



The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



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Editorial

As we approach the end of another successful year of fundraising, our thoughts inevitably turn towards what we need to do over the next 24 months before 'The Unknown Warrior' is finished and we see the magnificent new 'Patriot' move under its own steam for the first time. To achieve this we need to increase the pace of our fundraising efforts. The recent galas at Barrow Hill and at Tyseley have shown the excellent progress we are making with 'The Unknown Warrior', but over the coming months we will have some large bills to pay as the biggest single item – the boiler – is completed at LNWR Heritage, Crewe for January 2017.

So what are doing with our fundraising efforts?

If you are not yet a monthly donor we are appealing to you to consider becoming one.

You can increase your monthly donation (see the Chairman's Thoughts on the next page). We have a new list of items that can be sponsored (see separate flyer), or you can sponsor a boiler tube (see page 14).

This fundraising effort creates a lot of work for our other support staff. The Volunteer Spotlight this month highlights the fact that there is a huge need to have a well organised Administration Office. Shirley Dunn is our Office Manager in Stafford, and together with ALL of the volunteers who not only help with the fundraising, everybody will help play a vital role in seeing that we complete 'The Unknown Warrior'.

On behalf of the Management Team, thank you for your continued support.

Andrew Laws, Editor



Cover photograph: 'The Unknown Warrior' is pictured at Tyseley workshop adorned with Poppies in preparation for Remembrance Day.
PHOTO BY JOHN HASTINGS-THOMSON

Chairman's Thoughts – Nov. 2015

In my last 'Chairman's Thoughts' column I talked about the challenge that we face in raising the remaining money to complete the engine within the timescales we have set and I appealed to all members who are non-donors to examine their finances to see if they could commit to a standing order of £10.00 a month for the remaining 40 months (now 36 months) of the build programme.

As a result of this a number of members have come forward and set up standing orders and others have increased the amount they pay per month. We still need more, so I will shortly be writing to everyone in this category to see if they can assist us – any amount would be much appreciated. It will all help to bring closer the day when a new Patriot will steam.

There are of course other ways that you can assist the completion of the engine and one of these is through sponsorship of a component – we have already had a wide range of items sponsored, from £31,250 to complete the assembly of the bogie, £10,000 to buy the boiler barrel, £4,000 to pay for casting of the outside cylinders, £1,000 to cover the cost of buying a second hand regulator, £1,000 to cover the cost of the inside connecting rod, to smaller sums for splashers, tubes etc. Currently we are looking to pay for the two new live steam injectors at £5,000 each or £1,500 for each casting (machining is extra), forging the inside big end strap £2,154, casting two bogie axleboxes at £1,560 each, buying an atomiser for the lubrication system at £1,450, cylinder liners £800 each, tender axlebox repairs – £355 and £950 each box, bogie centre pin casting £537, cylinder covers at £480 each, valve liners £400 each,

valve covers £240 each, large tubes £210 each, sandboxes £185 each, small tubes £35 each, copper firebox stay £20 each and steel firebox stay £7 each.

Can you help with any of these?

If you usually receive The Warrior in pdf format via e-mail you may wonder why we have sent you a printed version. We are aware that with so many copies being e-mailed sometimes The Warrior doesn't get the attention it deserves so from here on in all UK-based members will get hard copy sent to them until December 2018 unless they specifically request the e-mail version.

Finally, by the time you receive this edition of The Warrior, The Unknown Warrior will be a 4-6-0, just ahead of the other project I'm involved with, County of Glamorgan which will be wheeled early next year. Exciting times!

Thank you for your continued support.

Kindest regards

David Bradshaw, Chairman

Treasurer's Report

Financial Update to Quarter 2 (30th September 2015)

by Neil Collinson, Treasurer

It soon comes around for me to clatter the keys again and hopefully produce a report that is interesting, informative, yet easy on the eye for you the reader. I do not start putting this report together until after I have communicated the results to the Board, which happened this quarter at the board meeting during the morning of the AGM at Kidderminster on 31st October. The editor then gives me a deadline of 48 hours.

First thought for the quarter.

To keep the fire burning we have to keep shovelling on the coal! (Adapted by me from an original quote by Mother Teresa).

Total income for the quarter exceeded £81,000, up from £63,000 in Quarter 1. This represented 58% of our budgeted income to the half year end. In addition, boiler loans of £11,500 were received in the quarter giving a total income in excess of £93,000. However, the achievement of this record quarterly figure was helped by a single generous sponsorship donation of £25,000, a further individual donation of £5,000 and a legacy of £2,000. If you strip out these figures then the results are a little more modest.

MEMBERSHIP

The number of new members declined during the quarter but renewals by existing members improved. Briefly, the statistics are as follows:

INCOME (previous quarter in brackets)

MEMBERS' SUBSCRIPTIONS

Income from this source was £4,799 (£6,566) – £416 (£658) from new members, and £3,502 (£2,627) from renewals. Gift Aid claimed on these figures amounted to £881 (£2,233). There were no new life members at £600 during the quarter whereas there were two in Quarter 1.

DONATIONS

Total donations (regular and occasional) were in excess of £70,000 (£41,000.) There were 14 (8) new regular donors during the quarter but we did

lose 7 (1). I am pleased to report that the average donation has increased yet again to £15.29 per month and the total income from this source was £13,191 (£12,980). This is the fourth consecutive quarter that we have shown an increase and is a very pleasing result. Very many thanks to those members who have increased their monthly amount. I make no apologies for stressing yet again that regular donations are the main source of funding upon which we can plan/forecast. Out of 1,000+ members 292 are regular donors and I would urge those who do not donate to seriously consider it. The date for completion of your locomotive is set in stone and dictated by history. We can not allow any deviation from this.

Second thought for the quarter. You may feel like a drop in the bucket, but every drop counts!

Expenditure is broadly within the budget set at the beginning of the year. Spending on the locomotive has now reached £1,072,000 with £20,500 spent on the tender.

MISCELLANEOUS MUSINGS

LEGACIES AND WILLS

A bequest in your will is one of the more traditional forms of giving to a charity and remains a very important one.

A bequest to charity means you can make a planned gift to a charity you care about, whilst ensuring dependents are provided for. Charitable legacies are paid before tax is deducted, reducing the total amount of inheritance tax due from your estate. You can either name a particular charity in

your will or leave a sum of money to the executors with instructions as to how and to whom the sum is to be distributed. If you have a lawyer or solicitor, they should be able to provide you with information on how charitable legacies can be incorporated in your will. To make or amend a will you should contact your solicitor or a will writing service. We are fortunate in that The LMS-Patriot Project has joined up with SGC Solicitors who can, for around £50 + VAT, prepare a new single will.

SGC Solicitors can be contacted at:
25 Derby Road, Long Eaton, Nottingham NG10 1NA.
Telephone 0115 849 9000
or email enquiries@sgcsolicitors.co.uk.
Please mention The LMS-Patriot Project when making an enquiry with SGC Solicitors.

*Final quote for the quarter.
Giving money effectively is almost as hard as earning it in the first place. (Bill Gates)*



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Supplier of paint for
'The Unknown Warrior'

Engineering update

by Kevin West and David Bradshaw

SEPTEMBER 2015

LOCOMOTIVE FRAME ASSEMBLY

Work continues on a number of fronts on the construction of The Unknown Warrior. The major work of permanently fitting the Cylinders and Motion Brackets to the locomotive has been completed.



Right Hand Motion Bracket with Bottom Slide Bar in place being drilled.

PHOTO: GAVIN SHELL

This work has also involved fitting the related Motion Brackets, Motion Girders and Frame Stretchers. This has involved a lot of measurement and checking of positions to ensure the parts are correctly located.



Chris Collins works on fitting the Right Hand Motion Girder. PHOTO: KEVIN WEST

As part of the ongoing design work it was found the Motion Brackets, Rear Motion Girder Support and Boiler Expansion Bracket on the left side of the locomotive required holes and slots adding. These are for various rod runs for the mechanical lubricator drives and Drain Cock operating gear to pass through. These details were not shown on the original drawings, but are evident on related Jubilee and Royal Scot locomotives.

The four leading Sandboxes have been manufactured and will be delivered to Llangollen this week ready for painting before they are fitted to the chassis.

The locomotive is scheduled to be re-wheeled and have the Smokebox and Deflectors refitted early next week prior to moving to Barrow Hill for the gala from 25th to 27th September.



L&NWR Loco Dept jack being used to position the Right Hand Motion Girder.

PHOTO: KEVIN WEST

Away from physical work on the locomotive, recent searches of the drawing archives at the National Railway Museum, York have turned up another 100 drawings that are either original Patriot drawings or from related locomotives that can be used for the build of The Unknown Warrior.

Then followed a trip to view the North British Locomotive Co. drawing archives, held at Glasgow University. The North British Locomotive Co. built the first 50 Royal Scot class locomotives and there are many parts of the original Royal Scots that are either the same on the Patriots or very similar. Another 55 drawings were discovered that will aid the construction of The Unknown Warrior.



55 Royal Scot drawings identified at Glasgow University. PHOTO: SAM MADDRA/GLASGOW UNIVERSITY

BRAKE SYSTEM AND LUBRICATION SYSTEM

Refurbishment of the Locomotive and Tender Brake Cylinders from 8F No. 48518 continues at Harco Engineering.

Design work continues for the lubrication system. The Mechanical Lubricator under overhaul at the Great Central Railway, Loughborough is progressing well. It was purchased as a set of parts to overhaul and build up as a complete unit, but the new body cast in aluminium provided by the supplier is not proving to be as robust as expected. A new body and lid will be cast in steel in the next month.



Mechanical Lubricator under overhaul. PHOTO: KEVIN WEST

Design work for the lubrication pipework runs, fittings and clips continues.

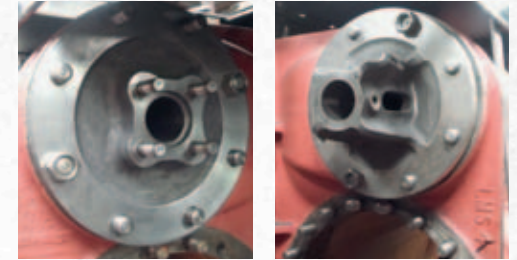
As mentioned in the last report, the Braking System fitted to the locomotive will be similar to that carried by the Jubilee class locomotives. The Stanier Class 8F 2-8-0 parts which we had hoped were available have unfortunately been sold to another locomotive group. Therefore the Brake Gear for The Unknown Warrior will be all new manufacture. CAD work is completed following measuring up the parts from Jubilee No. 45596 Bahamas at Tyseley Locomotive Works. We now have also located the original brake gear drawing for the Royal Scot class. Once we have a copy of the drawing to hand they will be compared to the data taken from Bahamas before data is sent out for quotation for manufacture. The Brake Hangers have been cast and await machining.



Mechanical Brake Hanger casting. PHOTO: KEVIN WEST

PISTONS, VALVES AND MOTION

Following the fitting of the Cylinders and Motion Brackets, work has continued fitting the motion parts. These include the Front and Rear Cylinder Covers and Slide Bars. Drawings for the Slide Bar Bolts have been completed and sent to Llangollen for manufacture.



Front and Rear Valve Covers trial fitted. PHOTO: KEVIN WEST



Coupling Rods showing refurbishment in progress. PHOTO: KEVIN WEST

Connecting Rods. Original from Jubilee Achilles on left. New rod on right. PHOTO: KEVIN WEST



Llangollen Railway Engineering are also progressing the manufacture of the Coupling Rod Bushes and Brasses. Quotations for machining the recently cast Expansion Links are being obtained.

The refurbishment of the legacy motion parts is continuing by the volunteer gang at Llangollen. Many hours have been spent on mainly hand work to clean off the years of pitting and corrosion. The new Connecting Rod is also receiving some attention to polish out the machining marks.

Once again if anyone is interested in getting hands on with The Unknown Warrior, if only for a few days, please contact the office.

Drawings for the Valve and Cylinder Liners have been prepared and sent for quotation for castings.

BOGIE

Assembly of the bogie continues apace at Tyseley Locomotive Works. The Bogie Centre and Horn Guides have been fitted to the frame assembly. The Spring Beams have been trial fitted.



▲ The Bogie Frame Assembly under assembly at Tyseley Locomotive Works.

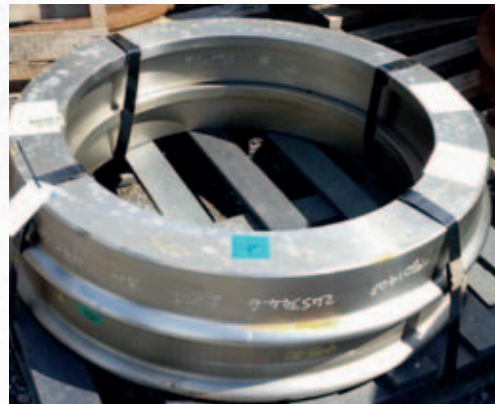
BOTH PHOTOS: TYSELEY LOCOMOTIVE WORKS

Final machining of the Axleboxes for the new wheelset is waiting for a dimension from South Devon Engineering following final machining of the assembled wheelset. This is due to be completed this month.

Machining of the Axle and Wheel Centres for the new Bogie Wheelset has been completed at Harco Engineering and the parts were delivered to South Devon Railway Engineering for assembly on 29th May.

The tyres were delivered to South Devon Engineering on 25th August. They need machining before fitting to the wheelset. This is due to be completed in mid September after which they will be transferred to Tyseley for final tyre profiling along with the wheelset from No. 48518.

The Bogie is due for completion in mid-October for fitting to the locomotive chassis.



▲ Bogie Wheelset Tyres.

PHOTO: GAVIN SHELL

BOILER

Work continues on the forming blocks for the Outer Firebox Steel Flanged plates at Tyseley Locomotive Works. The Doorplate Block has been cast.

At LNWR Crewe, the Inner Firebox Crown and Side Sheets are being prepared for welding prior to a start being made on assembling to the Door and Throat Plates. A start on riveting the two barrel rings is expected soon and the Foundation Ring components will be sent away for machining before welding in the side sections.

The steel Outer Firebox Wrapper Sheet order has been deferred until after the Steel Flanged Plates have been formed. These will then be measured and the wrapper sheets formed to fit. It is easier to do this than try and adjust either the Wrapper or Flanged Plates if there is a mismatch.

A further meeting has been held with the LNWR Heritage engineers to plan the boiler build up to completion in December 2016.



▲ Foundation Ring Corners before final machining.
PHOTO - KEVIN WEST

The original regulator and 'J' Pipe from 8F No. 48518 has been obtained for use on The Unknown Warrior.



▲ Regulator from 8F No. 48518.

PHOTO: KEVIN WEST

TENDER

Work on the refurbishment on the Tender Frames continues at Rowlescourt Engineering.

The new front sections of the Outer Frames have been profiled and tacked into place ahead of final welding. The Inner Frames have been replaced completely following removal of the Rear Dragbox, which had several wasted plates that required replacement. Completely new welded Dragboxes for both front and back have been assembled and wait for machining before they are installed in the frame assembly.

Discussions are underway to decide if the final riveting will be done at Rowlescourt or back at Llangollen when the frames return in the new year.



▲ Tender Frames showing new section of Main Frames ready to be welded in position. Also note the new Inner Frames.
PHOTO: KEVIN WEST

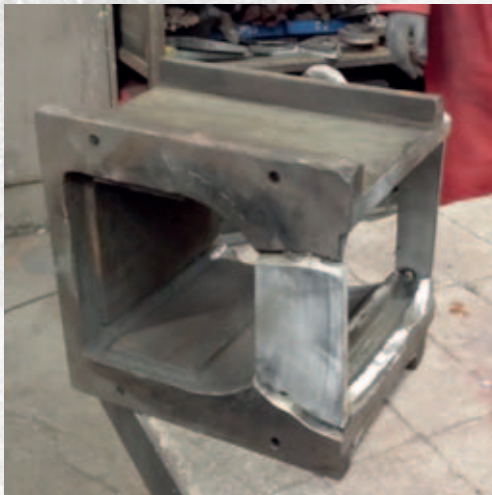
Design work on the new tank which will be of welded construction with dummy rivets is continuing taking into consideration the requirements for new main line running regulations. When complete, which is expected to be by the middle of 2016, it will be finished in the livery which will be chosen by the project's membership.

A start has been made on repair of two of the Tender Axleboxes. During their time in Barry scrapyard, the tenders were subjected to removal of the bronze bearings. This was sometimes achieved by smashing off the outer Axlebox Cover with a sledge hammer, rather than unbolting it. Two of the axleboxes we have were subjected to this and sustained damage in the process. One had just lost the ears that the fixing bolt was fitted to, but the other had lost a complete section from the base. These castings have now been restored by specialist cast iron welders Shilton Cast Iron & Welding of Hinckley, Leicestershire.



▲ Tender Axlebox before repair showing missing section.

PHOTO: OAKWOOD VISUALS



▲ Bogie Axlebox repair underway. PHOTO: OAKWOOD VISUALS



▲ Cast iron welding. PHOTO: OAKWOOD VISUALS



▲ Tender Axleboxes after repair. PHOTO: OAKWOOD VISUALS



▲ The Tender Wheelsets after a coat of paint at Llangollen. PHOTO: KEVIN WEST



▲ Axlebox Cover. PHOTO: STANIER MOGUL FUND

We have acquired a set of Axlebox Covers for use on the Tender from the Stanier Mogul Fund.

FUTURE WORK PLANNING

The Unknown Warrior will leave Llangollen in late September and move to Barrow Hill for display between 25th and 27th September at the Barrow Hill '65 event.

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

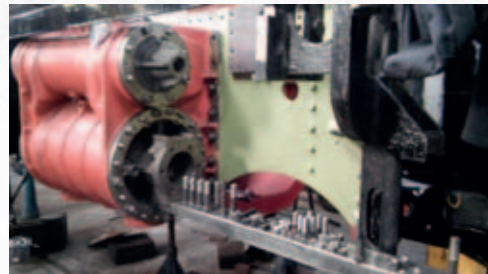
The following week The Unknown Warrior will move to Tyseley Locomotive Works to have the Cylinder and Valve Liners fitted.

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

OCTOBER 2015

All the Cylinder and Valve Covers were fitted temporarily along with the Outside Slide Bars, ready for the locomotive's trip to Barrow Hill in mid-September.

The Motion Girders have also been temporarily bolted into position. They will be removed for some final machining of oilways once the locomotive returns



▲ Left Hand Cylinder with Cover fitted and Slide Bars being worked on. PHOTO: KEVIN WEST

from Tyseley. The high tensile bolts have been purchased to permanently fit the Girders as well. The platform above the Girders also requires to be riveted into place before the Girders are permanently mounted. This work is scheduled to be completed soon after the locomotive returns from Tyseley.

Other work required before the move to Barrow Hill included re-fitting all the Platform Plates removed during the Cylinder and Motion Bracket/Girder work and re-fitting the Smokebox and Smoke Deflectors. Project Chief Engineer Kevin West spent 10 days at Llangollen prior to the planned movement date helping with the locomotive re-assembly. Working with large heavy pieces of locomotive instead of pressing buttons on the computer was a nice change.

The final major work required was to lift the Chassis back onto the Driving Wheels. This was done using the Llangollen Railway's 50 ton rail crane to lift the front of the frames and a hired-in 30 ton road crane at the back end. The precision and skill of the crane drivers ensured the job was done in less than an hour.

The previous time the Chassis had been moved onto its Driving Wheels it had not been with the Cylinders fitted. This now means there is an additional 7 tons weight at the front of the Frames. Without the Bogie in place underneath this needed supporting. Our first thoughts were to strap a 4-wheel works trolley under the front end, but in the end we decided to use one of the former Road/Railer wheel and axle units at Llangollen works that allows movement of un-wheeled chassis around the works. Chris Collins and Arwell Jarvis made up an adaptor that bolted to the Bogie Bolster mountings and the unit was packed to give the correct height.



▲ Llangollen Railway apprentices Ben and Joe working on re-fitting the platforms. PHOTO: KEVIN WEST

Once the locomotive had been wheeled it had the impression of a strange 2-6-0 Patriot with very small leading wheels. During shunting the locomotive prior to loading it ran surprisingly well, rewarding the effort in making the unit.

The locomotive was due to move to Barrow Hill on Friday 18th September, but after problems with the road transporter the locomotive was loaded on Monday 21st and delivered to Barrow Hill at lunchtime on Tuesday 22nd.

After the Barrow Hill '65 Gala over the weekend of 25th-27th September the locomotive was once again travelling on the M1 and M42 on it's way to Tyseley Locomotive Works for fitment of the Bogie and Cylinder and Valve Liners.



▲ The Road/Railer axle and wheels fitted to support the Unknown Warrior's front end. PHOTO: KEVIN WEST

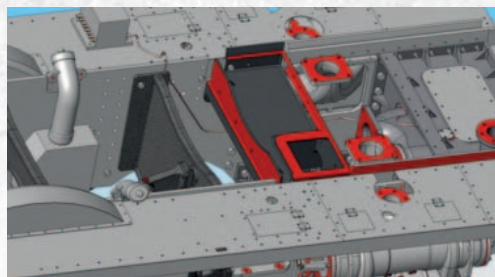
'SPONSOR A BOILER TUBE'

FOR DETAILS OF OUR LATEST APPEAL SEE PAGE 14.

Work is also progressing on the drawings for the Drain Cock Operation Gear and Lubricator Drive systems. The Drain Cock Gear alone totals 168 individual components.

The four leading Sandboxes were delivered to Llangollen on 10th September and have now been painted ready for fitting to the chassis.

We have now taken delivery of copies of the 100 drawings found in the archives of the National Railway Museum, York and the 55 drawings found in the North British Locomotive Co. drawing archives, held at Glasgow University from the 50 Royal Scot Class locomotives built by NBL. These drawings are either original Patriot drawings or from related locomotives that can be used for the build of The Unknown Warrior.



▲ CAD image of lubrication pipe runs. PHOTO: KEVIN WEST

Castings for the Pistons have been ordered and will be delivered to Tyseley once cast. An order for Tyseley to supply completed Piston and Valve assemblies has been raised. These include finished Pistons, Piston Rings and Piston Rods and Valve Heads, Rings and Rods.

Drawings for the Gland and Stuffing Box parts for the Piston Rods and Valve Rods are in progress to enable manufacture.

The Slide Bar Bolts have been completed and delivered to Llangollen. Llangollen Railway Engineering are also progressing the manufacture of the Coupling Rod Bushes and Brasses.

Quotations for machining the recently cast Expansion Links are being obtained.

The Unknown Warrior was on display at the Tyseley Works Open weekend at the end of October with work visible in preparation for the fitting of the Cylinder and Valve Liners. The locomotive was decorated with poppies and also the nameplates from Private W. Wood V.C. & Private E. Sykes V.C. (see pages 30-31).

BOGIE

The new Bogie Wheelset had its tyres fitted at South Devon Railway Engineering in mid-September and was delivered to Tyseley. The tyre back to backs have been machined and the final work required is profiling of the treads on both the new wheelset and the wheelset from 48518. This will be done at the London Midland depot next door to Tyseley Locomotive Works.

The bronze Bearer Pads and the Centre Bearing were causing issues from Tyseley's usual supplier, so we contacted our casting supplier, sent the drawings and CAD data, had patterns made and castings supplied to Tyseley within 10 days. These have now been machined and the centre bearing has been pressed into position. The Bearer Pads are ready for fitting. The Side Control Springs and Beams are due to be fitted this month and final machining of the Axleboxes for the new wheelset is complete and ready for whitemetaling.

The Bogie is due for completion in November for fitting to the locomotive chassis.



▲ The Sandboxes painted ready to fit to the chassis. PHOTO: KEVIN WEST

BRAKE SYSTEM AND LUBRICATION SYSTEM

The replacement body casting is being sourced with the pattern taken for refurbishment. We have also been made aware of an existing body and lid. This is being checked to see if it is suitable.

Quotations to machine the Brake Hangers have been obtained and the castings will be moved to Llangollen Engineering during the month.

We now have the drawings for the Royal Scot class to compare with the details taken from Jubilee No. 45596 Bahamas. Once this is complete the data can be sent out for quotation to get the parts manufactured.

PISTONS, VALVES AND MOTION

The Slide Bar Bolts have been completed and delivered to Llangollen.

Detail discussions have continued with Tyseley Locomotive Works with regard to the fitting of the Valve and Cylinder Liners. The castings have been delivered ready for machining. Detail drawings have been completed and passed on to the machining company.



▲ The Bogie Frame under assembly at Tyseley Locomotive Works. PHOTO: ANDREW COLLINSON

BOILER

An order for the Outer Wrapper sheets has been raised. Once delivered all the big pieces for the boiler will be to hand or in progress.

At LNWR Crewe, the Inner Firebox Crown and Side Sheets have been prepared for welding prior to a start being made on assembling the Inner Firebox.

The two Barrel Rings are ready to be riveted together when there is capacity in the works. The Foundation Ring components are ready to be sent away for machining before welding in the side sections.

LNWR Heritage have agreed the completed boiler will be ready for delivery in December 2016.

TENDER

Final welding of the new front sections of the outer frames is due to be completed in the next couple of weeks. The new welded dragboxes for both front and back have been assembled and await machining before they are installed in the frame assembly. This machining has been awaiting a slot in Rowlescourt's machine shop around the company's commercial work programme. As the machine shop has been fully occupied recently we are now looking to send these parts out for machining.

Rowlescourt have committed to complete the chassis repair by the end of the year, if not before. The chassis will be returned to Llangollen as soon



▲ Tender Axleboxes at Llangollen. PHOTO: KEVIN WEST

as possible to allow the Drag Boxes and Outer Flanges to be riveted in place.

The repair of two of the Tender Axleboxes damaged at Barry scrapyard has been completed and they are now back at Llangollen.

The Tender Wheelsets are at Llangollen. The welding repairs have been completed to fill the voids in the castings. Painting of the wheelsets is now underway. The journals and Tyre profiles were restored at Tyseley Locomotive works in 2012.

FUTURE WORK PLANNING

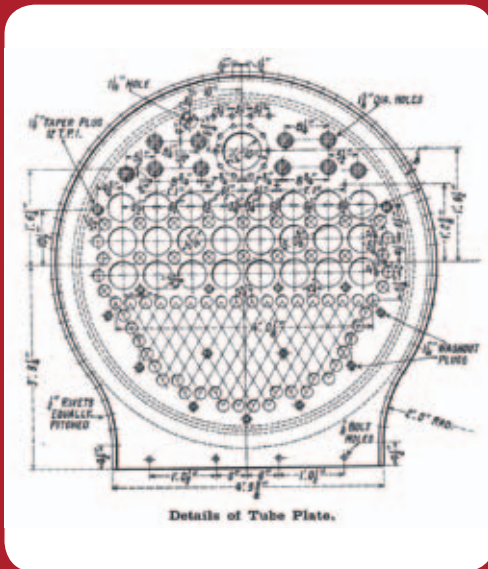
Following fitting of the Cylinder & Valve Liners and the Bogie assembly at Tyseley Locomotive Works, the locomotive will return to Llangollen. This is now expected to take place towards the end of November.

Once back at Llangollen work will continue on setting up the Inner Slidebars and a start will also be made on the lubrication pipework.



▲ Tender Wheelsets being welded at Llangollen. PHOTO: KEVIN WEST

SPONSOR A BOILER TUBE



Following our successful 'Tenner for the Tender' and 'Buy a bit of the Barrel' Appeals, we are now turning our attention to the 'Boiler Tube Appeal'.

There are 24 large tubes (with 16 sponsored already and 8 available for sponsorship) and 140 small tubes (with 13 sponsored already and 127 available for sponsorship).

Large tubes are £210 each with small tubes at £35 each to sponsor.

Sponsors' names will be added to the Tube Plate illustration (left) which will be displayed on our website and on display boards at Galas and other fundraising events.

Thanks to the sponsors who have so far sponsored the boiler tubes. If you would like to sponsor any of the remaining boiler tubes, please send your cheque to the Stafford office payable to **LMS-Patriot Company Ltd** and include a note saying what you would like to sponsor.



Please send your donation with a note stating
'SPONSOR A BOILER TUBE'
to:

The LMS-Patriot Company Ltd,
The Hub, 17 Eastgate Street,
Stafford ST16 2LZ or contact us on
sponsorship@lms-patriot.org.uk

**Thank you for
your support.**

Claughtons and Patriots

by Derek Cross

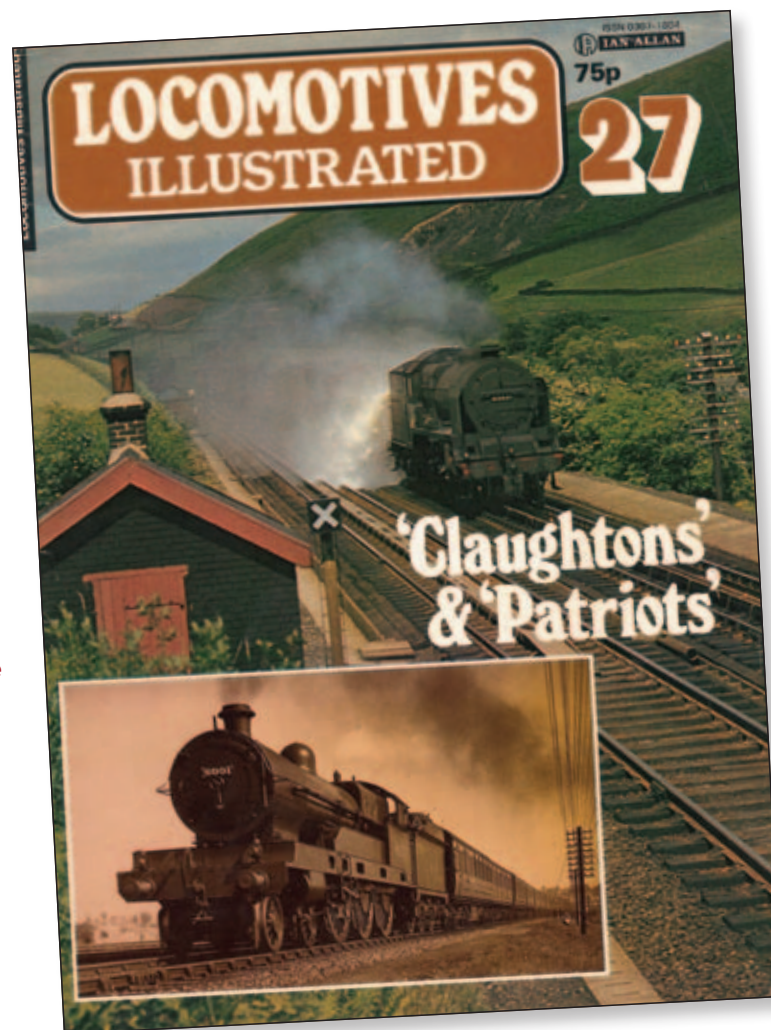
Events Manager, Gavin Shell, purchased an old copy of Locomotives Illustrated 27.

The magazine is dedicated solely to 'Claughtons & Patriots' with text and images by Derek Cross.

The article and a selection of images are reproduced on the following pages.

Of particular interest is a picture of No. 45519 'Lady Godiva' climbing Shap unassisted with a train of 14 coaches.

Our thanks go to Martin Steel of Key Publishing for permission to use this article.



The following article originally appeared in Locomotives Illustrated, Issue 27 (1980). Now known as Modern Locomotives Illustrated, it is the UK's number one modern traction partwork. Each bi-monthly issue is dedicated to recording the development, operation and disposal of the UK diesel and electric fleets. To purchase the latest issues or subscribe, simply visit www.modernlocomotives.co.uk or call Key Publishing's Mail Order team on - UK: 01780 480404 Overseas: +44 1780 480404.

The 'Claughtons' and 'Patriots'

Derek Cross

I THINK it was Sir Winston Churchill who once described Russia as a country which was an enigma wrapped in an enigma. This quotation is very apt when one starts to look at C. J. Bowen Cooke's four-cylinder 'Claughton' class 4-6-0s for the London and North Western Railway. On paper they were all they should have been for the tasks they were designed for — the haulage of long and heavy trains over long and, in many cases such as Shap, far from easy routes. Yet, for all this, they never seemed to match up to the tasks they were set. The key question was not what was wrong with the 'Claughtons', but what was not quite right. Herein lies a very subtle difference that can cover a multitude of sins. Of their capacity to haul the heavy trains that in the first part of this century the LNWR seemed to delight in there can be no doubt, but then so could the LNWR 'Precursors' and 'Georges', both 4-4-0 designs. Much has been written about the importance of the 1910 trials between an LNWR two-cylinder 4-6-0 and a GWR 'Star' four-cylinder 4-6-0. Most of it is wrong, as from the outset it was scarcely a fair comparison: the LNWR 'Experiment' was basically a mixed traffic engine. And there is certainly a doubt as to whether the performance of the GWR's *Polar Star* had any great bearing on the ultimate design of the 'Claughtons'. For one thing, Bowen Cooke's 'Claughton' design must have been well-advanced before the 'Experiment'/'Star' trials took place. Also, the concept of a 'taper' boiler was wholly alien to Crewe, as Stanier so wisely realised when he built the 40 Moguls before starting work on the Pacifics. There was also in the 'Claughtons' a rugged simplicity typical of Crewe, but alien to Swindon.

Possibly the key to 'Claughton' concept was not from Swindon at all, but from the LB&SCR and Brighton Works. This concept was high superheat, as demonstrated most forcibly by the LBSC when an '13' tank on trials with the 'Sunny South Express' gave the lordly LNWR a bloody nose in the process. The early history of superheating is interesting, as at the time it was considered a way of reducing boiler pressure and so giving the boilers a longer life — in a way, counter-productive. Bowen Cooke realised this with the design of the 'Claughtons', though only to a limited extent as he kept the standard Crewe boiler pressure of 175lbs, though at least he didn't reduce it as did companies taking up the idea of superheating. Swindon would have no truck with high temperature superheat and this is most interesting. At the time, the 'Saints' and 'Stars' had probably the best front-end layout of cylinders and valve passages in the country, if not in the world. But this was for saturated steam in the very fact that it contained some small amount of 'liquid' water. This is an Irish term if ever there was one, but I refer to water in a fluid state rather than as a gas which to all intents and purposes describes superheated steam. Now this may sound silly but the fact that 'wet' steam acted as a lubricant was overlooked at the time. Superheated steam being a dry, hot substance needed a whole new approach to cylinder and valve lubrication. This fact was ignored by too many and for too long. This was possibly the thorn in the flesh of the 'Claughtons'. They were superb engines when newly built, but rapidly became less and less efficient and greater and greater coal-eaters. The reason was that the high temperature of the superheated steam played hell with the lubrication of the valves and cylinders and after a few thousand miles the piston rings and other moving parts began to suffer. The strange thing was that nobody at the time realised the cause and indeed the original 'Royal Scots' suffered from the same trouble. The Schmidt piston rings were admittedly part of the trouble, but the fundamental reason for the loss of performance was the failure of the engineers of the time to realise that 'wet' steam was in a way its own lubricant whereas superheated steam was not.

However, this is a technical digression and there is no doubt that the 'Claughtons' did what was originally asked of them but fate was against them. The effects of World War I resulted in poor maintenance and heavy trains, with which the 'Claughtons' coped but with ever-increasing fuel costs and ever more hard-worked firemen. Various experiments were tried, such as Caprotti valve gear

and larger modified boilers, which helped but not to any outstanding degree. There was also a batch of 'Claughtons' with the boiler mountings cut down to allow them to work into Scotland. Even with this modification they were not welcome north of the Border and so tended to be confined to the G&SWR Nith Valley line. The main reason for this was the notorious Cook Street Tunnel on the final approach to Glasgow Central, ever a hazard to large locomotives until it was deepened in connection with electrification. There was another reason for the relatively early eclipse of the 'Claughtons' which might be described as the 'Caesarean' birth-pangs of the LMS. If ever the Venetian composer Vivaldi's set of quartets entitled *The Conflict between Harmony and Invention* came to pass it was in the conflict between the ideas of the LNWR and the Midland. The former Railway tended to go for few, but massive trains and the latter for short, but more frequent ones. Alas, the 'Claughtons' were not designed for the little and often theory, just as the Midland Compounds were, and so the 'Claughtons' seemed to have no role in the plans of the Midland-orientated LMS. The trouble was that the plans of the infant LMS were infantile, as events in the late 1920s were to show only too well. As is well-known, this resulted in the 'Royal Scots': seldom can a locomotive born out of an illicit liaison between Eastleigh and Swindon have been so successful, but the class still had the worst faults of the 'Claughtons', a slightly strangled front-end, inadequate lubrication and these dreadful Schmidt piston rings. Stanier managed to sort out many of these faults, but their real worth was to come when rebuilt with the Crewe Type 2A taper boiler, thereby leading me to the next stage in the 'Claughton'/'Patriot' saga.

In an earlier *Locomotives Illustrated* (No 23, the Wainwright 4-4-0s) I remarked that I did not know when a rebuilt locomotive ceased to be original and became something completely new, adding that even Ahrons didn't seem very clear on such matters. After this rash statement I received a letter from a reader in Dorset quoting from a series of articles written by Ahrons for the *Locomotive Magazine*. Admittedly, Ahrons was using Great Western standards but his basic tenets still hold. 'Rebuilt' was when the frames and wheels were used again, but with a new boiler. 'Reconstructed' was when the frames and cylinders were replaced, but the boiler was not. 'Replacement' was more or less what it meant, when, to all intents and purposes, a new locomotive was built but retained the running number of its predecessor — no doubt to the delight of our friends

the accountants. This has simplified matters somewhat in considering the 'Patriots'.

The first two 'Patriots' were classed as rebuilt 'Claughtons' which they certainly were not. Here we hark back to Ahrons' dictums as to which were rebuilds and which were replacements. The first two 'Patriots' were undoubtedly replacements, though on paper they were rebuilds of 'Claughtons' Nos 5971 and 5902. In actual fact, they were a totally new design and what if any of the original 'Claughtons' they incorporated is an enigma wrapped in an enigma. The 'Patriots' were to all intents and purposes a new design. Unlike the 'Claughtons' they were a three-cylinder locomotive based more on the 'Royal Scots' than the 'Claughtons', interestingly, the driving wheel diameter of all three classes was the same. Some cynics from Crewe said that the wheel bosses of the first two 'Patriots' were the original 'Claughton' ones, but, for the rest, the idea of their being rebuilt 'Claughtons' can best be summed up in Chesterton's immortal words 'Chuck it, Smith'. The boiler pressure at 200lbs was higher than the 'Claughtons', so was the degree of superheat. In retrospect, Fowler was a much maligned man for he was pushed in at the deep end of the feuding on the infant LMS. The 'Royal Scots' may have had little to do with him but the two outstanding designs of the period, the parallel boiler 2-6-4Ts and the 'Patriots' did. Fowler broke with both the Midland and LNWR tradition in these designs. In both cases he was right and many drivers I have spoken to swear that the 'Patriots' were better engines than the Stanier 'Jubilees'. This was especially true of Bushbury shed (Wolverhampton) and to an extent the Carlisle sheds working the 'Port Road' to Stranraer. The notorious McCann, the demon driver of Stranraer, once told me that 'they wee "Scots" would pull the pants off a "Jubilee"'. When it came to pulling pants off locomotives McCann was an expert.

Strange to say, my only experience in the cab of a 'Patriot' was with McCann. In the early 1950s, a Crewe 'Patriot' worked to Stranraer on one of the more complicated LMR cyclic engine diagrams and Stranraer used it on an afternoon boat train from there to Ayr as a 'filling-in turn'. I rashly accepted a lift on one of these turns and have seldom been as scared in my life. The twisty ups and downs of the Girvan Valley showed that the 'Patriot', No 45542 from memory, was rough but once over the summit at the Chirmorie, McCann let her rip. Everything on that locomotive that could clatter and bang about did so with great enthusiasm. When we hit level track finally at Dunragit, McCann turned to me and said, 'Grand inguins

on the hills, boy, but kind'a rough at any speed'. It was an unforgettable experience, but one I would like to forget. Another 'Patriot' memory of a different sort was on Good Friday 1951 when a visit to Shap promised to be abortive as the weather was dull, dank and humid and up until midday the motive power equally so. Then, from far down the bank, I became conscious of a noise. No, it was more a vibration than noise. I also saw that there was much smoke about Greenholme and then I saw what it was: 45519 *Lady Godiva* (her nameplates removed at the whim of a puritanical shedmaster at Lostock Hall) storming up the bank with Train No W27, the combined 09.25 Crewe-Glasgow and Perth made up of 14 coaches.

In all the many hours I have spent on Shap I had never heard or seen anything else like it. The still, sultry air vibrated and on the locomotive firing must have been continuous. I found out afterwards what had happened. A banker returning to the shed at Tebay had come off the road and effectively 'shut up the shop'. At this time, the morning Crewe-Perth and Glasgow was booked to stop at Tebay, but despite this the driver decided to have a go, even without a banker. He made it... just... but I doubt if many engines, even the big Pacifics, could have done so from a standing start at Tebay, thereby bearing out McCann's theory that they were grand engines on the hills.

This was an exceptional experience but I frequently saw 'Patriots' taking twelve coaches up Shap unassisted, albeit passing Tebay at the run. Introduced in 1930, the 'Patriots' had a relatively short life, the last being withdrawn in 1962. To me they were outstanding engines for their size and had it not been for the 'Stanierisation' of the LMS I am sure more would have been built. Interestingly enough, the first batch of Stanier 'Jubilees' were no match for the 'Patriots' until drastic modifications were made to the former. Even so, some of the locomotives said they would sooner have a 'Patriot' than a 'Jubilee' on a stiff road, though at high speed their riding was distinctly rougher. The 'Patriots' also suffered from the narrow Midland tender which made their cabs draughty and dusty. Here again, the redoubtable McCann had the answer. Dropping down the 'Swans Neck' from Glenwhilly to New Luce, the footplate became a maelstrom of dust. When the fireman said that they were 'aye dirty inguins', he got the abrupt instruction 'then pit the hose on it ye silly B!' I was hanging on for dear life.

While I had a very high regard for the 'Patriots' in their original form there is no doubt that the decision to rebuild some of them with

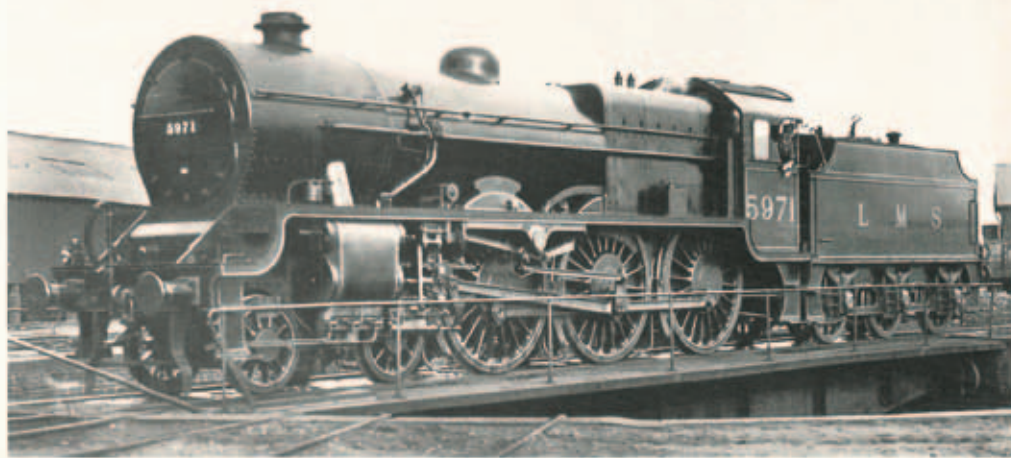
Four-cylinder 'Claughton' 4-6-0 No 650 *Lord Rathmore* is seen in the full splendour of the LNWR lined black livery when nearly new. Lens of Sutton



the Stanier Type 2A taper boiler made a good engine even better. Here again I hark back to Ahrons. To quote his definition of a rebuild, 'An engine can be stated to have been rebuilt when the old framing was used again. Generally speaking the engine has merely been supplied with a new boiler'. This is the case with the eighteen 'Patriots' that were 'rebuilt' with the Type 2A boiler, but can it really be held to be true? Certainly, the frames, cylinders and valve gear were the same, but the bigger and more efficient boiler raised them into the rebuilt 'Scot' category. Indeed, they seemed to work similar jobs without any deference to the fact that the 'Patriots' were originally a smaller engine — even after their rebuilding their nominal tractive effort was 29,590lbs compared with the 33,150lbs of the rebuilt 'Scots'. From my own observations there was little to choose between the two types which goes to show that 'paper' tractive effort isn't everything. Give an engine a good boiler — and the Crewe Type 2A was outstanding — and a sound front-end and a thousand or two pounds of nominal tractive effort makes no difference. From the 1950s onwards the unrebuilt 'Patriots' were rare visitors to Scotland but we saw a lot of the rebuilds on the main lines from Glasgow to the South and very well they performed. I never had a chance to sample one from the footplate but have been told by

various drivers that their riding was similar to the 'Scots' with a tendency to roll at speed after they had been a few months out of shops. Apart from the new boiler, the eighteen that were rebuilt after 1946 gained the typical Stanier tender with greater coal and water capacity than the Midland pattern tenders of the originals. They were also equipped with a Stanier cab.

One puzzling factor is why only eighteen of the class were rebuilt and those between 1946-49. Certainly, the first two 'Patriots' (technically these were reconstructed 'Claughtons') had some features not standard with the rest of the class and so were ruled out on this count, but when the first eighteen were converted the end of steam was not in sight, at least not to a layman. There is another interesting thing about the rebuilt 'Patriots'. When they first came out they were not fitted with smoke deflectors, though the 'Royal Scots' being treated at the same time were. This was strange as the problems of drifting exhaust that plagued the 'Scots' must have done the same with the 'Patriots' which had the same size and shape boiler. It is also worth noting that the route availability of the rebuild was more restricted than for the originals, despite the fact that they were only 1½ tons heavier. In this respect, the lines to Stranraer from either Dumfries or Ayr were an excellent example. In the early 1950s these



saw quite a lot of the original 'Patriots' while the rebuilds were barred, although this may have been on account of clearance rather than overall weight, but I doubt this.

Looked at in retrospect the 'Claughton'/'Patriot' classes were reasonable value for money. The 'Claughtons' were a very near 'miss' and had it not been for the 'Midlandisation' of the infant LMS they might have been perfected into useful engines. Having said this, an anomaly crops up, as so often in locomotive history, in that the 'Patriots', nominally a reconstructed 'Claughton', were undoubtedly better even though at the time the influence of Derby predominated over that of Crewe. With the Stanier influence the rebuilt 'Patriots' were very good engines indeed. The wheel had turned a whole circle from *Polar Star's* startling efforts on the WCML, to what was to all intents and purposes a relatively small engine rebuilt to Stanier's Swindon precepts thirty-six years later.

I suppose that all railway enthusiasts and photographers have their favourite engines. The original 'Patriots' were certainly one of mine. With their rather harsh lines they photographed superbly well and the sound of a 'Patriot' attacking one of the northern banks was a sound not easily forgotten. Of all the memories I have of thirty mis-spent years photographing trains, possibly the one that will linger longest was the sight and sound of *Lady Godiva* attacking Shap on that murky Good Friday morning in 1951. It is a pity that none of the 'Patriots' came to be preserved for I am sure the harsh bark of one on the 'Cumbrian Mountain Express' would have filled the train three times over.

UPPER LEFT: No 5986, one of the 20 'Claughtons' rebuilt with the large type G9½ boilers in 1928. It is painted in the 1928 style of crimson livery. *W. J. Reynolds*

LOWER LEFT: The first of the Fowler Class '5XP' three-cylinder 4-6-0s, No 5971 (later named *Croxteth*), stands on the turntable at Nottingham carriage sidings in 1931. These engines, which became nicknamed 'Baby Scots' until the name *Patriot* was given to this engine in 1937, were officially claimed to be rebuilds of the 'Claughton' 4-6-0s from which they took their numbers. The first two, however, did have some claim to this description for they incorporated the bogie and large centered driving wheels, reversing screw and whistle of the original engines. The following 40 engines only incorporated the reversing screw and whistle and possibly the bogie wheels. The final 10 engines were officially reckoned as being new engines and were to have carried the numbers 6030-39 following on from the end of the 130 'Claughtons', rather than taking the numbers of the engines they had replaced. In the event, the whole class was renumbered in a logical sequence rather than the scattered ex-'Claughton' numbers. *T. G. Hepburn, Rail Archive Stephenson*

ABOVE: The photograph referred to in the text — the unassisted 'Patriot' climbing Shap with the 14-coach Crewe-Perth train on Good Friday 1951. *Derek Cross*

‘The Unknown Warrior’ visits Barrow Hill

Chief Engineer Kevin West & Marketing Director Andrew Laws report on The Unknown Warriors' visit to the Barrow Hill '65 Gala.

THE LEAD UP BY KEVIN WEST.

In the late spring, as the details of the Barrow Hill '65 event started to emerge it became clear that the project would like to have our sales stand at the event. Neil Kinsey contacted me to ask if I thought it would be an idea to ask the Barrow Hill organisers if we could take the locomotive cab for display. As I knew Martyn Ashworth, who organises locomotives for the Barrow Hill galas, I offered to contact him to ask if there would be space for our cab alongside the sales stand.

I called Martyn and had an immediate “yes” to our request to take the cab. As the conversation went on I flippantly added that we had only offered the cab as we assumed there would not be room for the complete loco. Martyn paused and replied, “We can find room if you can bring the loco”. From then on it was just a matter of sorting all the details. As we had contracted Tyseley Locomotive Works to supply and fit the cylinder and valve liners and had expressed the desire to do the work at Tyseley, it fitted into place that the locomotive could move from Llangollen to Barrow Hill for the gala, then onto Tyseley for the planned work, then return to Llangollen.

The major problem was Barrow Hill had no finance to move a non-working locomotive to the event. This was resolved by agreement with Allelys Heavy Haulage, who would sponsor the movement of The Unknown Warrior from Llangollen to Barrow Hill on the understanding that the project would pay for the onward movement to Tyseley and the return to Llangollen. Allelys also moved at least three of the guest locomotives to and from Barrow Hill.

All we needed to ensure was The Unknown Warrior was in suitable condition for display and ready for the planned work at Tyseley. The staff at Llangollen Engineering pulled out all the stops to ensure that the cylinders and motion brackets were fully fitted, ready for the Liners to be fitted at Tyseley. All the cylinder covers were fitted as they would also be needed for the liner work.

The platforms, smokebox and smoke deflectors also had to be replaced on the chassis for display.

As Chief Engineer, I spent 10 days getting my hands dirty at Llangollen in the build up to the planned movement date of 18th September. An enjoyable, but tiring change from pressing computer buttons!

The biggest job was lifting the chassis back onto the driving wheels and arranging a support under the front end to support the weight of the recently fitted cylinders. The original thought was to use a four wheel workshop trolley, but eventually it was decided to use a former Road/Railer axle set. This was bolted to the locomotive frame with an adaptor unit made by Chris Collins and Arwell Jarvis and packed to give the correct height.

When the locomotive was shunted in the yard at Llangollen ready to be loaded it ran very smoothly.

The road trailer was arranged to pick up the locomotive from Llangollen in the morning of 18th September, but by mid-morning there was no sign and a call to Allelys informed of a problem with a trailer that had meant a shuffle in the fleet. A revised arrival time was given for early afternoon. Once the trailer arrived the crew set about building the loading ramp and the locomotive was winched on board. The trailer was shorter than those we had previously used and had the rails set at a slope on the main bed which then levelled off at the back over the rear axles. It was immediately apparent there was a problem as most of the locomotive was on the slope but the rear Driving Wheels were about 4” off the rails above the rear wheels. With the back of the locomotive up in the air the total height from the road to the top of the cab was 7” higher than the



maximum permitted, so there was no way the locomotive could be allowed to move. The only solution was to unload the locomotive while a suitable trailer was sent. This was arranged for the following Monday and

the locomotive moved from

Llangollen to Allelys' yard at Studley for an overnight stay. Final arrival at Barrow Hill was just after midday on Tuesday 22nd September.

Unloading was accomplished very quickly and by 2pm The Unknown Warrior was shunted onto one of the roads radiating from the turntable where it was to be displayed during the gala. Wednesday and Thursday were photo charter days, involving the many working locomotives, both inside the roundhouse and outside in the yard.

ANDREW LAWS REPORTS ON THE GALA.

Thursday was also a VIP day, when many railway journalists and invited guests took the opportunity to see the latest progress of 'The Unknown Warrior'.

Friday, the first public day of the three day 'Ticket to Ride Gala', saw the crowds forming a long queue before the gates opened at 10am. The star of the show was undoubtedly No. 46233 'Duchess of Sutherland' still resplendent in its British Railways express passenger green livery. Other visiting former LMS locomotives that were in steam included 'Jubilee' 45690 'Leander', 'Black 5' 45305, Turkish 8F 8274, Ivatt Class 4 'Flying Pig' 43106, 'Jinty' 47406 and Stanier 2-6-4 Tank 42500 which was on static display. Other pre-grouping locos included L&Y A Class 52322 which was in steam, Midland Compound 1000, and Johnson Half-Cab 41708. The locos that were in steam regularly took turns on the short Barrow Hill demonstration line with trains tailed by industrial tank engine No. 2000.

Our Sales Stand was positioned inside the roundhouse next to 'The Unknown Warrior' and did a steady trade over the three days. The 'Pound for the Patriot' fundraising effort was extremely successful with approximately £1,200 raised from bucket collections alone. Together with sales and 14 new Members who signed up, it proved to be a really successful gala.

A big thank you to Mervyn Alcock and all the team at Barrow Hill for inviting us to bring 'The Unknown Warrior' to Barrow Hill and for making us very welcome.

An account of the successful gala in pictures follows on the next four pages with the captions for the photos below.

- 1 & 2. The Unknown Warrior arrives at Barrow Hill with transport from Llangollen provided by Allelys.
3. The engine is shunted into the Roundhouse and onto the turntable.
- 4 & 5. The engine has now been positioned on one of the 24 roads and information boards and collection buckets placed to attract interest.
6. Stanier 8P No. 46223 'Duchess of Sutherland' moves onto the turntable.
7. Volunteers talk to visitors, happy to answer any questions about the progress of the engine.
8. The crowd's attention is drawn by Fowler 'Jinty' No. 47406 moving onto the turntable.
9. Stanier 8F No. 8274 and Deeley Midland Compound No. 1000 stand proudly inside the roundhouse.
10. A view of L&Y Class A 0-6-0 No. 12322 being turned inside the Roundhouse as Johnson 'Half-Cab' 0-6-OT No. 41708 and Deeley Compound No. 1000 look on.
11. A view of Stanier 8F No. 8274 through the cab window of The Unknown Warrior.
- 12 & 13. The sales stand placed alongside the engine attracted a lot of interest during the gala.
14. Chief Engineer, Kev West takes a turn on the regulator of L&Y Class A 0-6-0 No. 12322.
15. Graham Wood, grandson of Wilfred Wood VC explains why his grandfather received the VC and other medals to an interested younger generation at Barrow Hill on 27th September 2015.
16. A genuine LMS shovel was acquired during the gala and can be seen on display inside the cab with Fireman's jacket and cap.
17. Stanier 'Jubilee' Class 5XP 4-6-0 No. 45690 'Leander' poses on the demonstration line adorned with 'The Devonian' headboard.
18. The driver of Stanier 8P No. 46223 'Duchess of Sutherland' checks the motion in a staged photo alongside Jubilee No. 45690 'Leander', Ivatt 4MT No. 43106 and Black Five No. 45305.

PHOTOS BY:
NEIL KINSEY (1, 2, 6 & 12), KEVIN WEST (3),
PETE SIKES (4, 9, 10, 16 & 18), ANDY COLLINSON (5, 7, 8, 13 & 14),
ANDREW LAWS (15 & 17)

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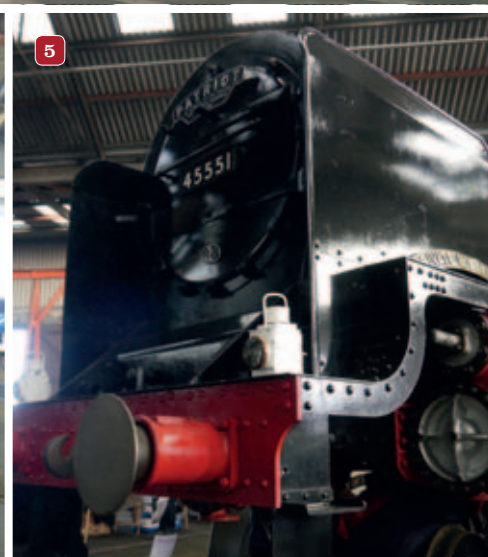
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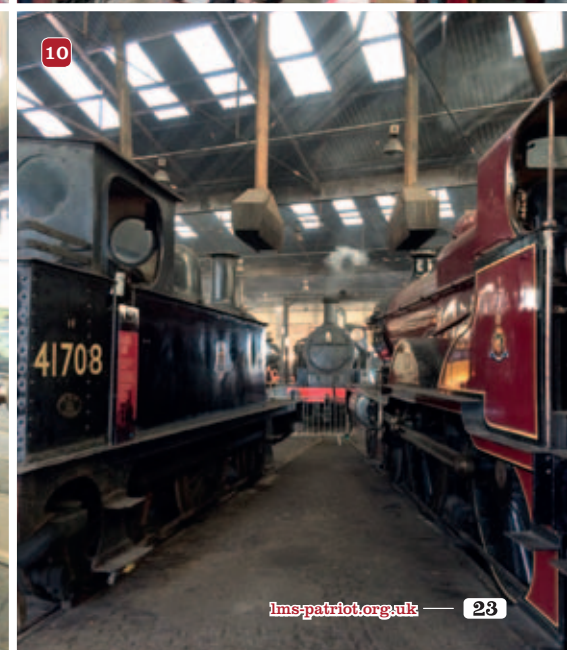
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With all of the preparations complete **The Unknown Warrior** takes pride of place inside Barrow Hill Roundhouse with the project sales stand all ready for a busy weekend at the Ticket to Ride - Barrow Hill '65 Gala.

PHOTO: PETE SIKES

Spotlight on Shirley & Mike Dunn

Shirley is the Volunteer Office Manager for the Project's Stafford Admin Office and with husband, Mike is a regular Sales Stand Volunteer.



What are your lasting memories of steam in BR days?

Mike: Train spotting at Stoke and Crewe stations and West Coast Main Line at Whitmore.

Shirley: Going to Blackpool with my family on my first steam train.

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

Mike: At the end of our garden was a large field south of Stoke station and at the bottom of the field was the London to Manchester Line and 'PARADISE'. Patriots ran regularly and I think maybe Giggleswick could have been the first Patriot I saw but there were so many. It would have been 1951 and I was aged 8 years old and over the years I saw all sorts of classes.

Shirley: I must have seen a Patriot as a young girl but I would not have known one class from another - it's a boy thing!

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

Mike: We became joint members following an article in the Steam Railway magazine.

Shirley: In the first magazine we received with our membership they asked for admin staff for a new office in Stafford so I applied and I was asked if I would be the Office Manager which I readily accepted.

What do you do for the Project as a volunteer?

Mike: I helped to paint 'The Unknown Warrior' in Llangollen when the smoke box first arrived in June 2013 up until it went to The Dorset Steam Fair in August 2014. Unfortunately a recurring back problem prevents me from continuing but we have been volunteers on the sales stand since Warley 2013.

Shirley: I have been the Office Manager since the Stafford Office opened in September 2013 and I have worked there for two days a week with a number of really great volunteers. It can be quite demanding at times but I know we all enjoy it.

What's been the best gala or event you have been involved with so far for the Project?

Mike: I have enjoyed all the galas I have been to but the two best for me have been Mid Norfolk 2014 and Barrow Hill 2015. This could have been due to the vast number of people attending because they had bought in such iconic locos.

Shirley: I would say two, Member's Day 2014 and 2015 at Llangollen that I have been involved in and helped to organise. Both occasions have been memorable and I enjoyed meeting many members that I had only spoken to on the phone.

What has been the best part about being a volunteer for the Project?

Mike: Just being a part of a team of such dedicated, friendly and fantastic people. All of

whom are enthusiasts and all of them striving for the same goal.

Shirley: I have met some really nice people and got to know many of the members - a lot of loyal supporters who always come and have a word when they see us at the galas.

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

Mike: While working at the sales stands and talking to hundreds of people many of them remember the Patriots and cannot wait to see one running again.

Shirley: I think it may be because there is a finishing date and a big occasion to celebrate the 100 years since the end of the First World War and many people relate to this date having lost friends and relatives during this conflict.

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

Mike: Everywhere possible, or perhaps as one member suggested to me at a sales stand 'double heading with Royal Scot on the Cumbrian Coast or up Shap on the West Coast Main Line'.

Shirley: On as many heritage railway lines and steam tours as possible.

What is your favourite heritage railway line?

Mike: That is a very hard question when you love them all, but after working at the Llangollen shed and getting to know all the staff and of course the beautiful Welsh scenery there, it gets my vote.

Shirley: All the heritage railways have their own individual characteristics and it is not easy to choose a favourite but if I had to name one I would say that for me it has to be the West Somerset Railway especially when it goes up the scenic coast through Blue Anchor station. As I enjoy taking photos it is the only line that always has the smoke box first. Gloucestershire and Warwickshire Railway must come a close second though.

Volunteers Report

by David Hughes

Preparations for Barrow Hill did not quite go to plan. Ongoing work with fitting the cylinders, motion brackets and motion girders frustrated our attempts to access these areas for preparation and painting. Fortunately there was just enough time to paint the outside of the frames at the front end prior to departure.

The last minute wheeling and reassembly of the smokebox, deflectors and cab roof meant that we were unable to give it a final once over before it left Llangollen. The smokebox had been stored outside for many months but fortunately we did manage to freshen up the paintwork. The smokebox door, deflectors and cab roof had received a few knocks during storage and as with the smokebox we were able to apply a new coat of paint to these items.

One positive move forward has been the welding of the corroded areas of the tender wheels by Ian from the Llangollen workshop staff. This has enabled us to complete the filling, rubbing down and application of several more coats of paint and they are now ready for when the tender frames arrive. Very little of them will be visible when under the tender but at least we know they look good!

Recently arrived have been four sandboxes and these are now resplendent in gloss red ready for fixing in the frames. We are currently working on the inside motion but work will now tail off until the locomotive returns from Tyseley. After inspecting the bogie wheels at Tyseley it is apparent that there is plenty of work to do to bring them up to the standard of the tender wheels. I am sure the team will be looking forward to more filling and rubbing down!

'The Unknown Warrior' visits Tyseley Locomotive Works to become a 4-6-0 for the first time

by Andrew Laws

'The Unknown Warrior' departed Barrow Hill on 28th September for the journey down to the West Midlands. This was the second time that 'The Unknown Warrior' has visited Tyseley Locomotive Works for contract assembly work. This worked out perfectly as 'The Unknown Warrior' was able to be part of Tyseley's Open Weekend on 24th and 25th October, the two day event proving to be extremely popular with visitors thanks to an excellent display of locomotives. These included the NRM's 'King George V' and 'City of Truro' which were en route from York Museum to Swindon Steam Museum for 'Swindon 175' which is being celebrated next year.

Locomotives in steam included 'Princess Elizabeth' which is nearly ready for its main line return, Tyseley's own GWR star engines 'Earl of Mount Edgcumbe' and 'Rood Ashton Hall' and their two popular ex-GWR Pannier Tanks. Visiting L.N.W.R. 'Coal Tank' and Peckett No.1 were also in steam. Visitors were able to cab recent arrival, 71000 'Duke of Gloucester' which has been brought to Tyseley for a heavy general overhaul. Class 86 electric, E3137/86259 was rededicated (on one side) with its original name 'Peter Pan'. The Class 86, which is used to haul rail tours and charter trains on the WCML, is privately owned by former West Midlands DJ 'Les Ross'. This particular 86 was bought for preservation as it had been named after the popular DJ in 2002 when it was operated by Virgin Trains and was regularly seen at Birmingham New Street hauling trains to the capital until its withdrawal from service in 2003. 'The Unknown Warrior' was positioned inside the Works, where it could be easily seen from the viewing gallery.

The locomotive was decorated with poppies including a red ribbon which had been donated by Member David Hancox. David had visited the Royal British Legion's factory in Richmond-on-Thames for a tour to see where all the poppies are made by volunteers for the annual Royal British Legion Poppy Appeal. David had seen fabric poppies being cut from the ribbon and enquired about the excess ribbon. When told this was going to be thrown away David thought that it would look good on 'The Unknown Warrior' when we decorated the locomotive for the Remembrance period.

The bogie and cylinder liners/valve chest liners will be fitted at Tyseley before 'The Unknown Warrior' returns to Llangollen for the assembly to continue. The creation of the 4-6-0 is another landmark moment for the Project and shows the Patriot with all of its wheels - something which hasn't been seen since 1962 when the last unrebuilt 'Patriots' were scrapped.

Thanks to Bob and Alistair Meanley and all the Tyseley Team for welcoming us again at Tyseley Loco Works.

PHOTO: JOHN HASTINGS-THOMSON



1. The Patriot headboard commemorating the fallen sits on the buffer beam.
2. The engine on display at the Tyseley Open Weekend
3. Kevin West, Chief Engineer answers questions about The Unknown Warrior from visitors viewing the engine from the gallery.
4. Bob Meanley, Chief Engineer of Tyseley Works and Graham Wood, grandson of Private W. Wood V.C. display the nameplate of 5546.
5. Bogie wheelset ready for fitting.
6. Bogie frame awaits the wheels.
7. Stanier 4-6-2 'Princess Royal' Class No. 6201 'Princess Elizabeth' stands on the turntable at Tyseley.

PHOTOS BY:
ANDY COLLINSON (1, 3 & 5)
JOHN HASTINGS-THOMSON (2, 4, 6 & 7)

PATRIOT PROJECT SUPPORT BOOST

In August this year a charitable organisation based in the North of England, who support another well known ex-LMS express passenger locomotive, made contact with the Chairman to discuss the possibility of supporting the construction of **The Unknown Warrior through a separate fundraising initiative.**

Following a series of short meetings it was jointly agreed that the charitable organisation would provide additional support by providing equipment for the locomotive to operate on the national network, thus fulfilling the aims of this unique LMS new build project.

It is intended that this organisation will raise funds by public donation to fund the purchase, installation, testing and commissioning of this equipment for the locomotive and in doing so will allow the Patriot Project team to focus their energies on continued fundraising to complete the locomotive in time for its formal naming in 2018.

Without this equipment, which is essential for main line running as specified by the railway authorities, The Unknown Warrior will only be allowed to operate on heritage railways, so support for this fundraising initiative is of vital importance to ensure that we finish the job.

Further information and updates will follow in due course.



www.morrislubricants.co.uk

New Zealand's War Memorial Locomotive

by Andy Maciver

Pacific AB 608, Passchendaele, represents a milestone in New Zealand steam locomotive development and, ultimately, their preservation.

Restoration of the 1915-built locomotive was completed in 2014 in time for the rededication of its war memorial nameplates at a ceremony on Anzac Day, April 25, which is New Zealand's (and Australia's) principal annual war commemoration.

Since then, the locomotive has featured on a number of main line excursions and tours operated by Steam Incorporated of Paekakariki – based at the site of a former steam depot north west of Wellington. In October this year it will mark its centenary with a tour of most operational lines in the South Island at the head of a train of open-ended period carriages.

When it emerged from the Addington Workshops in Christchurch in October 1915, AB 608 was the prototype for what became the most numerous class on the New Zealand Government Railways. As well as Addington, other members of the class were built by local independent producer A & G Price, while almost half the eventual 151 locomotives were supplied by the North British Locomotive Company of Glasgow.

After World War 1, a campaign was waged to name a significant locomotive as a memorial to the country's fallen soldiers. AB 608 was the locomotive and the name chosen – Passchendaele – to commemorate the name of the battle where the most New Zealanders died in a single day.

In its early years, as well as regular passenger expresses, AB 608 was frequently chosen for special duties, including the 1927 tour by the Duke of York, later King George VI – during which the future King took the controls of the locomotive.

The locomotive was written off in 1967 and donated to the New Zealand Railway and Locomotive Society. It spent the following 25 years in storage at various sites, before being transferred on long-term loan to Steam Incorporated, whose focus is the restoration of locomotives and appropriate rolling stock to main line operating condition.

The locomotive may have been essentially complete on arrival at the society's Paekakariki

base, but many components were worn out. The tender's cylindrical Vanderbilt-type body proved to be paper-thin; the boiler required major work.

After initial dismantling in the mid-1990s; it was decided to completely renew the tender body. Lyttelton Engineering, near Christchurch, was contracted to fabricate the components of the body; which were later riveted into its complete form at the Steam Incorporated workshops. Earlier, the tender frames, which were also in poor condition were dismantled and major components replaced with sound steel channel sections.

By late 2008 the restoration of the tender frames was completed by mechanical staff fitter Peter Steer; including operational brake gear. The completed tender body and frames were subsequently reunited to await completion of work on the bogies.

The locomotive's boiler required large patches to be welded in place, work carried out by society boilermaker Alastair Maciver. Subsequently, many rows of boiler stays were renewed, along with all the tubes and flues. The overhauled boiler passed its inspection tests on 8th December, 2010.

Wheelsets for the leading bogie were sent to A & G Price, Thames, where the roller bearings were renewed and the tyres reprofiled. The leading bogie frame was refurbished by Palmerston North contractor Triple R Engineering.

The locomotive's driving wheel axleboxes had their bearings scraped and the completed assemblies re-fitted to the axles.

Meanwhile, the locomotive trailing wheelset had badly worn tyres. In a first for a New Zealand preservation organisation, the new tyres – purchased from South African rail tyre manufacturer Ringrollers – were shrunk onto the wheels in June 2012 at the society's workshops.



After fitting of the tyre set screws, the wheelset was sent to Triple R Engineering for the tyres to be profiled and the journals turned ready to accept package roller bearings. The trailing truck frame had already been overhauled with new bushes and pins and the axleboxes adapted in readiness for the new bearings. On the return of the wheelset, the trailing truck was reassembled and fitted beneath the main frames.

The wheelsets for the tender have also had their tyres reprofiled and journals turned at Triple R Engineering. The new bearings were then fitted and once the bogie frames had been overhauled and reassembled square, reassembly allowed the bogies to be fitted, completing the tender. The tender was subsequently reunited with the locomotive on Thursday 24th October, 2013.

During 2012, new boiler cladding was cut to shape, painted and the boiler lagged with insulation material, before the cladding was fitted.

The boiler was reunited with the frames on 12th December, 2012, soon after the wheels were fitted. Springs, suspension components and brake rigging were then fitted, along with the sand dome and sand pipes, Westinghouse pump, dynamo, headlight, chimney and running boards.

Meanwhile, many ancillary parts and fittings - large and small - were stripped, cleaned, overhauled and set aside for fitting when required.

With the motion complete on the fireman's side, the driver's side had to await fitting of a new piston. First a pattern was made by coachbuilder and society president Peter Norman. Once received from the foundry, the new casting was machined to final size and shape before fitting to the piston rod. With the piston and new piston rings in place, the remaining valve gear was fitted.

After many months of painstaking work by Russell Gibbard, the boiler backhead fittings were fitted, along with the associated pipework. These include both Sellers injectors, Detroit lubricator, water columns, blowdown, regulator and reverser.

New copper piping was ordered from Malaysian suppliers for the lubrication system, as well as the water feed pipes. Cabside number plates, the Passchendaele name plates and the three builders' plates were fitted.

In the firebox, a new brick arch was constructed by Russell Gibbard and his team, while at the other end of the boiler a new dry pipe was fitted before the superheater header and elements were installed.

Final details were added to the near-complete locomotive in the closing months of 2013, including final cab fit-out, lubrication lines, smokebox door and cowcatcher, ready for a steam test in early 2014.

The class were noted for being economical and reliable, and the restored locomotive has proved likewise.

The all-round success of the NZR AB class 4-6-2 Pacific type locomotives is attributed their relative simplicity to maintain, fire and drive, and having adequate power. They were adopted as the standard locomotive from the 1920s for main line



duties and became dispersed on all main lines and many branches.

The design evolved from comparative tests with experimental locomotive A 409, which had been built in 1906 as a two-cylinder simple-expansion engine for comparison with the standard four-cylinder compound A class 'Pacific' locomotives. In 1909, A 409 was fitted with a superheated boiler. Superheating offered economies with coal and water consumption.

With experience gained from the A 409 experiment, Chief Mechanical Engineer Henry Jackson and Chief Draughtsman Sydney Jenkinson produced the designs for the locomotive that became AB 608, and its 150 classmates that followed.

With a superheated boiler, two-cylinder simple engine, and plain cab, the locomotive was coupled to the NZR's first form of Vanderbilt-type tender, where the cylindrical tank could hold 3,500 gallons of water and 4½ tons of coal in comparison with the rectangular A class tender's 2,200 gallons.

AB 608 emerged from the NZR's Addington works in October 1915. In tests in December 1915 on the 100 mile (160km) run between Christchurch and Timaru, 608 showed savings of 20 per cent on water and 33 per cent on coal compared with an A class compound locomotive. In further tests the next year, AB 608 hauled a train of 20 standard 47½ ft passenger carriages - ten times its own weight - from Timaru to Christchurch in 147 minutes' running time. It was claimed to have been the first locomotive anywhere to have achieved one horsepower per 100lbs engine weight.

Between the two world wars, the AB class became the standard locomotives used on main line passenger and freight duties throughout the



country, until the introduction of the much bigger K and J classes in the 1930s.

As with any locomotive in service for many decades, the AB class received a number of modifications.

The cab fitted to the first two batches of ten locomotives, including 608, was too cramped and from 1917 was extended by 12 inches.

The first batch was fitted with a mechanical lubricator, later replaced by a five-feed Detroit hydrostatic lubricator. Flower-pot funnels replaced the original flanged funnels in the early 1920s, along with electric headlights in place of acetylene lights.

When 608 was transferred from Christchurch to Dunedin in 1933, AB 608 was fitted with a ballast block on the frame in front of the smokebox, improving the adhesive weight/tractive effort ratio to a more satisfactory 3.6. It was also fitted with a centrifugal spark arrester. A chime whistle replaced the single-note whistle in 1935, and the Westinghouse air compressor reached its final position on the fireman's side of the firebox in July 1937. The pump was initially attached to the smokebox on the fireman's side, then moved mid-way along the boiler in the early 1920s.

Other weaknesses of the original design remedied over the years included the crossheads, which tended to fracture, often damaging the adjacent cylinder. These were replaced with a new design in cast steel, fitted to AB 608 in July 1937.

Design of the axleboxes of the leading bogie, shared with the Wab and Ws class tank locomotives, was also unsatisfactory. These were replaced with roller bearings, in 608's case in May 1941.

SALES REPORT

By Neil Kinsey, Sales Director

Sales in this financial year are quite buoyant and we are on target against our projected budget. Thanks once again to all who have made purchases and to all those who have put in their time and effort to help make our sales a successful part of the project.

A word about donated items and books in particular.

Many of you will have no doubt read an article in Issue 446 of Steam Railway magazine which states that unfortunately many (good quality) books are now virtually worthless. So whilst we still appeal for such books, which are a valuable source of income for the project, it should be borne in mind that 'generic' titles such as "The World of Steam", "The History of British Railways" and the like have no potential for resale.

A sad fact, but nonetheless a fact. Indeed my house and shed have filled to the extent that I have had to dispose of many by way of recycling.

However, we would still encourage the donation of books with specific subject matter, indeed the more obscure the better in some cases.

What the railway enthusiast is looking for these

days are titles about particular classes of locos, regions and locations etc.

Model railway items in any condition are sought as most have a value, also railway related toys are still quite saleable, especially older 'classic' toys such as Triang 'pull along' locos. (I can hear some of you now, saying "I had one of those"). And remember if you have signed a 'Gift Aid' form we can claim an extra 25% if we can link items directly to the individual who has donated them once they have been converted to cash.

Please contact sales@lms-patriot.org.uk if you have anything to donate, or you can call me direct on **01773 832538**.

Thank you to those who re-elected me as Sales Director at the AGM and I would like to take this opportunity to thank my wife Karen for the sterling work she undertakes that keeps our sales operation running smoothly.

Thanks again, and don't forget to have a look at our sales page opposite for some great Christmas gift ideas.

Merry Christmas, and here's to an even more successful 2016.

PATRIOT SALES STAND 2016

Our Sales Stand - a vital part of raising funds and awareness of The LMS-Patriot Project - will be attending the venues, galas and events listed here during 2016.

January 2016

London Model Engineering Exhibition, Alexandra Palace
Fri 15/Sat 16/Sun 17

Great Central Winter Gala
Fri 29/Sat 30/Sun 31

February 2016

Mid Hants Winter Gala
Fri 13/Sat 14/Sun 15

Keighley & Worth Valley Winter Gala
Fri 26/Sat 27/Sun 28

March 2016

East Lancashire Spring Gala
Fri 11/Sat 12/Sun 13

Severn Valley Spring Gala
Fri 18/Sat 19/Sun 13

Great Central Easter Vintage Festival
Fri 25/Sat 26/Sun 27/Mon 28

May 2016

Harrogate Model Engineering Show, Doncaster Racecourse
Fri 20/Sat 21/Sun 22

Gloucestershire/Warwickshire Festival of Steam
Fri 27/Sat 28/Sun 29

PATRIOT MERCHANDISE

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

The grid contains 31 items, each with a small number in a red circle in the top left corner:

- 1: 2016 CALENDAR (The LMS-Patriot Project)
- 2: Purple cap with '5551'
- 3: Green cap with '45551'
- 4: '5551' sign (NEW)
- 5: '45551' sign (NEW)
- 6: LMS logo plaque
- 7: Purple t-shirt
- 8: 'The LMS' mug
- 9: Dark blue vest
- 10: 'PATRIOT' book
- 11a: LMS logo patch
- 11b: LMS logo patch
- 12: Black cap with LMS logo
- 13: Purple cap with LMS logo
- 14: LMS logo patch
- 15: 'The LMS' mug
- 16: LMS mug
- 17: LMS mug
- 18: LMS mug
- 19: LMS mug
- 20: LMS mug
- 21: LMS mug
- 22: LMS mug
- 23: Purple tie
- 24a: Purple polo shirt
- 24b: Black polo shirt
- 25a: Purple t-shirt
- 25b: Black t-shirt
- 26: Purple hoodie
- 27a: Purple beanie
- 27b: Black beanie
- 27c: Green beanie
- 28: 'LMS PATRIOTS' book
- 29: 'CLAUGHTON & PATRIOT' book
- 30a: LMS mug
- 30b: LMS mug
- 31a: LMS mug
- 31b: LMS mug
- 31c: LMS mug

The LMS-Patriot Project – Sales Order Form

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

Ordered by: _____

Delivery Address: _____

Post Code: _____

E-mail Address: _____

Telephone number: _____

Membership number: _____

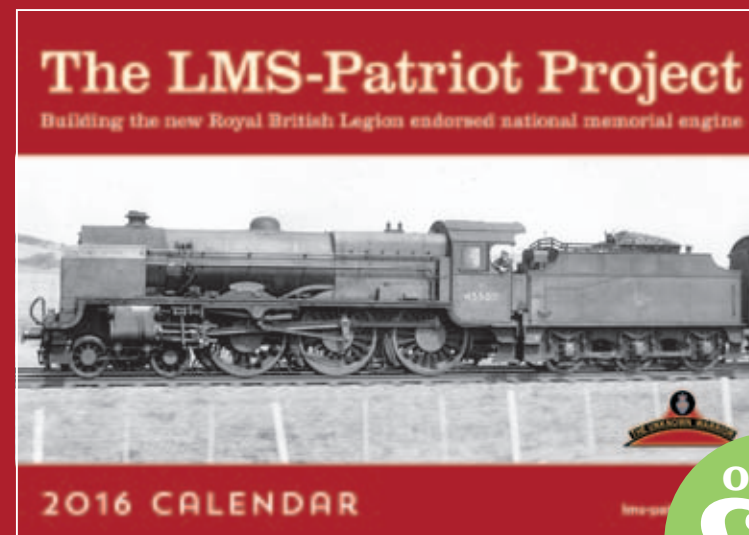
Please indicate size required when ordering garments.

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

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

01.12.2015

2016 PATRIOT CALENDAR



**ONLY
£6**
+£1.75 P&P



The LMS-Patriot Project has produced a superb A3 size calendar featuring 12 different 'Patriot' monochrome images of the engines in action. **PERFECT FOR A CHRISTMAS PRESENT!**

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

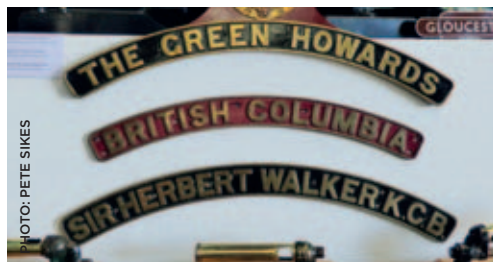
Visit lms-patriot.org.uk/warrior_items.html to place your order

Four original 'Patriot' nameplates exhibited at Barrow Hill

by Andrew Laws

Many of you who visited the Barrow Hill event will have noticed four original 'Patriot' nameplates on display. For the event we borrowed the two 'Patriot' VC nameplates 'Private W. Wood, V.C.' and 'Private E. Sykes, V.C.' and also 'The Derbyshire Yeomanry', which was an appropriate regiment with us being in Derbyshire and approximately only 30 miles from their Regimental headquarters. A fourth nameplate 'Sir Herbert Walker K.C.B.', could be seen on a nearby stand which was displaying original LMS nameplates from a private collection.

Graham Wood and his wife, who are members, kindly brought down the nameplate which was carried by Patriot No. 5536/45536 in honour of his grandfather. Graham also brought down his grandfather's medals including the Victoria Cross and was explaining to the younger generation the significance of the medals and why we are commemorating the bravery of soldiers and service personnel who bravely fought in the Great War 100 years ago. Thanks to the Derby Museums who loaned 'The Derbyshire Yeomanry' nameplate from their collection. This particular nameplate has not been seen on public display for a number of years. Thanks also to Jeremy Hosking for the loan of Private E. Sykes V.C.



HAUTE SOMME RAILWAY

Centenary of the Railway Line and 45th Anniversary of the Little Train of the Haute Somme
LA NEUVILLE-LES-BRAY - from 5th-8th May 2016

An exceptional four day calendar with special locomotives, historical freight and military train rides, model trains, steam and much, much more! The volunteers of the Little Train will be celebrating the one hundredth anniversary of the railway line, built in 1916 for the Battle of the Somme, and also the 45th year since it was saved from dismantlement.

www.appeva.org

'Cavell Van' exhibited in Norwich to commemorate the 100th anniversary of the execution of Nurse Edith Cavell

by Andrew Laws

The former South Eastern and Chatham Railway parcels van, no. 132, known as the 'Cavell Van' was exhibited at Norwich Cathedral from the 4th-17th October to commemorate the 100th anniversary of Nurse Edith Cavell being shot by a German firing squad on 12th October 1915.

Edith Cavell was executed for aiding the passage of around 200 British and Allied soldiers from Belgium to the Netherlands during The Great War. After war ended, her body was bought back to England on the Navy destroyer 'H.M.S. Rowena' and van No. 132 was used to transport her from Dover Marine Station to London Victoria. After Nurse Cavell's body was returned to England, a service was held at Westminster Abbey before she was buried at Norwich Cathedral.

Captain Charles Fryatt, a merchant mariner was also executed in The Great War after he was court martialled and executed by the Germans after his ship the 'S.S. Brussels' attempted to ram a German U-boat. His body was repatriated in July 1919, and was carried in the 'Cavell Van' from Dover to London Charing Cross, prior to his funeral at St. Paul's Cathedral in London.

The 'Cavell Van' was also used to bring back the remains of The Unknown Warrior on the 10th November 1920, from Dover to London Victoria prior to the funeral service at Westminster Abbey

on 11th November 1920. The 'Cavell Van' is normally on display at the Colonel Stephens Railway Museum in Tenterden, Kent, at the Kent & East Sussex Railway. Discussions are ongoing about running (4)5551 'The Unknown Warrior' with The 'Cavell Van' during the 100th Anniversary commemorations in 2018.

For more information on the 'Cavell Van' visit: www.kesr.org.uk/visitor-information/15-stock/wagons



▲ The Cavell Van outside Norwich Cathedral
PHOTO COURTESY OF: WWW.BBC.CO.UK

BOARD APPOINTMENTS

The LMS-Patriot Company co-opted member Colin Hall onto the Board as Planning Director during the Board Meeting which was held on 31st October prior to the AGM. Colin is now the ninth member of the LMS-Patriot Company Board.

Colin has a wealth of industry experience having previously worked for Network Rail on safety management systems. Colin's role on the Board will be to oversee the mainline certification and VAB acceptance of 'The Unknown Warrior' working closely with the Engineering Team and other volunteers.

Kevin Finnerty, Stephen Blackburn, Neil Kinsey and John Hastings-Thomson were also re-elected by members for a further three year term on the Board.

TRADING COMPANY BOARD APPOINTMENTS

Gavin Shell, Kirsten Shell and Andy Collinson were also voted onto the Trading Company Board, having previously expressed a view to join.

MEMBER'S CORNER

SEVENTH LMS-PATRIOT COMPANY AGM HELD AT KIDDERMINSTER STATION MUSEUM

The seventh LMS-Patriot Company Annual General Meeting was held at Kidderminster Station Museum on Saturday 31st October. The event was attended by around 50 LMS-Patriot Company members, many of whom took the opportunity to travel on the 10.30am departure on the Severn Valley Railway to Bridgnorth and return in time for the AGM which started at 2.30pm. There were 47 proxy votes received from members and 12 apologies from members who could not attend.

This is the second time we have held the AGM at Kidderminster, which has a fantastic collection of original locomotive nameplates and Railwayana on display. Chairman David Bradshaw was clearly delighted to see a numberplate from GWR County class 'County of Somerset' on display in the upstairs event room where our AGM was held.

Before the AGM commenced the Board held its planned Board Meeting in the Station Museum Library. Every Member will have had the 2014-2015 Accounts posted to them prior to the AGM, which were formally accepted by the Members who attended. Steve Dale from our accountants Rice and Co. Ltd. explained the highlights of the latest Accounts. As has already been reported, the last financial year has proven to be our best so far with over £300,000 recorded income.

The second part of the AGM which many Members looked forward to, was the informative presentation by Chief Engineer, Kevin West, who explained the progress of 'The Unknown Warrior' over the previous 12 months. Kevin included lots of photos in his presentation, many of which had not been seen before. Kevin then went on to explain the plan for the next 24-36 months and took questions from Members.

Thanks to David Postle from the Kidderminster Station Museum for allowing The Project to hold our Board Meeting and AGM in the superb facilities at Kidderminster.



Thanks to David Anderson of Alnwick, Northumberland for sending this photograph of Patriot nameplates, Private E. Sykes V.C. and Private W. Wood V.C. sitting either side of his Royal Scot plate 'The Old Contemptible' in The Northumberland Fusiliers Museum at Alnwick Castle.

The Unknown Warrior

Written by
A. E. Merrick

I am the Unknown Warrior
A true patriot through and through
But to bring me back to life
It all depends on you.

I'm made of iron, steel and copper
To last for many years hence
So thank you for sending
Your pounds, shillings and pence.

The water that runs through me
As in life it is my blood
And to be without it
I wouldn't be much good.

The food that keeps me going
It is nature's gift of coal
For without it I wouldn't have a soul.

A coat of many colours
Now that would be very nice
But I'm happy with the red
And I'll be proud as proud can be
When I'm standing on the shed.

So when you sit behind me
Sit back enjoy the ride
I'll be at the front
Full steam ahead with pride.

I represent the Forces
Of wars long since gone
And we would like to thank you all
For building
Four Fifty Five Fifty One.

Tour de 2 Welsh: Update

by Ben Larwood

Thank you to everyone who supported me during my sponsored cycle ride around the 21 Air Cadet squadrons of No. 2 Welsh Wing. I am delighted to say that I exceeded my target of raising £800. In total I raised £498.50 for The Unknown Warrior and another £583 for the Royal British Legion.

Further information on how I completed the challenge can be found on my website: www.benlarwood.talktalk.net

Ben Larwood

Cdt Sgt at 1251 Berwyn Squadron
Chester & North Wales CTC/Fibrax Wrexham Road Club



Dear Sirs,

I enclose a photograph taken by myself of a Patriot, at speed, on a passenger train at Hest Bank, near Morecambe sometime around 1950. Unfortunately the engine number wasn't recorded.

Yours faithfully,
John G. Collins, Ilkley, West Yorkshire.

'SPONSOR A BOILER TUBE'

FOR DETAILS OF OUR LATEST APPEAL SEE PAGE 14.

Thank you for your support.

WORD SEARCH 4

LMS CONSTITUENT COMPANIES

Thanks to Member Tony Hewitt, of Stoke-on-Trent for sending in this word search. Can you find the 31 former LMS constituent companies listed in the grid below? They may be written forwards, backwards or diagonally.

BELFAST AND NORTHERN COUNTY(IES) • CALEDONIAN • CENTRAL WALES AND CARMARTHEN
 CHESHIRE LINES • DUNDALK, NEWRY AND GREENCORE • EASTERN AND MIDLANDS
 FORTH BRIDGE RAILWAY • FURNESS • GLASGOW AND SOUTH WEST • GRAND JUNCTION RAILWAY
 HIGHLAND RAILWAY • LEEK AND MANIFOLD LIGHT RAILWAY • LANCASHIRE AND YORK(SHIRE)
 LIVERPOOL AND NORTH WESTERN • LONDON, TILBURY AND SOUTHEAST • MIDLAND RAILWAY
 NORTH STAFFORDSHIRE • MIDLAND+(AND) GREAT NORTHERN JOINT RAILWAY • SOMERSET AND DORSET
 JOINT • CHARNWOOD FOREST • MOLD (+) DENBIGH • SOLWAY (JUNCT) • BRECHIN AND+EDZEL
 WORKINGTON+CLEATOR • SHROPSHIRE/UNION • CARLISLE/MARYPORT • ARBROATH/FORFAR
 WICK/LYNSTER • DEARNE VLY • DERBY • WIRRAL

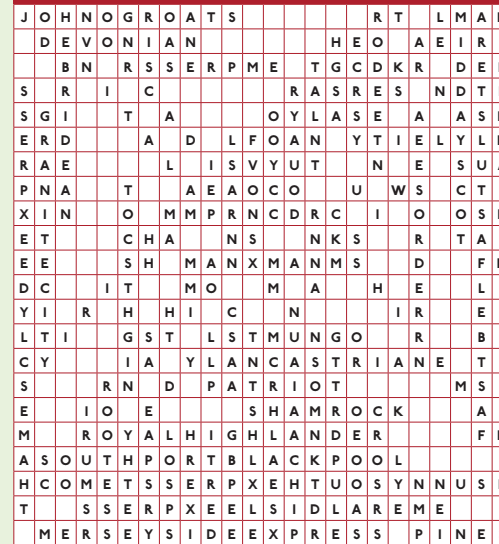
Key: () = Not included / = Split names + = Split but linked



WORD SEARCH 3

LMS TITLED TRAINS

Answers from Warrior 25



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

2015 Fundraising Raffle Results

The 2015 Fundraising Raffle was drawn at our AGM on 31st October by members who attended the AGM.

A cheque for £250 was presented to the winner - Mr. M James - by Company Secretary, Richard Sant (see picture below).

2nd prize - £100 - Alan Chapman

Three third prizes of £50 were won by: Michael Swan • Anthony Smith Dr R M & Mrs P A Young

The remaining five winners will receive a 2016 calendar: Elaine & Phil Attack • Harry Medcalf Lily Chen • Ian Smith • Charles Hayward

The total amount raised was £3,600. A big thank you to everybody who supported the Raffle during 2015. All profits from the 2015 Raffle will go directly towards helping to build 'The Unknown Warrior'.



London Railway Memorials

One of our members, Don Kennedy, has been organising a series of events under this heading – with participants being invited to contribute to a number of charities, including The LMS-Patriot Project. He writes:

My latest series of London-based events arose out of my long programme of 'Lost Railways of London' (LRL) walks between 2003 and 2012: more than 80 events (including many 'repeats' to cater for demand), divided into 28 separate parts, although "Goods Yards and Steam Sheds" ran to seven subdivisions and there were five Mystery Tours! I've also organised a considerable number of similar events for The Betjeman Society, of which I'm a long-standing member: I remember especially fondly our two-part exploration of all the termini and hotels described and depicted so memorably in the wonderful John Betjeman/John Gay collaboration, 'London's Historic Railway Stations'.

As I outlined in my publicity, LRL explores the lesser-known, long-closed lines and related locations of Greater London (and occasionally beyond) and I prepared detailed historical notes for each event, with a copy provided for each participant. Lots of walking was involved, but we also used trains and buses to get us around the whole of Greater London.

Yes, there really are a huge number of former railway locations and trackbeds that people are keen to visit, helped by the old maps and photos I took along and a vivid imagination! As one chairman of the London branch of a national enthusiasts' society commented: "Don takes us to view locations where we know there won't be anything to see!"

The Mystery Tours were my attempt to include many individual places that didn't necessarily link together in 'trackbed' form and eventually I felt I'd introduced people to everything that I'd set out to show them. In the course of our travels, though, I'd noticed many individual, railway-related memorials of various kinds and began to make a list for my own reference. A friend in another national society then suggested that I arrange to take people to see these too, LRL-style, and my programme of London Railway Memorials (LRM) was instigated.

There have been two parts so far (each needing to be repeated), and a further two will be needed to accomplish my latest aims. Part 1 – A tour in commemoration of Armistice/Remembrance Day first took place on 11th November 2014, the focus being the annual Remembrance Day Service on Platform 1 at Paddington Station – a 30-minute event that I've always found very moving. We began at the Robert Stephenson statue outside Euston, then inside viewed the memorial to Lance Corporal John Alexander Christie V.C. – a former London & North Western Railway Parcels Clerk, after whom a Claughton 4-6-0 was named in 1922 – before continuing via the Euston LNWR/LMS War Memorial and the Metropolitan Railway Company's war memorial at Baker Street station to Paddington. After the service there we travelled to Acton Main Line, where, at the London end, may be glimpsed a small compound on the north side of the goods lines, dedicated, I believe, to a railwayman killed in 2005. Bus/train took us to Kensal Green Cemetery for the Brunel family monument to 10 family members, incorporating the graves of Sir Mark Isambard Brunel (the monument's designer) and his son Isambard Kingdom Brunel. Near the cemetery, overlooking the Great Western Main Line at Ladbrooke Grove, is the memorial to the victims of the rail collision of 1999.

Returning to the Paddington area, we visited St. James's Church, Sussex Gardens, to view the magnificent "Te Deum" window at the west end, which includes a depiction of a loco at the nearby main line terminus. A tube train then took us from Lancaster Gate to Bank, for the statue (adjacent to the Royal Exchange) of James Henry Greathead, Chief Engineer of the City & South London Railway/Inventor of the Travelling Shield that made possible the cutting of the tunnels of London's deep level tube system. Recessed in Cloak Lane, beside Cannon Street station, is an unusual memorial: "Sacred to the memory of the dead interred in the ancient church and churchyard of St John the Baptist upon Walbrook

during four centuries. The formation of the District Railway necessitated the destruction of the greater part of the churchyard. All the human remains contained therein were carefully collected and reinterred in a vault beneath this monument."

We reached London Bridge by main line train and (with special permission) went into the former South Eastern Railway Offices – sadly, threatened with demolition – to view the ex-LBSCR/SR war memorial that once graced the concourse. With all the changes going on here, I do hope it will find its rightful place back in public view soon. We ended at Waterloo – for the plaque in one of the subways (accessible in Monday to Friday rush-hours only) to the 1915-1920 Free Buffet, the five memorials on the main line concourse, and the LSWR's Victory Arch, which names seven theatres of war: one of the three largest railway memorials in the UK, on a par with the magnificent ones at Stoke-on-Trent and Manchester Victoria stations. Below the Arch we ended with my reading of Wilfred Owen's poignant poem "The Send-off", which I'd first encountered at Folkestone Harbour on the final day of railway workings on that branch – handwritten on a wall, as if by a departing soldier.

LRM Part 2 (11th July 2015, with some re-routings for the 6th November repeat) began at the Henry Moore sculpture on the reopened King's Cross forecourt. A walk around the main line station followed, taking in the impressively re-established GNR/LNER war memorial near the south ends of platforms 4/5, that so imaginatively takes John Singer Sargent's painting 'Gassed' as the inspiration for its redesigned form; the tribute to Philip Larkin's 'The Whitsun Weddings' on the main concourse; and the plaques dedicated to the architect Sir Lewis Cubitt and to Sir Nigel Gresley (with a reminder of the on-going controversy surrounding the removal of the mallard originally intended to form part of the new statue of Sir Nigel). Downstairs in London Underground's south ticket hall are sad reminders of those who perished in the fire of 1987 and bombing in 2005.

Next came Marylebone, with its memorials to Sir John Betjeman – poet and friend of the railways, Sir Sam Faye, once General Manager of the GCR, and to ex-GCR staff-members – three superbly recreated plaques. By train from Paddington we reached Southall to view (from

outside the locked gate) the memorial to the victims of the 1997 rail crash there. En route to Willesden Junction we had a further opportunity to take in Acton Main Line, before using London Overground via Highbury & Islington to reach Hoxton and the re-erected WW1 North London Railway memorial (originally at Broad Street station, then moved to Richmond).

Via Highbury & Islington again, the useful, reopened Hackney Central/Downs pedestrian link (reopened since the original Part 2 event) and a walk from Bethnal Green brought us to the nearby tube station, where, in 1943, 173 local people were crushed to death descending the steps to what was, at the time, a deep air raid shelter. Adjacent is the impressive 'Stairway to Heaven' memorial erected in 2014/15 – instigated locally, as it was felt that the existing, small plaque over the present staircase was insufficient. It is still incomplete, however, as fundraising is on-going.

Finally, we reached Liverpool Street, where several war-related memorials are to be found, including two marking the 'Kindertransport' trains that arrived there from Harwich immediately before the outbreak of WW2, bringing children "who found hope and safety in Britain through the gateway of Liverpool Street Station". We ended with a tribute to Sir Nicholas Winton, who had been closely involved with rescuing so many children; he died ten days before our 11th July event.

The donations I have invited from LRM participants have so far been divided between four appropriate charities: The LMS-Patriot Project*, The Royal British Legion, "Stairway to Heaven", and the Railway Benefit Fund.

*As a footnote I should add that I've always had a soft spot for the 'Pates', as we called them in Northampton in the late '50s/early-60s. During my 'spotting' days there I saw all of them except three – a figure I still find hard to believe, as I was only born in 1951; but that's what the underlining in my Summer 1960 Ian Allan British Railways Locomotives Combined Volume confirms!

Don Kennedy



Please contact me at donkennedy@f2s.com should you wish to be included in one of my future events.

Thanks to Chris Tasker, Project Member and Membership Secretary of the Manchester Locomotive Society for sending us almost 100 images of Patriots with permission to use them free of charge within our promotional material. Here No. 45518 'Bradshaw' is seen working an express passenger service; neither date nor location were recorded.
PHOTO: © T. LEWIS/MLS COLLECTION





Merchant fleet takes to the tracks

372-310 Merchant Navy Class, BR Express Passenger Blue Early Emblem No.35024 'East Asiatic Company'    

- Prototypical streamlined body with smoke deflectors and chimney air cowl
- Powerful locomotive mounted coreless motor
- Electrical pick up on all driving and tender wheels
- Tender mounted 6 pin DCC decoder socket plus NEM couplings



Prototypical roof safety valves
- two options



Accurate Boxpok wheel











Intricate cab/firebox details









Tender detailing

Also Available:

372-311 Merchant Navy Class, BR Green Early Emblem, No. 35023 'Holland-Afrika Line'    

372-312 Merchant Navy Class, BR Green Late Crest, No. 35028 'Clan Line'    

372-313 Merchant Navy Class, BR Malachite Green, No. 35021 'New Zealand Line'    

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

 features 6 pin DCC Socket.  electrical pickup in tender.  features NEM Couplings.

The LMS-Patriot Company Limited

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

Company Registered in England and Wales No:
6502248

Registered Office:

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

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The mouth-watering prospect of The Unknown Warrior becoming a 4-6-0 is tantalisingly close with one of the bogie wheelsets being displayed alongside the bogie frame at the Tyseley Open Weekend on 25th October 2015.
PHOTO: ANDY COLLINSON