to the forefront of people’s attention and to new audiences, the younger generation who have only known the diesel and electric era on the main line. This will be a significant achievement and one that will deserve national recognition, the same as ‘Tornado’ and ‘Flying Scotsman’. As the new National Memorial Engine, ‘The Unknown Warrior’ will get national attention.

It is extremely disappointing that the Royal British Legion has not recognised our achievements so far and that we are creating a new national icon whose focus is also Remembrance. Since we started the Project charities have become big “businesses” solely focusing on raising money in a world where so many charities and good causes are doing the same. The Legion’s focus it seems now is centred on fundraising. Links with other projects seem to be a no-go area and the Legion has taken legal action against individuals or groups who have misrepresented the use of the poppy. We never sought funds from the Legion and indeed were not able to, as charities cannot raise funds for charities. But it seems surprising that the Legion does not want to acknowledge a Project that is also focused on Remembrance. I am extremely disappointed that we can no longer display the Legion’s 1971 crest.

But an opportunity now exists to display something that is more fitting for the Project’s aims. If you have any ideas for a new crest design, please send them in or email them to the Editor. We will continue to create the new National Memorial Engine and our aims and ambitions have not changed.

It is also extremely disappointing that we won’t be in steam next year for the 100th Anniversary of the Armistice commemorations. Plans are still under discussion for our contribution to the 2018 commemorations. We will have other opportunities though. 2020 is the 100th Anniversary of the remains of the unknown warrior being brought back to Britain. A journey that indeed was made by rail from Dover to London Victoria using the Cavell van to carry the casket. Now there’s an opportunity to run 5551 with the Cavell van in 2020 to commemorate this anniversary.

It never ceases to amaze me how generous our Members are in donating to The LMS-Patriot Project. Also not forgetting other railway enthusiasts and members of the public who have also supported the Project. Our recently launched “Raising the Pressure” campaign is our final push for funds to complete the new boiler for 5551. You may have seen our leaflet insert in Steam Railway magazine and our adverts in other magazines. Our fundraising effort is continuing to ensure that we will complete ‘The Unknown Warrior’.

We won’t get national recognition until we are a working steam locomotive. When we reach this point, I expect there will be huge TV and media interest and opportunities. This is something that we are planning for already.

I can’t wait to see in a few years time, people flocking to their local railway station see ‘The Unknown Warrior’ pass through on main line railtours. There is no doubt that the opportunity exists to become as well known as those big green main line Pacifics and that the general public will recognise ‘The Unknown Warrior’ in the same light.

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UPDATE ON BACHMANN MODEL OF THE UNKNOWN WARRIOR – November 2017.

Thank you to all you who have expressed interest in the Bachmann Model of The Unknown Warrior which was due for release next year. By now you will be aware of the problems with the boiler manufacture resulting from L&NWR Heritage, Crewe cancelling all contract work in May. Happily we now have a new contractor, as you will see elsewhere in The Warrior, and work on the boiler is set to recommence in December. However 'The Unknown Warrior' will not now steam until 2019.



The second issue you will now be aware of is the withdrawal by The Royal British Legion of their endorsement of the Project and permission to use the crest above the nameplate. We are now busy looking for an alternative design, which needs to be right, as hopefully we will be using it for a long time! However there is also some urgency as we do not want to be without a crest for too long. A black circle does not look very imposing!

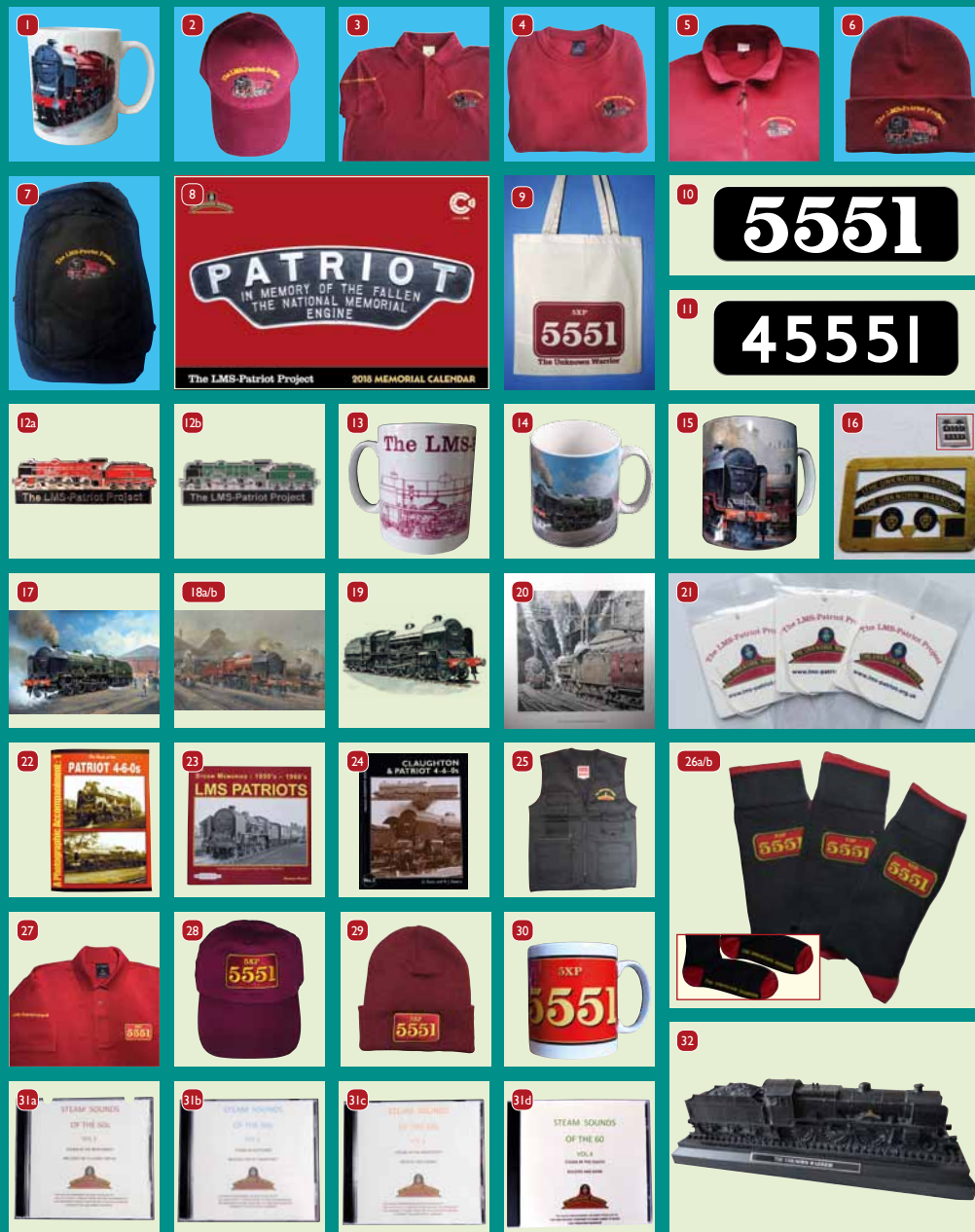
I have already had discussions with Bachmann about both issues and they have been very understanding and supportive. I will be having further discussions with them later in November but we have already taken the decision that the model will now be announced in the 2019 Catalogue. By then the issue of the crest should have been resolved and the model will reflect the real locomotive as closely as possible. It is important commercially that the model should be released soon after the steaming of our locomotive to maximise sales.

I am due to review the list of people who have expressed interest in December and will then email everyone concerned with a further update. If you have not heard anything by January 2018, please contact the office.

JOHN HASTINGS-THOMSON

PATRIOT MERCHANDISE

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



LAST UK POSTING DATE FOR CHRISTMAS IS 20TH DECEMBER

The LMS-Patriot Project – Sales Order Form

Item No.	Item Description	Size	Quantity	Cost £	P&P £	Total
1	NEW 'The Unknown Warrior' Mug by Jonathan Clay			6.00	4.50	
2	NEW 'The Unknown Warrior' Cap – Maroon			9.00	4.00	
3	NEW The UW Polo Shirt – Burgundy (S, M, L, XL, XXL)			18.00	4.00	
4	NEW The UW Sweatshirt – Burgundy (S, M, L, XL, XXL)			23.00	4.00	
5	NEW The UW Fleece – Burgundy (S, M, L, XL, XXL)			32.00	4.00	
6	NEW Unknown Warrior Beanie Hat – Maroon			8.50	2.50	
7	NEW 'The Unknown Warrior' branded 19 litre backpack			25.00	4.00	
8	2018 Memorial Calendar			10.00	2.00	
9	5551 Branded Tote Bag			4.00	1.75	
10	5551 Pin Badge			4.50	1.75	
11	45551 Pin Badge			4.50	1.75	
12a/b	'The Unknown Warrior' Profile Badge – LMS Red or BR Green			4.50	1.75	
13	The LMS-Patriot Project Line Drawing Mug			6.00	4.50	
14	Colin Wright Unknown Warrior Mug – BR Green			6.00	4.50	
15	Colin Wright Unknown Warrior Mug – LMS			6.00	4.50	
16	OO Gauge Nameplate Set			8.50	1.25	
17	Colin Wright Limited Edition Print – BR Green			55.00	4.95	
18a	Colin Wright – A Brush with the Past B2 Print – LMS Red			40.00	5.00	
18b	Colin Wright – A Brush with the Past B3 Print – LMS Red			20.00	5.00	
19	Jonathan Clay – Unknown Warrior in BR Black – A3 Print			20.00	5.00	
20	Royal Signals & Semaphores at Birmingham New Street – Print			8.00	5.00	
21	Air Freshener (pack of 3)			4.50	1.75	
22	The Book of the Patriot 4-6-0s – Graham Onley			12.95	2.50	
23	Steam Memories – LMS Patriots			9.99	2.50	
24	Claughton & Patriots 4-6-0s Book – G. Toms and R. J. Essery			16.95	2.50	
25	Multi Pocket Waistcoat/Gilet (S, M, L, XL, XXL)			27.50	4.50	
26a	5551 Socks – 1 pair			5.50	1.50	
26b	5551 Socks – 3 pairs			15.00	1.50	
27	5551 Polo Shirt – Burgundy (S, M, L, XL, XXL)			17.00	4.00	
28	5551 Cap – Maroon			8.50	4.00	
29	5551 Beanie Hat – Burgundy			8.50	2.50	
30	5551 Mug			6.00	4.50	
31a/b/c/d	Steam Sounds of the Sixties CD – Volumes 1, 2, 3 or 4			6.00	2.00	
32	Patriot Coal Model			25.00	3.75	
				TOTAL		

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30.11.2017

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The pack contains three Christmas cards each featuring an image of 'The Unknown Warrior' in a winter setting.



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Contact Robert Wells on 07788 664113 or email robert.wells60@gmail.com if you would like to volunteer your help.

January

**London Model Engineering Exhibition,
Alexandra Palace**

Fri 19/Sat 20/Sun 21

**Great Central Winter Gala,
Loughborough**

Sat 27/Sun 28

February

Churnet Valley Winter Gala

Sat 3/Sun 4

**Stafford Model Railway Exhibition,
Staffordshire County Showground**

Sat 3/Sun 4

Mid Hants Winter Gala

Fri 9/Sat 10/Sun 11

March

**Leamington Spa Model Railway Exhibition,
RLS College, Warwick Road**

Sat 3/Sun 4

Keighley & Worth Valley Winter Gala

Fri 9/Sat 10/Sun 11

Severn Valley Spring Gala, Kidderminster

Fri 16/Sat 17/Sun 18

**Nottingham Model Railway Exhibition,
Harvey Haddon Sports Village**

Sat 17/Sun 18

Statfold Barn Enthusiasts' Day

Sat 24

East Lancs Tornado Weekend

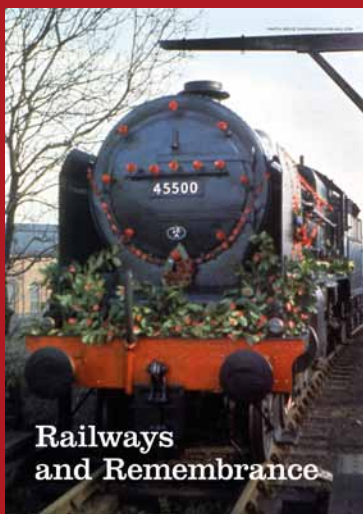
Thu 29/Fri 30/Sat 31/Sun 1 April/Mon 2

'RAILS AND REMEMBRANCE' EXHIBITION RE-RUNS IN MANCHESTER

The Patriot Exhibition 'Rails and Remembrance' is running for a final time at The People's History Museum in Manchester from Saturday 11th November 2017 until Sunday 14th January 2018.

The exhibition was originally launched in May 2014 (see Warrior 22) and was funded by the Heritage Lottery Fund. The exhibition is well worth a visit if you have been unable to get to the People's History Museum previously.

For details of how to get there and opening times visit www.phm.org.uk



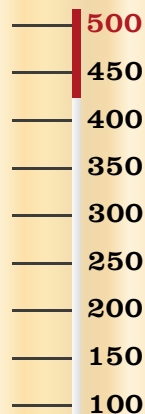
Railways and Remembrance



79 TO GO! BECOME A REGULAR DONOR TODAY

Regular donors now stand at 421, which means we are still 79 donors short of our target of 500, so we would like to ask those of you who have not done so yet to consider signing up for the remaining period of the build.

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Celebrating Castle Class N Scale Locomotives

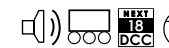
Our new N Scale Castle Class locomotives all feature a loco drive chassis, a coreless motor, NEM couplings, tender pickup, additional accessory pack (shown fitted below) and are equipped with our compact Next18 decoder interface.



372-030 'Earl of Dunraven'
Running No. 5044 GWR Lined Green



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Running No. 5041 BR Green Early



372-032 'Sir Daniel Gooch'
Running No. 5070 BR Green Late



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Model, Collect & Create



No. 5551 at Hartford, Cheshire, date unknown.

PHOTO: G. M. SHOUTS.

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Thank you to all who contributed their articles that appeared in Warrior 34, we are grateful so many of you decided to contact us. Remember that you can send anything Patriot, memorial, war or railway related and photos are always good to receive (if you do send photographs please supply an address so they can be returned to you). Please send them to us at memberscorner@lms-patriot.org.uk or post to: **Richard Sant, The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**

Dear Sir,

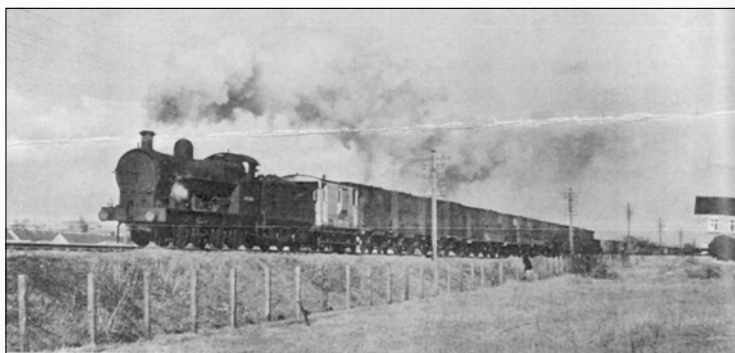
I recently attended the Foxfield 50 Gala and bought several items from your stand. I contribute to the Project whenever I see your sales stand and I am enclosing several items you might find of interest.

The first is a copy from a page of *Trains Illustrated*, January 1960 entitled "How long to live?" which features No. 45500 *Patriot*.

Secondly, there is a copy of a page from British Railway Locomotives, part 3 showing the entries for the Patriots. Of interest, someone has pencilled in unofficial Patriot names – names for the nameless!

And finally a Wills Cigarette card showing the crest of HMS Verdun, the ship that brought home the body of the Unknown Warrior. The reverse has a brief history of the ship.

I hope all of these items
are of use to you.



HOW LONG TO LIVE?

Above: One of the classes that is expected to be severely depredated by withdrawals in 1960 is the ex-L.N.W. 0-8-0. No. 49344 approaches Tile Hill, on the Coventry-Birmingham main line, with a down freight on March 28, 1959.

Below: Scrapping of the first "Patriot" 4-6-0s is also anticipated. No. 4550 Patriot pulls out of Carnforth with the up "Lakes Express". [Eric Treacy



	45500*Patriot	45543 Home Guard	
	45501*St. Dunstan's	45544 GUPPY	
	45502 Royal Naval Division	45545*Planet	
	45503 The Royal Leicestershire Regt.	45546 Fleetwood	
	45504 Royal Signals	45547 SWOFTAIL	
	45505 The Royal Army Ordnance Corps	45548 Lytham St. Annes	
	45506 The Royal Pioneer Corps	45549 BLACK WIDOW	
	45507 Royal Tank Corps	45550 TETRA	
		45551 HARLEQUIN	
			Total 52

"Jubilee" Class

4-6-0 5XP & 6P

5XP Introduced 1934. Stanier taper boiler development of the "Patriot"

*6P Introduced 1942. Rebuilt with larger boiler and double chimney.
Weight: Loco. : { 79 tons 11 cwt.
 { 82 tons 0 cwt.*

Pressure : $\begin{cases} 225 \text{ lb. Su.} \\ 250 \text{ lb. Su.} \end{cases}$

Cyls. : 17" x 26".
Dr. Wheels : 6' 9"
T.E. : 26,610 lb.

Walschaerts Valve Gear.

45552 Silver Jubilee

45553 Canada

45554 Ontario

45555 Quebec
45556 Nova Scotia

45556 Nova Scotia
45557 New Brunswick

45558 Manitoba

45559 British Colum

45560 Prince Edward

45561 Saskatchewan
45532 Alberta

45562 Alberta
45563 Australia

45564 New South V

45565 Victoria

45566 Queensland

45567 South Austr
45568 Masson Austr

45568 Western Aus
45569 Tasmania

45569 Tasmania
45570 New Zealand

3

3



I suggested to your sales volunteer at Foxfield that the company could one day produce a book titled 'Patriots in Colour' showing archive photographs of each locomotive in the 1950s and 60s. It was done back in the 1990s with the Stanier Pacifics and Jubilees, it could certainly be done with Patriots.

Two members of my family, one of whom was a railwayman with the North Staffordshire Railway, were killed on active service in World War 1. One of them was never found.

This is a very worthy project which I will continue to support.

YOURS, MARK WATSON

THE OTHER UNKNOWN WARRIOR

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

Tel. 01404 891745

Re your excellent project

To whom it may concern.

As a ex Railwayman, I think you may be interested in the attached account of a outstanding journey I experienced when riding behind a unrebuilt Patriot some 60 years ago.

So far as I am aware, this run did not come under notice by any other railway enthusiast and I have not noticed any reference thereto in any Railway publication. Unfortunately I was unprepared for taking any point to point timings, but anyone that still has a Working or Public Timetable could soon work out the average speed overall.

My initial thought was that you could use it as a matter of interest in your members magazine which would ensure the feat was not lost forever, but on second thoughts, I felt it could be used as a small feature in a national magazine of Railway interest to generate funds for your cause. However, if and how you may use it, please feel entirely free, also you can alter my text, providing of course that the facts are not altered.

Should you wish to get in touch, use the telephone number above, I make no secret of the fact that I am no expert on computers.

Yours sincerely

D Wilson-Webb
David Wilson-Webb

I was introduced to railways at the age of four years, being the son of a Station Master on the L.N.E.R. Within a few years my father was promoted to Great Ponton, also embracing Stoke and Highdyke near Grantham on the East Coast Main Line, at a time of intense activity during the latter years of the Second World War. It was little surprise therefore, that I subsequently joined the railway at 15 years old, already with a wealth of experience, and continued until retirement. During that time many railway related incidents and memorable events have been experienced, but one in particular has lived on vividly in my mind for the last 61 years, such was its impact. Now at the age of 81 I feel that I should share the experience, especially as it is related somewhat to your present cause.

It was mid to late 1956, I was 20 years old and serving the latter part of my two years National Service with the Army in the 'Royal Engineers' at the rail served Military Forwarding Depot at Kirkby (Simonswood) to the north of Liverpool, alongside the L&Y from Liverpool Exchange to Wigan Wallgate. A 72 hour leave pass had been issued for the weekend and so Friday saw me at Liverpool Lime Street to catch the 10.00 'Merseyside Express' to Euston. The coaching stock was already platformed and as the train was rapidly filling with passengers I joined one of the centre coaches, a Second Corridor (SK), noting that the locomotive had not yet arrived, but was normally scheduled for a Duchess or Princess Royal.

Normal departure time came and went, the train continued to be joined by passengers arriving for a later service until eventually a locomotive arrived and at 10.45 we departed, precisely 45 minutes late.

Amongst a general air of gloom from the passengers we were about to witness something truly amazing.

From the start it was clear that the driver was going to do his best, there was no slipping, a sustained resounding bark from the exhaust which to me was unrecognisable (almost unrealistic) and impressive acceleration up the 1 in 93 gradient to beyond Edge Hill whilst all the time red hot ashes were raining down, possibly reaching the rearmost coaches where the skywards eruption had not been hindered by the numerous short tunnels and overbridges in the deep cuttings out of Lime Street.

Once through Wavertree speed increased rapidly until approaching Runcorn before swinging smoothly round the curve, then immediately a show of fireworks and thunderous exhaust on the steep upgrade before easing for a fast but smooth negotiation of Weaver Junction. For the next 15 miles the noise and acceleration on the climbs were unbelievable before easing for Crewe, where we glided smoothly past on the 'through line'.

For the next 25 miles to Stafford the driver was not letting up, even on the downgrades, and one wondered about the work rate of the fireman, what sort of locomotive was on the front, where were the signal delays from out of course running and most of all, how could this locomotive reach Euston being worked so heavily for so long. This was truly edge of the seat stuff and after braking for the curve at Stafford in a smooth and expert manner I began to relax and thought to myself that 'Control' must have promised the driver a clear run and were excelling in this promise. Similarly, the driver had no doubt stated

his intention 'to give it a run', having faith in his locomotive through years of experience. This is how it was often done between driver and signalman in the old days during and shortly after the Second World War, when ample pathing could not be found on congested lines. This trust in each other usually worked. And so it went on for the full 130 miles remaining into London Euston. I experienced exhilaration, concern, wonderment and disbelief. This really was teamwork. It must have been brutal to the fireman and locomotive but the 'top link' driving and braking was at all times evident by its smoothness. Surely it would now be a miracle to roll into Euston without a signal delay.

The run into and through the London suburbs was ground breaking for steam days - no signal delays, a headlong dash, a fearful thought that the brakes had failed before a gasp of relief when at the last minute the brakes were applied and we came to a smooth stop in Euston **exactly on time** having recovered 45 minutes on a reasonably tightly timed (for those days) heavily loaded premier non-stop train.

I considered I had just witnessed a rare display of raw power and ferocity and, eager to see what type of locomotive had achieved this feat (I had long ago dismissed a pacific), I alighted and started making my way to the front of the train.

I was in for more shocks as I got within sight of the locomotive, there were about 20 passengers around the cabside, most of them being city gents in immaculate dress, shaking hands and chatting to two heavily begrimed broadly smiling enginemen, both of small stature, both Scousers, who with dancing white eyes against a background of blackened faces, were enjoying every moment. As for the locomotive, this was standing almost silent apart from a gentle simmering with a tender almost empty of coal, it was not a rebuilt Scot or Patriot, but a parallel boiler Patriot, never named, covered in months of thick grime and looking generally unfit even for a freight working. Obviously it had been used as a last resort for a failed pacific. This truly deserved the name 'The Unknown Warrior'.

Unfortunately this was in the time of manpower shortages following the war leading to failures and filth. The Modernisation Programme was on its way and locomotives such as this were about to disappear. Thankfully 'The LMS-Patriot Project' have chosen well in a new-build to the original Fowler design.

DAVID WILSON-WEBB

UNKNOWN WARRIORS

BY ROGER ASTON

The last resting places of thousands of Unknown Warriors are in the cemeteries of the Commonwealth War Graves Commission. Among the cemeteries dating from the First World War in France and Belgium there are nine with the word railway in their names. The use of the word railway with the earlier cemeteries indicated that they were near a railway that existed at the start of The Great War. With the later ones they were probably near to or next to the narrow gauge supply lines that were laid to move supplies as close to the Front Line as possible.

German shelling of these lines also killed some of the Royal Engineer Railwaymen manning the trains. Unlike German graves where the trade of the dead soldier (when known) was often on the grave cross, for instance Lokführer (Loco driver) or Heizer (Fireman). Commonwealth grave stones only show the Badge of the Regiment or Corp of the dead soldier along with their name, therefore to identify a killed Royal Engineer Railwayman involves a lot of cross referencing of many sources. Occasionally, a rank or regiment, if it had been possible to identify bits of the uniform remains, was added. Graves of unknown soldiers have the inscription;

*A SOLDIER
OF THE GREAT WAR
KNOWN UNTO GOD*

Of the Railway named cemeteries there are four in France:

CROISILLES RAILWAY CEMETERY

13km south east of ARRAS, where there are along with a number of German graves, 191 Commonwealth graves, 26 of them of Unknown Warriors.

RAILWAY HOLLOW CEMETERY, HÉBUTERNE

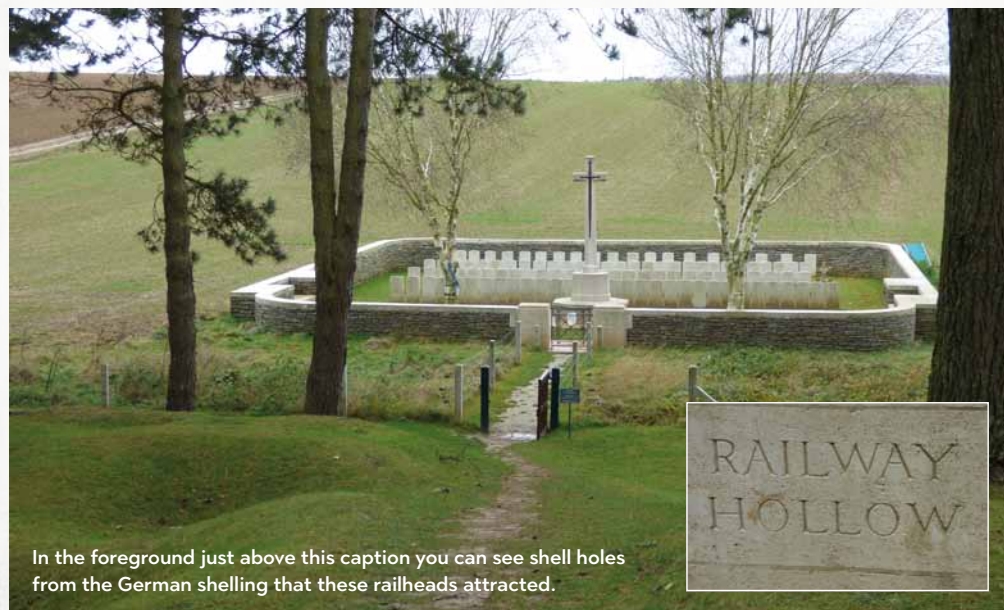
About 20km south of ARRAS just outside the village of SERRE-LES-PUISIEUX. Here there are 107 Commonwealth graves, 44 of them Unknown Warriors. It was started in late 1917 when the SOMME Battlefields were being cleared.

RIBECOURT RAILWAY CEMETERY

10km from CAMBREI, burials started here in October 1918. Here there is only one Unknown Warrior amongst the 54 graves.

RAILWAY CUTTING CEMETERY

In the village of COUCIELLES-LE-COMTE 25km south of ARRAS there are 108 graves with 16 being of Unknown Warriors. Cemetery started August 1918.



In the foreground just above this caption you can see shell holes from the German shelling that these railheads attracted.

In Belgium the five are:

RAILWAY CHATEAU

2km west of IEPER (Ypres) with 111 graves, six of them unknown. First burials were in 1914.

LARCH WOOD (RAILWAY CUTTING) CEMETERY

4km south of IEPER. Started in 1915. Here there are 856 graves of which there are 321 graves of Unknown Warriors.

LE TOUQUET RAILWAY CROSSING CEMETERY

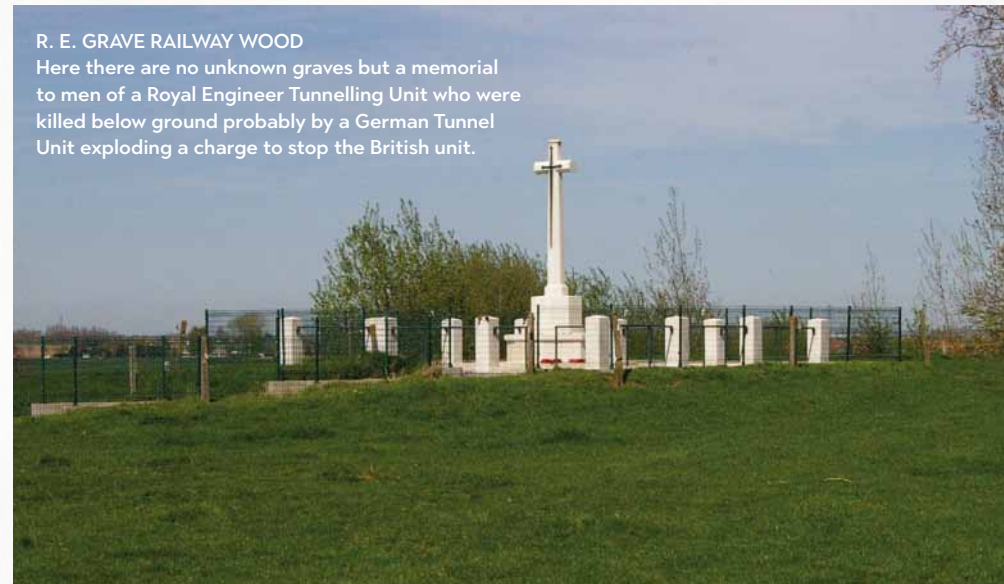
Located 15km south of IEPER. First burials in 1914. Here there are 74 graves, 24 of them Unknown Warriors.

RAILWAY DUGOUTS BURIAL GROUND (TRANSPORT FARM)

2km south east of IEPER. One of the larger cemeteries with a total of 2,459 graves, 430 of them being Unknown Warriors.

R. E. GRAVE RAILWAY WOOD

Here there are no unknown graves but a memorial to men of a Royal Engineer Tunnelling Unit who were killed below ground probably by a German Tunnel Unit exploding a charge to stop the British unit.



TAKING THE PATRIOT MESSAGE TO TURKEY

In March my wife and I revisited Turkey and this time on the last day finished at the railway museum at Gamlek, south of Selcuk. I had been talking to a number of passengers on the coach pushing the Patriot story. Appropriately I was standing in front of Turkish 8F No. 45161, a North British Stanier WD 2-8-0 built in 1942.

Gamlek is an amazing open air museum with 35 locos from the UK, France, Sweden, USA and Germany. You can get there by mini bus from Selcuk.

I hope to see you at the AGM in Llangollen in November.

Ian Hunter
(Membership No. 659/05)

ROYAL SCOT VISITS BIRTHPLACE OF HER DESIGNER

The photograph below shows London Midland and Scottish Railway Royal Scot Class 4-6-0 No. 46100 *Royal Scot* passing through Evesham on the 28th October with the 'Cotswold Venturer' railtour, bound for Worcester. The locomotive had replaced LNER A3 class No. 60103 *Flying Scotsman* on this tour due to mechanical issues.

With Sir Henry Fowler, having been born in Evesham, this visit was somewhat significant, especially as I believe that this may be the first time a member of the class has visited the town in preservation. The locomotive is within a short distance of the memorial plaque on the former Midland Railway station at Evesham (see issues 28 and 29 of *The Warrior*).

Yours sincerely,
Richard J. Kyte (Member 1281/06)

PHOTOGRAPH: © Richard J. Kyte



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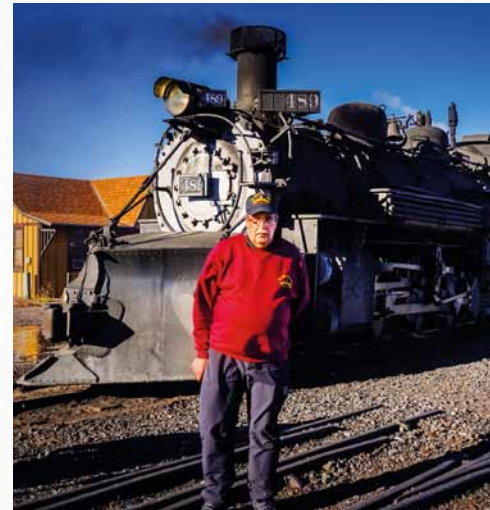
Enquiries to: warrior-editor@lms-patriot.co.uk

Hi,

I have recently been to Colorado on a rail adventure, all the people we spoke with were very interested to hear about *The Unknown Warrior*.

Attached are two photographs of me wearing the Project sweatshirt and cap at the Durango and Silverton Railroad in Silverton (top) and at the Cumbres and Toltec Railroad at Antonito (bottom).

BEST WISHES, JOHN CARTWRIGHT



A double first time experience for me. As an 11 or 12 year old I played in my first rugby match for my school against the posh kids from King Edwards Camp Hill School. We weren't exactly the Bash Street Kids but Kings Heath Technical School, so we dealt with important practical things like Maths, Engineering and for me Art and Ceramics. My oldest friend Dave, completely inept at anything to do with sawing and hammering but good at Latin, was a new kid at King Edwards so this was an important match for bragging rights.

During the warm up that entailed running around a bit, none of the exotic stretching and yoga like stuff they do nowadays, there was a clattering coming from the far end of the field and a deal of smoke. This needed investigating. Hoping that the PE staff weren't going to ask us to start playing for a few minutes I ran over to the edge of the cutting that ran behind the field and saw my very first Patriot making an effort to haul a train along what I now know it the Kings Norton line from Bordesley and New Street. She was dirty and not in the best running condition but was doing her best. It was Lady Godiva in the last few months of her existence as this was early in 1962. I only saw a few more 'Pats' as most of my time was wasted at Tyseley on GWR engines, but I remember this as a momentous day at Camp Hill.

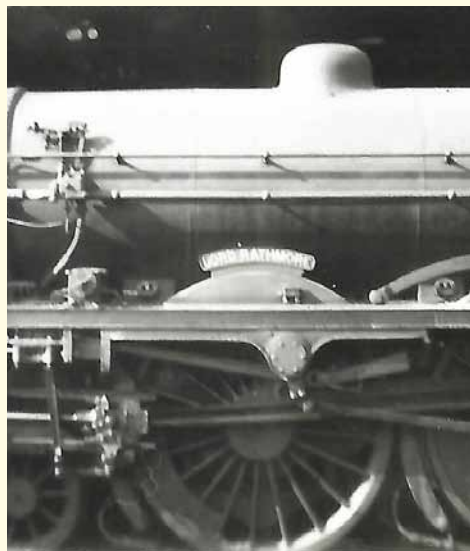
You will obviously want to know about the rugby, and although I cannot remember the score exactly I do know we won by about 10 clear points. Bragging rights confirmed, and still vivid in my memory.

ROGER SIMMONS

Hello

In BR days, Royal Scots and Patriots rarely made it to Nottingham before their displacement from the West Coast route. One exception was that an Edge Hill based Patriot occasionally appeared on a train that arrived in Nottingham about 16.15. I do not have access to contemporary timetables to check the details but have a recollection that it was used as a filling-in turn from Northampton via Melton Mowbray which returned to Northampton about 17.15 via Trent. On 19th April 1955 No. 45533 *Lord Rathmore* was spotted on the Melton Line and I headed for Nottingham Midland station with my faithful Brownie 127 to record it there. I seem to recall this engine appeared on more than one occasion and remember 45550 on another occasion although no photographic record was taken.

MIKE DEAN (MEMBERSHIP NO. 804/04)



PATRIOT SOUNDS

BY JOHN BARROWDALE (MEMBER No. 50)

I expect like so many other enthusiasts and members I was disappointed to hear that *The Unknown Warrior* would not be in steam in 2018, and the sounds of a 3-cylinder parallel boiler 4-6-0 will probably have to wait until 2020 to hear on the main line. This does bring home the morbid message of so many of our supporters and visitors I have often heard on our sales stall since 2009, when they say 'I hope I will still be alive when it first steams.'

Whilst it is not quite the same, after DVDs of working Patriots in steam days, the next best way to appreciate them is to hear recorded sounds of them working hard. Therefore, if you have a working turntable at home to hear vinyl records rather than turn model locomotives round, these notes may be of interest.

I have been a collector of Argo Transacord vinyl records since I received one as a prize at a local railway club for coming second in a quiz at Christmas 1966 and have amassed a large collection of LPs and EPs since, including those of other makes, but the bulk are of Peter Handford's Argo Transacord range. Unfortunately, recordings of Patriots are thin on the ground and so far, I have only discovered eight recordings between four LPs, all Argo Transacord albeit I don't own every record ever produced, but I have the bulk of London Midland Region ones. They are as follows:

TRAINS IN THE HILLS. Probably the most familiar one as it features a fabulous monochrome picture of parallel boiler No. 45519 *Lady Godiva* climbing Shap on the front by the late Derek Cross. By coincidence the only recording features the same engine climbing the Lickey incline on side 2 band 2, banked by two class 9400 0-6-0 pannier tanks, and very good it is to.

THE WORLD OF RAILWAYS, L.M.S. Only one track on this one (Side 2 Band 4, second track) and this time a rebuilt No. 45534 *E. Tootal Broadhurst* roars up the 1 in 75 gradient of Shap from Tebay.

SHAP. Two recordings on this one, the first being original boiler No. 45524 *Blackpool* (Side 1, Band 2, Track 1) coming into Tebay with a goods train, which stops to reverse into the yard leaving the main line clear for traffic. The second recording on Side 2, Band 1, Track 1 features original unnamed No. 45544 on a northbound freight near Scout Green Box banked by Fowler 2-6-4T No. 42403. Excellent track with background curlews and lapwings calling.

ENGINES FROM DERBY AND CREWE. This is the best of the lot with four separate recordings, which feature one rebuilt and three original parallel boiler locomotives. The rebuilt No. 45512 *Bunsen* is heard first on side 1, Band 3, Track 4 on a rather uninspiring recording of a sleeper train heading for Euston through Bletchley. Side 2, Band 3 has a Patriot on each of the three tracks and are undoubtedly the best for variety and quality. First up is the unnamed No. 45550 soon after leaving Tebay on a Blackpool-Glasgow express. Next comes a great recording of the exchange of whistles between No. 45507 *Royal Tank Corps* and again the same banker No. 42403 which then leave Tebay on a northbound goods, with some slipping of wheels as it starts on the initial gradient of 1 in 146. Finally, an unusual recording near Shap Wells of a northbound coal train hauled by a Crab No. 42856 but banked by No. 45504 *Royal Signals* which again is a terrific recording. I can only assume Tebay borrowed the Patriot during a layover after perhaps it bought in a terminating goods train into one of Tebay's yards.

Unfortunately, you can no longer buy these records new, but they frequently appear on ebay, and whilst some sellers ask for ridiculous prices you can often find some reasonably priced records. I would advise waiting until you see them for £7 or under, sometimes well under.

Well if you can't wait for No 5551 to steam here is a good alternative to hear the sounds earlier.

Editors question:

Does anyone else know of any more patriot recordings? Were you a lineside recorder?

We would love to hear about them.

Patriots were always my favourite class of engine but I'm not absolutely sure why.

I was brought up in Sowerby (pronounced Sorbi) Bridge which, although it was firmly in BR's North Eastern Region, only ever had LMS-heritage locos allocated to its shed (56E).

These were principally ex-L&Y 0-6-0 & 2-4-2Ts; Jinty 0-6-0Ts; Ivatt 2-6-2Ts and the ubiquitous WD 2-8-0s. So, nothing too exciting there – but there were two trains which could, and often did, produce something more special. These were:

- The 12.15 p.m. Sundays-only Liverpool Exchange to Newcastle express, usually hauled by one of Bank Hall's three Jubilees – Dauntless, Glorious and Mars.
- The daily (c.4.00 p.m.) Red Bank empty stock train returning each morning's newspaper parcels vans from York back to Manchester for the next day's papers. Known locally as 'the double-header', not surprisingly it frequently (but not always) was hauled by two locos, usually of the 4-6-0 wheel arrangement, although 2-6-0 Crabs were not unknown.

However, both those trains occasionally, and excitingly, featured Patriot haulage – unnamed 45517 on the Sunday passenger turn, with 45503 *The Royal Leicestershire Regiment* or 45509 *The Derbyshire Yeomanry* sometimes being one of the double-headers. Patriots, then, were the most exotic engines we were likely to see along the Calder Valley and therefore had a special place in my affection.

Given that, when we went further afield, my friends and I could feast ourselves on the delights of such as A1s, A4s and V2s at York or the Princess, Coronation and Royal Scot classes at Crewe, competition was very high. Nevertheless, the Patriots always remained my favourites – I remember to this day seeing *Patriot* itself just entering Leeds City station from the west and my most memorable moment of all was seeing, for the first and only time, 45533 *Lord Rathmore* heading through Sowerby Bridge late one Saturday tea-time returning a Rugby League supporters' special to Lancashire after a big final at Bradford.

On reflection, I think it was also the design of the class that attracted me – most locos had lots of curves and rounded bits, but Patriots with their parallel boilers, Belpaire fireboxes, high-sided tenders and square smoke deflectors were different and they did, and still do, really appeal to me. Hence, I had no hesitation in joining the The LMS-Patriot Project as soon as I became aware of it – whether I would have preferred unrebuilt Royal Scots I don't know as I never saw one – anybody fancy having a go? (Only joking!)

PHILIP HELLAWELL (MEMBER NO. 026/09)

Dear Pete,

I was browsing through an album of photographs by the late Eric Treacy the other day and came across this short account of an experience with the Patriots which might be of interest to other members. Under a chapter entitled, "A Parade of Patriots" it reads;

"Branding the Patriots as rebuilds may have kept the capital account within budget and satisfactorily deluded the shareholders, but it was almost total fiction. The first two engines did actually take over Claughton bogies and driving wheel centres, but the rest, boilers included, was brand new. As for the 40 further alleged rebuilds, it is highly doubtful that any of the Claughton metal went into them at all, unless it had been melted down and reformed.

One Camden driver of the 1930s at least revelled in the Patriots. That was the fiery little Lawrie Earl. 'Grand engines, very light on coal', he once wrote of them. 'At times my fireman and I would experiment to see how little coal we could bring the 8.30am from Manchester up to London. Once, with a six-coach train of 189 tons, I made up the fire myself; six times only was enough for the entire run, with plenty put in at a time of course, but spread carefully over the grate. The last firing was at Blisworth, after which the fire wasn't touched again for the 63 miles up to Euston. I always thought the Patriots had a better turn of speed than the Royal Scots, though I liked the Scots well enough. "

I'll mention that Lawrie Earl was a member of the great Camden link of that period and is framed in the cab side window of No. 6224 *Princess Alexandra* in a photograph on page 97 of the book 'LMS 150' published by David and Charles in 1987.

BEST WISHES, GRAHAM BENTLEY

Re: your appeal for contributions... I have two for consideration, the first is as follows, see below for the other with its accompanying photos.

Seven Patriot locos were named after North Wales towns. That being the area of my home, I made enquiries to find out whether the local authorities obtained and still retain the nameplate of their town. Thankfully, the three towns nearest to me all DO have their nameplate, which can be viewed by the public, during working hours. These are:

Llandudno – Town Hall (1st floor), Lloyd Street

Colwyn Bay – The Old Court House, Rhiw Road

Rhyl – Miniature Railway Station, Wellington Road

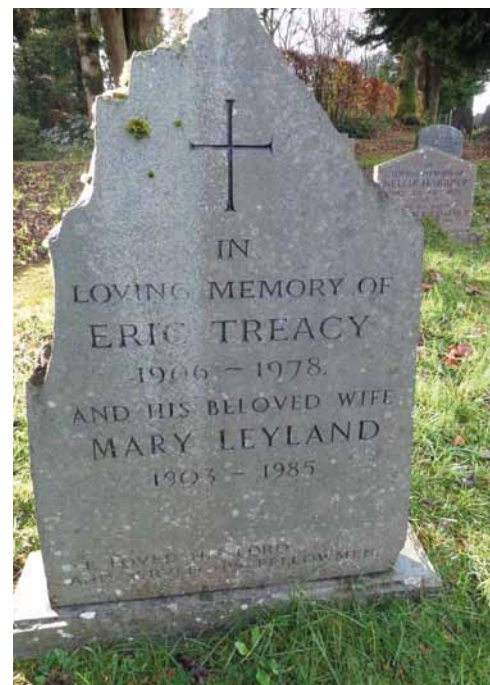
ROGER DICKINSON (MEMBER NO. 1483/10)

The name of Eric Treacy will be familiar to most railway buffs, for being perhaps the best known photographer of steam trains. His superb pictures appeared regularly in railway magazines, and there have been at least four beautiful large size books, all of which contained detailed information. As a 'sideline' (!!), Eric Treacy was a man of the cloth, in fact rising to become the Bishop of Wakefield.

Recently I holidayed in the Lake District, where I had a mission to pay homage by visiting the scene of his death at Appleby Station in 1978, where there is a plaque in his memory. I also went to Crosthwaite, Keswick, to find St. Kentigerns church, his burial place. Because of his standing, I expected there would be some indication of where to find the grave, but there was no mention, leaving me to search for a very long time before I found it amongst the many 'ordinary' tombstones, in a remote area. His tombstone was just the same as others around, with no mention of being a Bishop, or a famous photographer.

Treacy admirers will be as shocked as I was, for his final resting place is also clearly uncared for. Next May will mark the 40th anniversary of his death, so we can only hope that someone will improve the site to make it more befitting for such a notable man.

ROGER DICKINSON, (MEMBER NO. 1483/10)



RAISING THE PRESSURE! BOILER APPEAL

Donate online, go to www.lms-patriot.org.uk and look for the **Raising the Pressure!** button on the home page.

YOUR RESPONSE TO THE RBL DECISION



It would be interesting to hear what Stuart Gendall has to say! Was a written record made of the meeting? Or were there any emails exchanged confirming the arrangement? It is surprising that the issue has taken so long to reveal itself.

BEST WISHES, GRAHAM RANKIN



Sir

My wife and I were astounded to read of the Royal British Legion's disowning of the association with the Project. It was a prime reason for our original support since discovering the Project on a chance visit to Llangollen in 2011, joining in 2012. Our interest and membership was partly in honour of my wife's father (now deceased) who was a prisoner of war in Italy and also a fan of steam railways as we are now. My own interest in railways was engendered as a schoolboy by the M&GN Yarmouth Beach to Cromer line which ran past my school in Great Yarmouth!

This latest news has greatly shocked us, and leaves us wondering: 1. What now happens in 2018 with regard to the recreation of the return of the Unknown Warrior? and 2. How is this going to affect the gathering of resources for the completion of The Unknown Warrior?

YOURS CONCERNEDLY, GERRY & CHRISSIE BROWN

Sirs,

If the RBL look back through their house magazine I am sure that there is reference to The Unknown Warrior Project some years ago and if so, it would appear to be a change of heart rather than a lack of knowledge of the project.

COLIN HUGHES,
CHAIRMAN TRBL SOUTHPORT.
MEMBER OF THE UNKNOWN WARRIOR PROJECT

Hi,

The Royal British Legion position is disappointing, but I think they will be the losers by not being associated with Unknown Warrior.

I understand their reasoning in not being seen to be financially supporting a project like ours, but who thought they were? It's never crossed my mind (and I would think most members of the public) that they were financially supporting the Project, I have always assumed that the link was there as it would be mutually beneficial to both parties!

The RBL do not have exclusive ownership of 'remembrance', so go ahead, pick a suitable emblem, and we'll get on with constructing an astounding locomotive that people will look at, get a lump in their throat, and remember all those heroes past and present, poppy or no poppy.

KIND REGARDS, MARK PACKHAM

Dear Pete,

I was unfortunately unable to attend our recent AGM and so it came as a profound shock to learn that the Royal British Legion had acted to withdraw any tacit endorsement of The LMS-Patriot Project and asked us to remove all references to them including the use of their crest on the locomotive.

As I see it, in choosing the name 'The Unknown Warrior', the membership was signifying its collective desire to produce a locomotive which would be a fitting and lasting tribute to those who gave their lives in defence of the freedom which the inhabitants of these islands currently enjoy. That is not changed by the decision of the RBL. The objective can and will be achieved with or without the RBL or, for that matter, any other organisation. All I would urge members to do is to refrain from expressing anger or bitterness about recent developments and move on. Let's just get on with the job of completing our own glorious tribute to the war dead.

KIND REGARDS, GEORGE WINKLEY (MEMBER NO. 797)

Dear Pete,

Oh dear.

Two disappointments this year, first of course Crewe's decision to back out of the boiler build and now this bizarre move from the RBL denying what was we thought a relationship.

Neither of these are our fault but one is something of a disaster and the other an embarrassment. Am I correct in thinking we had nothing in writing about the relationship with RBL? If so this is a serious omission by Stuart Gendall and to some extent by us for not asking for some confirmation of what he told us. The very least we should expect is an apology from RBL and preferably from Stuart if he is still with them. (Plus a refund of the cost of redesigning and executing the new crest).

These two events leave a sour taste in the mouth but hopefully the boiler problem will not delay us too much. I appreciate how difficult it will be to sort out a warranty when a half done project is moved to a new builder but I hope this can be satisfactorily resolved.

REGARDS, EDWARD MEADOWCROFT
(MEMBER NO. 98/01)

Hello

I've just become aware of your situation with the Royal British Legion.

Some of you may remember I made a feature for BBC Radio 5 live in either 2009 or 2010 which is still available on Audioboom.

If it is any use, in the feature Stuart Gendall clearly uses the word "endorse" here's the link <https://audioboom.com/posts/1351284-the-unknown-warrior>

I hope you can sort out the relationship before next year.

HOWARD BENSON

A very interesting piece, lasting 25 minutes, with contributions from former drivers and firemen, Pete Waterman and several of our directors, well worth listening to - Editor.

PUT THIS IN THE MAG!

Sirs,

Hopefully someone will get into the habit of a) getting something in writing and b) watertight contracts drawn up with penalty clauses if necessary.

As a member of the RBL for several decades (since I got the Queen's Commission) that was where I came to support the Patriot Project after a really inspiring talk by John 'Barney' Barrowdale. I make a monthly contribution from my pension and will continue to do so and to help out on the sales stand. However I am upset and bewildered by the actions of both the RBL and the (at best) naïve actions of the Patriot board in not getting anything in writing from the RBL at the outset.

I have been trying to get answers to questions about the Patriot Project from the RBL since 2013 and more concerted ones since the 'rumours' began earlier this year. Despite my aforementioned membership the RBL refuses even to provide the courtesy of a reply, I am thus moving my donations to other forces charities and resigning from the RBL.

I also find it stretches to incredulity the allowing of Crewe to just walk away re the boiler, wasn't a contract signed and if so did no one from the 'Pate' Board read it? My chance of ever actually seeing, let alone riding behind the loco were slim from the start and a damn site slimmer now! Perhaps we should drop 'The Unknown Warrior' as a name now since any date it actually steams/runs will have no historical significance and it's credibility is further suspect with the attitude adopted by the RBL.

H. B. W. (BRUCE) BAKER-JOHNSON, T. ENG.
MEMBER NO. 828/06

18 November 2017.

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

Re:- Removal of Royal British Legion Crest.

Dear Mr Bradshaw.

I found the response of the Royal British Legion somewhat disappointing especially as I have been a registered supporter for several years. Given the current logic one wonders why (4)6170 was allowed to carry the British Legion Crest from its rebuild until withdrawal in 1963. No doubt the then trustees did not take the view that there was an implication that they were supporting the LMS and latterly British Railways financially.

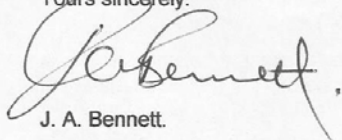
However, on a brighter note I think I may have found the ideal solution for a replacement crest. Please see attached. This is a photocopy of the 'Death Penny' issued to commemorate the death of my great uncle William Bennett who was killed at the Battle of the Somme on September 3rd 1916. He was serving with the West Riding Regiment and was one of the many killed who simply disappeared and the body never recovered.

In my opinion this design could form the ideal crest as they were issued to all those who were killed irrespective of rank. The wording is also perfect - HE DIED FOR FREEDOM AND HONOUR. Two options would be available. The first would be to replace the individual's name with 'The Unknown Warrior'. The second would be to leave the crest un-named which I think would be more appropriate given that the crest would stand proud above the actual nameplate. A crest without a name of any form would be more in keeping with the ethos of the 'Unknown Warrior'.

It is unlikely that the RBL could object to this crest as I suspect that they were cast and distributed by the Government to the families of those killed prior to the formation of the British Legion.

I hope my contribution will assist to resolve this sensitive issue.

Yours sincerely,


J. A. Bennett.



A Dead Man's Penny, similar to that mentioned in Mr. Bennett's letter. An article by Richard Sant about the coin appears in Warrior 31, page 27.

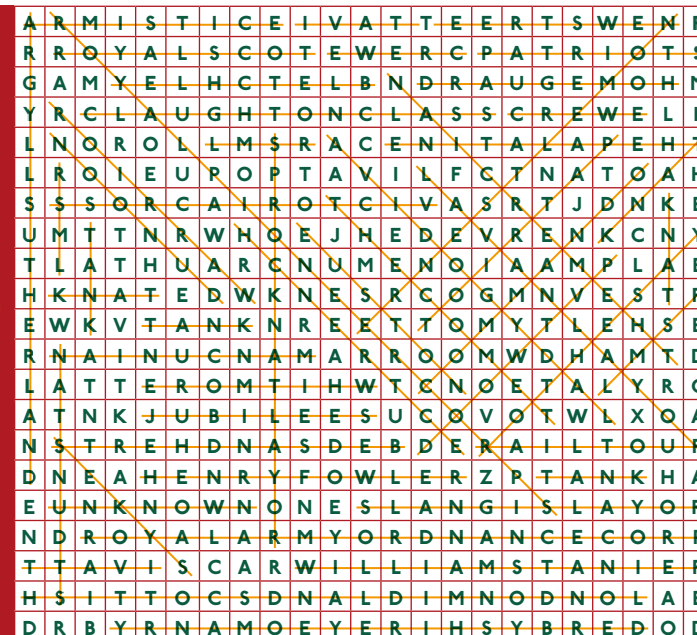


Not the sharpest of photos but one which oozes atmosphere. No. 45528 R.E.M.E. on a fitted freight at Roe Green Junction, date unknown. PHOTO: P. REEVES. © MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.

ANSWERS TO WORD SEARCH 10

MILITARY LINKS

ARMISTICE • ARGYLL (AND)
SUTHERLAND (RG) • BLETCHLEY
BEDS AND HERTS (RG)
CLAUGHTON CLASS • COMMANDO
CREWE (x2) • DERBYSHIRE YEOMANRY
DUNOON • DERBY (x2) • ERNEST LEMON
E. C. TRENCH • EUSTON • TANK (x6)
HENRY FOWLER • HOME GUARD
IVATT (x2) • JUBILEE • LADY GODIVA
LONDON MIDLAND SCOTTISH
L.M.S.R. • MANCUNIAN • NEW STREET
PATRIOTS (x2) • ROYAL ARMY
ORDNANCE CORP(S) • RAILTOUR
ROTHERSAY • ROYAL SCOT
ROYAL SIGNALS • ROYAL TANK CORPS
ST. DUNSTON(S) • THE COMET
THE PALATINE • THE MERCIAN
UNKNOWN/WARRIOR • PVT. WOOD
(PVT.) SYKES • WILLIAM STANIER
WHITMORE (TROUGH) • R.A.C. (6)
ROYAL PIONEER CORPS
ROYAL NAVAL (DIVISION) • R.E.M.E.



WORD SEARCH 11

LMSR DESTINATIONS (part 1)

ARBROATH • ARDROSSAN • AYR • AVIEMORE • BARROW • BANGOR • BEATTOCK
BOAT O'GARTEN • BEDFORD • BELFAST • CARMARTHEN • CARSTAIRS • CRIANLARICH
CAERNARVON • CHURCH STRETTON • COOKSTOWN • COCKERMOUTH • CREWE • DUNDEE
DUMFRIES • ELGIN • ENDON • GLASGOW • GOOLE • GNOSALL • GREENOCK • HAWES
HELMSDALE • INVERNESS • LEEDS • KEITH • KILLIN • KINNABER • KESWICK • KIRKBY STEPHEN
LEEK • LEIGH • LIVERPOOL • KINGS LYNN • MARYPORT • NORTHAMPTON • NEWRY • OBAN
PERTH • PEEBLES • PENRITH • PRESTON • PORTRUSH • RICCATON • SALE • SETTLE • STONE
ST. NEOTS • SPALDIN • STANLEY • STRANRAER • STOKE-ON-TRENT • TAIN • TEAN • TAMWORTH
TIPTON • TRENT • WARRINGTON • WIGAN • WINDERMERE • WICK

Which stations are called at twice and what does a driver do on approaching a 'crossing'?

Thanks to Tony A. J. Hewitt of Cheadle, Staffordshire Moorlands.



The LMS-Patriot Company Limited

Creating the new National Memorial Engine – 'The Unknown Warrior'

Patron Simon Weston, OBE

Company Registered in England and Wales No:
6502248

Registered Office:

The Hub, 17 Eastgate Street, Stafford ST16 2LZ.

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

Board of Directors and Trustees

Chairman:

David Bradshaw – chairman@lms-patriot.org.uk

Company Secretary:

Richard Sant – membership@lms-patriot.org.uk

Treasurer:

Neil Collinson – treasurer@lms-patriot.org.uk

Andrew Laws (Marketing and Publicity)
marketing@lms-patriot.org.uk

Kevin Finnerty (Governance and Archive)
governance@lms-patriot.org.uk

Steve Blackburn
(Engineering and Quality Management)
engineering@lms-patriot.org.uk

Richard Sant (Membership and Donations)
membership@lms-patriot.org.uk

Neil Kinsey (Sales)
sales@lms-patriot.org.uk

John Hastings-Thomson (External Relations)
corporate@lms-patriot.org.uk

Locomotive Assembly

Graham Elwood – Llangollen Railway plc



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The LMS Patriot Co. Ltd.
Company Registered in
England & Wales No. 6502248.
Registered Charity No. 1123521.

Project Support

Financial Administrator:

Claire George – treasurer@lms-patriot.org.uk

Engineering Design Team:

Kevin West, Fred James, Jack Cross

Documentary Video:

Andrew Kennedy – Oakwood Visuals

IT Consultant: Steve Wood

Events Manager:

Gavin Shell – events@lms-patriot.org.uk

Events Co-ordinator:

Robert Wells – robert.wells60@gmail.com

Events Listings:

John Barrowdale – john_barrowdale@hotmail.com

Sales Support:

Chris Ainscough, Phil Akrell, John Barrowdale,
Shirley and Mike Dunn, Bruce Baker-Johnson, Neil, Sue &
Andy Collinson, Marcus Marston-Grimley, Colin Hall,
David and Carol Hancox, David Hughes, Brian Johnson,
Bev King, Barry Matthews, David McSorley, Karen Kinsey,
Les Moss, Mike Paine, Chris Shell, Kirsten Shell,
Pete Sikes, Ken Starbuck, Robert Wells, Peter Whittaker.

Volunteer Co-ordinator:

David Hughes – volunteer@lms-patriot.org.uk

Office Manager:

Linda Westerman – office@lms-patriot.org.uk

Project Addresses

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

Administration Office/Membership Enquiries
Tel. 01785 244156

Email: info@lms-patriot.org.uk or please direct your
emails to the most appropriate person listed above.

Website: www.lms-patriot.org.uk

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Suitably adorned with poppies the 'bottom end' is viewed in Llangollen Works. The works were opened for our members to view progress of the loco on the day of the AGM - 11th November 2017.

PHOTO: ANDY COLLINSON © THE LMS-PATRIOT PROJECT