



MAY 2017

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The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



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Editorial

A warm welcome once again to The Warrior and I hope that you enjoy the contents of this edition.

Working on the sales stand and even just walking around at various railways wearing our branded clothing you are more than often asked 'how's it going with the engine?' Well, on pages 6 to 15 you can feast your eyes on the multitude of parts that have arrived at Llangollen in the first quarter of this year to show the fantastic progress that you all have contributed to. Thanks to Chief Engineer, Kev West for visually recording all of this while going about his duties.

You will all of course have a chance to see the progress for yourselves at Members' Day on 8th July and we sincerely hope you can join us for the day, included with this magazine are your invitation letters to the event and your raffle tickets. For those of you who enjoy a nice ale we are launching our new brew - TREBLE-FIVE-ONE - which will be available on the day (see page 18).

My thanks go to all of those members who continue to send in their railway stories and pictures, I find it amazing that so many images of Patriots exist and we are fortunate to have been sent some excellent quality ones, as you will see in Members' Corner. Please keep sending them in and we will do our best to print them in the magazine and use in our material to promote the Project.

Steam is very much in the media limelight at the moment due to the exploits of *Tornado* on the S&C, its marvellous achievement of attaining 100mph on the main line and the continuing popularity of *Flying Scotsman* culminating in its recent appearance for a PR event in a four train cavalcade on the ECML. We need to make the most of this positive publicity by completing the loco as soon as possible. It is vital that funds continue to come in regularly and with your help we aim to surpass the magnificent sum of £427,000 that was raised towards the construction of your locomotive last year, if you can in any way help us even more, please do so.

Best wishes, Pete Sikes

Front cover:
No. 45503 *The Royal Leicester Regiment* departing Preston working a banana train on 2nd August 1960.
PHOTO: BILL ASHCROFT. © THE LMS-PATRIOT PROJECT.

Chairman's Thoughts – May 2017

Whilst attending the last board meeting in Stafford on April 22nd, I was struck by the fact that we have a superb team of volunteers who handle everything from day to day correspondence, sending out *The Warrior* to attending Galas and many other events. When you look at how other projects are getting on, one big difference, and a vital one, is our volunteer team – a dedicated group of individuals who work exceptionally well as a team with one objective – seeing *The Unknown Warrior* in steam.

Today I received my copy of the Great Western Society magazine, the 'Great Western Echo' whose Editor Adrian Knowles has just been awarded the accolade 'the most improved Magazine' by the Heritage Railway Association's 2016 Media and Publications Award. I wasn't aware of the award so we didn't enter but had we done so I'd be prepared to wager a fiver (last of the big spenders) that *The Warrior*, edited by Pete Sikes, would give it a good run for its money. Over the years it has grown into a really professional high quality publication which is a credit to Pete and our project. Pete of course produces all the design and artwork for our advertising campaign – also of the highest quality.

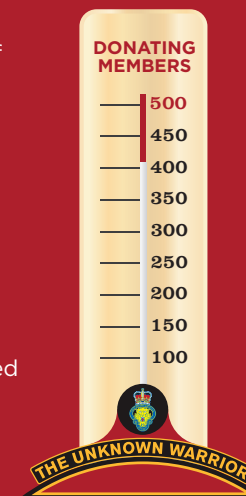
Elsewhere in *The Warrior* you will see that we are making excellent progress on all three fronts with work, under the direction of Dave Owen, having begun on the lubrication system. Whilst we are confident we will raise the money we need by end 2018 it is fair to say that our Treasurer would be a lot happier if our income was even higher than the record figure raised in the financial year just gone (April 2016–March 2017). As his hair falls out at an increasingly

rapid rate, I have offered him some of my offcuts but surprisingly he has turned me down! Can you help him out by becoming a regular donor? As seen in the graphic on the right we have now reached 407 against our target of 500, only 93 more to go. Contact the office on 01785 244156 to set up your standing order now.

Thanks again for your support, hope to see you at Members' Day on 8th July.

Thank you for your continued support.

Kindest regards



David Bradshaw, Chairman



TREASURER'S REPORT

Update for the financial year ended 31st March 2017

by Neil Collinson, Treasurer

I have had to think very carefully about what to include in this report and what to leave out. Firstly, we have the quarter's results, then the annual results, and finally the total budget set for 2017/18, which was agreed by the Board on 22nd April.

I also make no apologies for repeating some of the 'Thoughts for the quarter' that I have previously used.

*First thought for the quarter.
Too much financial information can cloud the brain (and that's just me).*

The spreadsheets in front of me are a mass of statistics. Results, notes and detailed forecasts for 2017/18. I would just like to record my personal thanks to Claire George, our financial administrator, for producing these figures earlier than usual. The Board Meeting was brought forward by a week because Richard Sant the Company Secretary and myself were unavailable for the original date, which is traditionally the last Saturday of the month following the quarter end.

The figures reported to the board at the meeting on the 22nd April are provisional as we expect further supplier invoices for March to pop out of the ether or arrive by snail mail. These affect our future commitments and the VAT reclaim. In addition, Steve Dale our accountant will be poring over the figures soon and there will be the usual year-end adjustments to make before the final figures are presented to the board by him at the July meeting. Here goes then.

Results for Quarter 4 and the financial year ended 31st March 2017

INCOME

Total income for quarter 4 was £113,326 including £11,055 in Gift Aid. This does not include boiler loans received in the quarter, which amounted to £500, increasing the total to £113,826. Although we did not surpass last quarters record **it was the**

second quarter in succession where our income exceeded £100,000. The total amount raised for the full year was £427,465. **Another new record.**

*Second thought for the quarter.
No apologies for restating that the boiler loan scheme is still open and if you feel that you can help in this way please contact the office for our brochure and application form.*

Membership income for the year was £35,000 (including Gift Aid of £6,500 and included in the total above.) This was 25% more than we budgeted for so a very good year for new members and renewals.

*Third thought for the quarter.
The results reflect increasing confidence in the Project as we get closer to completion.*

DONATIONS/SPONSORSHIP

The total amount received (including Gift Aid) was £99,000. The Board would again like to express their grateful thanks to all those members who have instigated a regular standing order during the quarter and to those members who have increased the monthly amount. The number of members making a regular donation has increased to 407 with regular income from this source amounting to £76,500 for the financial year. Only 93 to go to hit the target of 500. Total donations amounted to £345,000

Regular. There were 12 new regular donors during the quarter (our poorest result since September 2015). We did lose nine for various reasons but the average amount per donation increased by 9 pence to £16.22.

2016/17 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q1	23	3 (avg. £5.00)	6	£15,890
Q2	21	7 (avg. £7.00)	2	£16,657
Q3	36	16 (avg. £6.98)	0	£18,202
Q4	12	3 (avg. £5.00)	9	£19,226

The increase in the total quarterly amount has also been maintained at £19,226 from £18,202. Based on the results for Quarter 3, my forecast for regular donations for this quarter was £20,000. We did not achieve that so I will extend my forecast of £20,000 per month to the end of the current quarter ending 30th June. The monthly amount being received at the end of March was £6,471. **Do please sign up if you have not already done so or give serious thought to increasing the monthly amount for the final push.**

One off donations including sponsored items. Worthy of special mention again is the number of one-off donations/sponsorships we receive. This can be when members renew their annual subscriptions, donations in the buckets at sales stands and responses to various appeals in the railway press. We received almost £52,000 for the quarter making a total of almost £200,000 received in the current financial year. A fantastic result but we cannot predict easily the income from this source. It is very much a finger in the air calculation. Only regular contributions can be accurately forecast so I make no apology for stressing that regular monthly donations really do make a difference.

Sales from all sources for the current year amount to £38,500. This includes raffles, members day and the sale of surplus engineering parts that we have acquired but are no longer needed. We are still fortunate in having a number of donated items for resale. A few points to make here. Donated items are clearly marked with the donors initials. When sold, the sale price is credited to the member on our database. These count towards that members total donations to the project, and if a taxpayer, Gift Aid can be claimed.*

2015/16 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q1	8	4 (avg. £5.75)	2	£12,735
Q2	10	10 (avg. £9.50)	7	£13,180
Q3	24	8 (avg. £8.57)	3	£13,633
Q4	28	3 (avg. £5.00)	9	£15,271

*Fourth thought for the quarter.
We leave no stone unturned for legally maximising our income at the expense of HMRC

EXPENDITURE

Locomotive. Expenditure on TUV for the year amounted to £385,000. Total spend on TUV now amounts to well in excess of £1.6m with £61,100 on the tender.

Other expenses overall are within the budgets set at the beginning of the financial year although there have been slight overspends in publicity/marketing and administration. This does appear to be paying dividends with increased income and new members with a consequent increase in administrative expenditure.

BANK

We ended the quarter with only £44,000 in the bank. However, a VAT repayment of £15,500 and Gift Aid of £11,000 are expected to provide a welcome boost, which will help cashflow management. However, this is going to be a critical year and we anticipate a significant call on our funds. We have kept our suppliers happy by paying them, but invoices outstanding, together with orders placed amount to £212,000. Another very busy quarter and year ahead methinks.

*Final thought for the quarter.
Our total budget forecast for 2017/18 is just short of £500,000. A significant number of little parts cost a lot of money.
Dig deep please.*

Best wishes, Neil

ENGINEERING UPDATE

by Kevin West, Chief Mechanical Engineer

ALL PHOTOS BY KEVIN WEST UNLESS STATED

FEBRUARY-APRIL 2017

LOCOMOTIVE FRAME ASSEMBLY

This report starts with the good news that Chris Collins has returned to work at Llangollen following his medical issue earlier in the year.



A different view of The Unknown Warrior inside the shed at Llangollen, March 2017.



The Crank Axle Assembly with the Eccentric fitted, outside the shed at Llangollen, March 2017.

Work has continued on a number of fronts at Llangollen in the last month.

The Crank Axle has been reinstalled in the chassis following its return from the South Devon Railway where the Inside Eccentric was fitted.

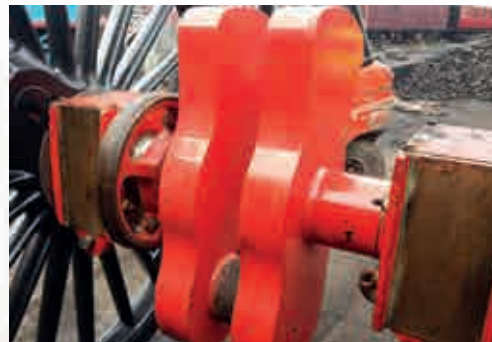
Following the fitting of the Outside Valve Crosshead Brackets measurements have been taken to enable the dimensions of the Valve Crosshead Slides to be established. The drawings have been finalised and the parts are now on order.

The Slide Bars are fitted permanently and the Oil Pot mounting holes have been drilled and tapped. Drawings have been prepared for the Oil Pots which are based on those fitted to Jubilee 45596 *Bahamas*.

Other parts for the chassis recently delivered to Llangollen include the Trailing Sandboxes, which will be fitted to the platforms alongside the Firebox. It is anticipated these will be fitted in early May.



Close up views of the Eccentric, March 2017.



Front Outside Slidebar Fixings showing the bolts and castellated nuts.



Oil Pot as mounted on Jubilee 45596 *Bahamas*.



Rear Outside Slidebar Bracket showing the fixing bolts and oil pot mounting.

All the Sanding Gear Brackets and Mounting Plates are at Llangollen being painted ahead of being fitted to the Chassis.

The Cylinder cladding sheets have been ordered and are due for delivery to Llangollen, where the mounting holes in the Cylinders will be drilled and tapped.

The three Drawbar forgings have been delivered to Llangollen. They will need machining at some time in the future before fitting.



The three Drawbar forgings

BRAKE SYSTEM AND LUBRICATION SYSTEM

The major activity on the locomotive recently has been the fitting of the Brake Gear. The Brake Hangers have had grease lubrication nipples fitted by the machine shop prior to mounting into the Hanger Brackets.

The gear was completed with the Cross Beams and Pull Rods for all the Driving Wheels.



The Brake Hangers prior to being installed.



Left:
One of the Brake Hangers installed.

Below Top:
Left side Middle and Trailing Driving Wheels showing the Brake Hangers, Cross Beams, Bridle and Pull Rod.

Below Middle:
A close up view of the Middle Cross Beam, Bridle and Pull Rod.

Below left:
A close up view of the Brake Gear for the Middle and Rear Driving Wheels during assembly.



Top: The Brake Cross Shaft Bracket structure following delivery to Llangollen and being loosely assembled.

Middle: A view from above the Chassis showing the Leading Cross Beam ahead of the Crank Axle.

Bottom: The Brake Gear assembly shown from underneath the Cab. The Brake Cylinder and Cross Shaft Bracket will be mounted at the top of this picture under the Drag Box with the Trailing Pull Rod connected to the pin that can be seen this side of the Cross Beam.



The right hand trailing Spring in position.

The new 10 " Brake Cylinder is still awaited at Llangollen following delays at the supplier. Once delivered it will be installed under the Drag Box below the Cab.

The Brake Cross Shaft Mounting Brackets were delivered to Llangollen on 26th April. This structure will be riveted together and painted before mounting in front of the Brake Cylinder under the Drag Box.

Following approval that the Brake Cross Shaft can be fabricated instead of the original forging, the drawings have been sent out for quotation and specification for the welding to be agreed. It is expected the order will be placed in the next couple of weeks.

All the Driving Wheel Springs are now being fitted, with those for the Crank Axle being the last to be installed.

A start has been made on the manufacture and installation of the Lubrication pipework.

The eight-feed mechanical Lubricator has been collected from the Great Central Railway at Loughborough where it has been overhauled. Along with the larger 16-feed unit these are now ready to fit to the locomotive when required.

A start has been made on installing the fittings required on the Lubrication system. These include the Non-Return Valves on the Cylinders and the pipe bulkhead fittings on the rear of the Inside Cylinder.



The first of the Lubrication Pipework being installed. These are for lubricating the Trailing Horn Guide Slides.



The eight-feed Mechanical Lubricator.



The non-return valves installed in the Valve Chest of the right cylinder and the bulkhead fittings being installed on the rear face of the Inside Cylinder.



A Bulkhead fitting in the lathe ready for machining.



The Chief Engineer machining the Bulkhead Fitting.
Photo: Joanne Baddock

Two of the pipe bulkhead fittings required the body diameter to be reduced slightly to fit into the cast holes in the rear bulkhead of the Inside Cylinder. This gave the Chief Engineer the excuse he needed to clear out the clutter from his workshop and machine the fittings as required over the Easter break.

Refurbishment of the original 9" Tender Brake Cylinder from 8F No. 48518 continues at Harco Engineering.

PISTONS, VALVES AND MOTION

Work is progressing on the procurement and manufacture of the remaining Inside Valve Gear parts.

Llangollen Engineering continue on the manufacture of the Coupling Rod and Connecting Rod Brasses and Bearings. Once the Bearings are finished they will be pressed into the Rods ready for trial fitting to the locomotive.



The Connecting Rods, Coupling Rods and Outside Eccentric Rods at Llangollen.



The Inside Eccentric Rod in the machine shop at Llangollen with fitting to the Front Eccentric Sheaf.



The Inside Connecting Rod assembly in the machine shop at CMS.

Work is almost complete on the parts for the Inside Connecting Rod Assembly at CMS Cepercor, ready to move to Llangollen. The Big End Brasses will be white metalled and machined at Llangollen on arrival.

Also at CMS, the new Inside Combination Lever is almost finished, only requiring the oil reservoirs and oil ways to be finished.

Work has started on machining the new Inside Crosshead. Once finished it will move to Tyseley Locomotive Works for finishing and fitting to the Piston Rod.

Work continues on the manufacture of the remaining Motion parts we have on order, including Union Links, Main and Intermediate Reverser Shafts, Return Cranks, Valve Crossheads and the Cab Reverser.



The castings for the main Reverser Shaft Balance Arms.



Inside Combination Lever almost finished at CMS. Only the oil reservoirs and oil ways need machining.



Flame Cut Blanks for the Union Links and Inside Drop Link at CMS. Two of the Union Links are for The Unknown Warrior, the third is for Jubilee 45596 Bahamas.



The Trailing Sandboxes.



The Sanding Gear Brackets and Plates in grey undercoat along with the Trailing Brake Pull Rods and a Driving Wheel Spring.



A selection of recently completed fittings for the motion work.



The Trailing Sandboxes being painted in primer at Llangollen.

ASSEMBLY

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

The Inside Radius Rod drawings have been completed and sent out for quotation. This is the final motion part required for the locomotive.

Manufacture of the many pins, nuts, bushes etc. for the motion continues.

DRAIN COCK GEAR, CYLINDER RELIEF VALVES AND SANDING GEAR

The Brackets and associated mountings for the Sanding Gear are being painted prior to fitting to the Locomotive chassis.

The Trailing Sandboxes have been delivered to Llangollen and are being painted before mounting on the locomotive.

BOILER

Construction of the Boiler is now concentrated at LNWR Heritage, Crewe following delivery of the Throatplate components.

The assembly of the copper Inner Firebox is also continuing in preparation for final riveting.

The Project has recently been donated the regulator handle from Jubilee class 45552 *Silver Jubilee* by member Tony Digby. At present we are unsure if it is possible to use this on The Unknown Warrior, but investigations will be undertaken shortly. It will be interesting to see if this can be used as it comes from then next loco number from The Unknown Warrior. Also the first batch of 10 Jubilees were originally ordered as Patriots. Tony also donated an LNWR Gauge Glass Lamp.



The two major parts of the Throatplate laid out at LNWR, Crewe. These parts are joined by rolled sections of plate which are welded into the gaps. Photo: Gavin Shell



The Inner Firebox. Photo: Gavin Shell



The Dome and Dome Cover castings await delivery to CMS for machining.



LNWR Gauge Glass Lamp donated by Tony Digby.



The Regulator Handle from Jubilee 5552 *Silver Jubilee*.



The number 5552 stamped into the regulator handle.

TENDER

Work on the refurbishment of the Tender Frames has made considerable progress over the last couple of months as we have had two engineers working on it full time.

The new Main Frame Plates have been positioned and drilled ready for final riveting of the chassis assembly. The new Rear Beam plate is awaited delivery from the supplier. It will be drilled on arrival at Llangollen.

The Tender Axlebox Bearing Brass castings have been delivered. A drawing is required for machining. The Axleboxes will need measuring first to enable the correct fitting dimensions to be established.



The Tender Axlebox Bearing castings.



The Tender Chassis being set up.



The Front Beam, drilled and in position ready for riveting.



Closer view showing the Main Frame plate drilled and in position.

The changes we have proposed to make to the Tender body have been accepted by our approvals body. This means we can now start to finalise the design work and prepare the required detail drawings. This will require some liaison with prospective suppliers to ensure the design of the plates meets the manufacturing requirements.

FUTURE WORK PLANNING

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

All this work requires large levels of expenditure on part manufacture and fitting, so the work of our sales team in spreading the word at events up and down the country is vital to the continued progress. As well as manning the stand at events these are also very sociable events and new volunteers are welcome to join and help.



The Project sales stand at the recent 'Strictly Bulleid' event at Swanage.



The Unknown Warrior, Llangollen - 26th April 2017.

VOLUNTEERS REPORT

by David Hughes

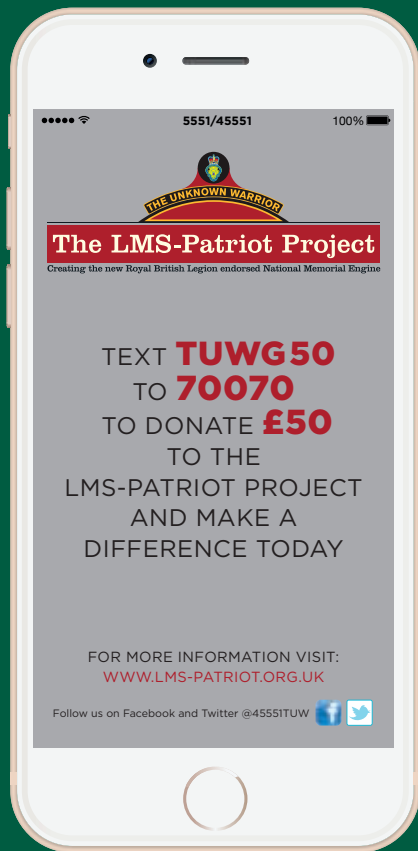
Work has continued on a steady but limited basis. As reported previously, work was in hand to refurbish the fronts and paint the backs of the coupling and connecting rods. These were set up on the tender frames to make it easier to work on them as previously they were inaccessible to us and due to their weight they are difficult to move around.

However whilst the work had been mainly completed they were removed before the painting of the backs was finished. Their removal was to enable work to recommence on the final setting up of the tender frames prior to riveting. At least the bright surfaces of the rods are now protected from the onset of rust. Hopefully we will be able to complete the painting of the backs when the opportunity arises. The two heritage radius rods have also been cleaned up, the bright metal protected and the backs finish painted ready for installation when the time comes.

The rear sandboxes have received two coats of paint pending remedial work to address a problem with the shape/size of the filler nozzle. Following the activities of the Llangollen engineering team there has been a major clean up of the inside of the frames with paintwork refreshed where necessary. The painting of the brake gear has been completed and this is now fitted under the locomotive. In addition the brake block holders have been installed in front of the wheels and subsequently painted. Whilst this moves the construction forward it does make life difficult getting under the locomotive and negotiating all the gubbins now installed there. You have to be a small and agile contortionist to do this and it will only get worse as more components are fitted! Soon the only way in will be from above.

Finally, apart from the nameplates, the locomotive has now lost all identifying features. The cab sides and front have been rubbed down in preparation for the application of fresh undercoats prior to painting in the finished crimson lake livery.

TEXT YOUR DONATION DIRECT TO THE PROJECT



TO DONATE YOUR PREFERRED AMOUNT JUST CHANGE THE FIGURES AT THE END OF THE TEXT ADDRESS, FOR EXAMPLE:

TO DONATE £10 TEXT TUWG10
TO DONATE £75 TEXT TUWG75

LOOKING TO THE FUTURE

A company has been set up to 'trade' the locomotive once it is up and running, Gavin Shell asks how we can ensure the future of our locomotive is a working one.

Many of you who know me will know that I'm quite a 'head in the clouds' kind of guy, always dreaming up the next "big idea" for what the project is capable of achieving. One of the things I find most interesting is money, obviously no Project can progress without it, and where it comes from.

When I joined the project as a volunteer on the sales stand I quickly sparked up a friendship with our marketing and publicity director Andrew Laws. We would often spend weekend after weekend on platforms waiting for the next rush of potential new members or customers coming in on the next train, and while we had the calm before the storm we would often talk about ideas. You also can't help but chat to other locomotive societies while at these locations, asking for and giving advice to one another it quickly became apparent that money is the number one worry in every group. So it made me wonder, is there anything we can do as a society to ensure the future of our locomotive as a working one?

Stage one of our project was always to build a locomotive, stage two however was to operate it not only on heritage railways but also the national network. Now with this come masses of extra costs that sometimes you don't initially think of. There are the obvious ones like the electronic equipment purchase, possible restoration and maintenance of a support coach – but then there are masses of hidden ones such as the cost of getting the paperwork signed off to enable our locomotive to get near the main line, training of support crew with PTS etc, insurances, a paid engineer, getting the locomotive to its main line 'Pool', the list goes on and on – it's not a cheap hobby that's for sure!

Now one of our jobs in the trading company is to observe other operations and how they work, hoping to take the best practices from all of them so we can create a well thought out business plan. It became quite obvious that there are quite a few different directions that we can take. The first and most obvious is to hire the locomotive out to heritage lines and main line charter companies

along the lines of the Princess Elizabeth or Clan Line societies. This is the simplest of options and gives us an income from one source. Now looking at some other groups there is the next stage where you set up your own base of operations, such as the PRCLT (Princess Royal Class Locomotive Trust) where you have a location where you can stable your locomotive, working on it yourself to reduce costs. This also opens up the opportunity to do contract engineering while your locomotive is out working, giving you a secondary income. The PRCLT also run the PMR tours company that has run successful charters themselves using their own locomotive, therefore giving a potentially much larger income than just hiring out the locomotive. Is this a route we wish to take? Would being the national memorial locomotive bring steam hauled tours into a new market of potential customers via the Royal British Legion?

Going back to other set ups you then have to look at the Vintage Trains/Tyseley Locomotive Works to see a very well run organisation at the top of the chart. We have already expressed an interest to build a second locomotive in the Fowler 2-6-4 tank which would be cheaper to build yourself, if you were to have a space to do so and could get the staff and equipment, rather than contract it out to locations such as Llangollen. The A1 Steam Locomotive Trust has plans for four locomotives, a rake of coaches and a main line connected engineering facility.

As you can see these groups have looked at the options and tried to do the best they can to get secondary incomes, can we do any of these?

Please let us know your thoughts via memberscorner@lms-patriot.org.uk

Gavin Shell

MEMBERS' DAY AT THE LLANGOLLEN RAILWAY

SATURDAY 8th JULY, 2017

You will find enclosed with this magazine your invitation to this year's Members' Day. Please complete the ticket application and send it to the office by 19th June. You will also find two books of raffle tickets with a letter from Neil Kinsey, our Sales Director.

If, for any reason, you do not receive any of these letters or require more raffle tickets please let me know at the office on 01785 244156.

We hope as many of you as possible are able to join us on Members' Day and look forward to meeting you all at Llangollen. Fingers crossed for a nice sunny day!

Shirley Dunn, Office Manager



The image shows a rough mock-up of the pack and is for illustrative purposes only. The pack will contain two bottles of beer and a glass.

5551 TREBLE-FIVE-ONE

Trading Company Directors Gavin Shell and Andy Collinson have commissioned a craft real ale which has been named TREBLE-FIVE-ONE.

It is being brewed from English hops by the appropriately named Patriot Brewery, a craft brewery based in the foothills of the Quantock Hills in Somerset, close to the West Somerset Railway at Williton.

The pack will contain two 500ml bottles of Ale and a 5551 branded pint glass. Licensing laws prevent the Project selling this anywhere but on a moving train, so it will only be available to purchase on Members' Day. However you can pre-order as many packs as you like by using the Members' Day application and order form.

Each pack costs just **£12.50** with all profits going towards the build of your engine.

Please be aware that the Llangollen Eisteddfod takes place from 3rd-9th July so we would advise booking accommodation early if you were thinking of staying over. Below there is a small list of hotels and B&Bs in the surrounding area, please note that these details are given in good faith and are not recommendations.

There will be a Fish & Chip special in the evening but this will be organised by Llangollen Railway and **NOT** the Project. If you want to be on this train you will have to book directly, for more details visit: www.llangollen-railway.co.uk/event

Ramada Plaza, Wrexham
01978 291400

Premier Inn, Wrexham Town Centre
0871 527 9422

Premier Inn, Wrexham North
0871 527 9190

Holt Lodge Hotel, Wrexham
01978 661002

Wynnstay Arms Hotel, Wrexham
01978 291010

Travelodge Wrexham Hotel
0871 984 6116

Buck House Hotel, Bangor-on-Dee
01978 780336

Moreton Park Hotel, Chirk
01691 776666

Bryn Howell Stables, Llangollen
01978 860331

The Hand Hotel, Chirk
01691 773472

Abbey Grange Hotel, Llangollen
01978 860753

Chainbridge Hotel, Llangollen
01978 860215

White Waters Country Hotel
01490 412115

Edge House, Corwen
01490 413007



Oswestry to Llangollen – 13 miles

Wrexham to Llangollen – 11½ miles

Chirk to Llangollen – 7 miles

Ruabon to Llangollen – 6½ miles

A DATE FOR YOUR DIARY
MEMBERS' DAY 2018
SATURDAY 23RD JUNE

Spotlight on Robert Wells

In this issue the spotlight falls on Events Co-ordinator, Robert Wells.

Where does your interest in railways come from?

It's in the blood. My Wells grandfather and father were both railwaymen. My grandfather had a very interesting and varied career, starting as a Premium Apprentice at Eastleigh under Dugald Drummond and including a spell as Works Manager at Robert Stephenson & Co's locomotive works in Darlington; before his untimely death my father was Assistant Chief Mechanical & Electrical Engineer on the Southern Region and then, on secondment from BR, Resident Engineer for the Pakistan Western Railway electrification project. My father's job meant that as a youngster I had privilege-rate and free travel concessions in the UK and Europe, which I made good use of. I was surprised and delighted to be issued with an LNER third-class privilege ticket for a trip up the Great Central to Leicester just before it closed in 1965!

When I was three I was subjected to an acceptance test. The two of them took me in my pushchair to a lineside footpath in Petts Wood, by the Chatham main line. Soon a steam-hauled express passed by, and I jumped up and down excitedly. 'He'll do', they duly reported to my mother. Then when I was about 15, seeing the possibility of another engineer in the making my father took me along to some push-pull trials they were running when the Bournemouth line electrification was being planned. This involved a Class 73 and some extensively instrumented coaches tearing in and out of Waterloo station over the curviest pointwork at ever-increasing speeds very early one Sunday morning – quite scary!

I've always found railways fascinating, partly because they are such complex systems, with so many different facets all working together and all of them equally interesting. I had an extensive round-the-room model railway as a boy, but in adulthood I haven't felt the urge (yet). Maybe when I've finished restoring my old Daimler...

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

I wasn't really an avid trainspotter, probably because none of my friends were, but I did record numbers when I was travelling for other reasons. As a true Southerner I thought civilisation ended at Watford



Robert ventures further north these days and is seen on the sales stand at a Tyseley Open Weekend.

Gap and rarely ventured much further north than my home in High Wycombe, but according to my 1963 Combine I saw three Pats, *Bunsen*, *Rhyl* and *Home Guard*, probably on a trip to Derby in 1963. However I did see all the MNs (my favourite loco) and Kings, almost all the BB/WCs and a lot of the Castles.

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

Early in 2010 I celebrated entering the Third Age by starting contributions to a new-build or restoration project for each of the Big Four or their predecessors. I chose The Brighton Atlantic, the West Somerset Steam Trust's toplight coaches and the Patriot, but for the LNER I drew a blank (I know of a certain Gresley 4-6-0, but what I'd really like to see is the Claud project take off). Then in 2012 I spotted the Patriot stand on Bewdley station during a gala, and asked the usual question 'How's it going?', to which a friendly fellow on the stand gave me a very full answer, more than I felt I deserved as an 'unknown'. Impressed, I was inspired to look at the website, which revealed that this gentleman was none other than our esteemed chairman! Having just retired, I decided there and then to get involved, and offered my services on the sales stand.

What is your role with the LMS-Patriot Project?

I organise the staffing of the two sales stands, and look after the 'southern' one. This means I attend many of the steam galas in the southern half of the country on behalf of the Project, with the aim of raising funds, enticing new members to join us, and generally spreading the word.

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

It has caught the public's imagination because it's the right project at the right time: the right project because Patriots were popular locomotives and are fondly remembered, and the right time because of the link with WW1. Actually it's the right time to get on with building any locomotive, while those of us who can remember the real thing and have disposable income looking for a good cause are still around; in ten or twenty years' time it'll be too late.

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

At first it was the excuse to visit so many steam galas. Now, it's meeting interesting people on the stand, like ex-fooplatermen. Plus, of course, playing a small but hopefully useful part in something worthwhile and desirable.

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

Money, obviously. But, as we've proved, it's out there, provided the proposal is attractive, credible and presented well.

But just as important, getting it made. The heritage railway industry inevitably has to be used for its specialist skills, despite being described with some justification as a 'cottage industry' in the report on the Flying Scotsman debacle. Whilst we'll get a good locomotive in the end, the performance of some of the various heritage companies we've used has been somewhat less than impressive, (Llangollen being a notable exception), in contrast to the 'real world' ones who have mostly performed admirably. The balance has to be got right.

And thirdly, the relevance of proper planning and project management on a multi-million pound project such as this. I would urge those contemplating the next project to make use of some of the methods and tools employed in the 'real world'.

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

Maybe not 'expected', but I did think it possible and quite likely. Even the die-hard modernisers soon realised that the enthusiast and heritage movements weren't going to go away, and in fact represented a commercial opportunity, and with 'KGV' trundling up

and down at Bulmers' in Hereford bursting to escape, something had to happen.

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

On its old WCML stamping ground, on the S&C of course, and on the SVR with the LMS set of coaches. But actually anywhere.

What is your favourite Heritage Railway?

Loyalty bids me to favour the Gloucestershire Warwickshire (see below). I also particularly like the West Somerset for its location and extent, and the Bluebell for its infrastructure (Horsted Keynes station is just wonderful) and its historic locomotives and rolling stock.

Are you a volunteer at any heritage railway?

Yes, on the Gloucestershire Warwickshire Railway. I'm a station master and signalman and a member of the lineside clearance team, and I put my teaching experience to use helping to run the 'WW2 evacuation experiences' for primary schools. I always intended to volunteer on a railway when I retired, and the GWR is a great place to do it; we describe ourselves as 'the friendly line in the Cotswolds' and it's true. The levelling effect of being almost entirely volunteer-run certainly helps. Signalling might be seen as a bit lonesome, but up in the box it's like having your own full-size train set to play with, especially fun when there's out-of-course working or unusual shunting to be done. I didn't mind being too old to start training for footplate work, as I wouldn't have fancied the early starts anyway, and there are so many equally interesting opportunities in all the other departments. It's difficult to avoid being sucked in further and further!



Robert is pictured at Toddington station in his role as Station Master.



Q&A: 5551 THE UNKNOWN WARRIOR

David Bradshaw and Gavin Shell of the Patriot Project kindly answered some questions for the NEW BUILD STEAM website (www.newbuildsteam.com) about No. 5551 The Unknown Warrior.

Q1. When did project start, and how? How did a new-build Patriot come to be the National Memorial Engine?

Back in 2007 when Tornado was nearing completion David Bradshaw, joint founder of the GW Society County Project was daring to dream about new possibilities in railway preservation. One of his biggest regrets was that a LMS Patriot class was never saved for the National Collection despite one being a memorial engine. Knowing what it takes to launch a project David along with editor Danny Hopkins and former editor Tony Streeeter of Steam Railway magazine wrote an article asking if there was enough support to launch the project. At the time there was no other LMS new build on the cards with all the other big four, including BR standards, being represented. Quite quickly there was a large enough response to launch and set the project into motion. Early on all we wanted was publicity and the idea of naming it was very much publicity driven. The readers of Steam Railway produced a great number of possible names many of which were military related – the successful name happened to be the one that had most ticks behind it and The Unknown Warrior was a clear winner. This then gave rise to the idea of it becoming a memorial locomotive.

Q2. What will be the cost, approximately, of the locomotive once it's complete?

While I wish this was an easy question to answer it

depends what you mean by costs. While the locomotive will probably cost around £2,000,000 the project cost will be around £2,500,000. You might ask where is the other half a million pounds going, but when you start to add up buying merchandise (£15,000 per year over 10 years is £150,000), printing newsletters and postage, administration fees, accountants, publicity, fees for sales stands, the list keeps going on and on. This is something to bear in mind when launching any project of this size – well unless you're lucky enough to win the lottery!

Q3. Progress on the Patriot has been remarkably quick, not least to meet the obvious deadline of the centenary of the end of WW1. What factors have been the secret to achieving this speed?

Sometimes you are just incredibly lucky in the timing and catching the eye of the right people, our project managed to do just that. While many of us in the project joke about not understanding what our Company Secretary, Richard Sant goes on about half the time, he is an ex-lecturer – need I say any more? Richard was exceptionally quick in setting up the company, gaining charitable status and creating ties with the Royal British Legion at his own expense. Having someone with these skills was priceless in the early days and still is. The third of our original trio of directors (David Bradshaw and Richard Sant being the others) was Andrew Laws who quickly set up a website and started creating the newsletters

that we send out to keep members in the know. He quickly realised that the railway magazines wanted to hear information about progress on the project and would send them all sorts of information which quickly showed readers that we meant business and this kept the donations coming in, allowing further progress. From there on the number of volunteers and directors has grown, all filling a valuable role and increasing the ability of the project to achieve its aims. Having a group of people all with different ideas and backgrounds is fantastic as it keeps pushing the boundaries of what's possible, something our chairman is always wanting us to do.

Q4. What do you feel are your greatest achievements to date and what are the remaining major milestones from now to completion of the locomotive?

One of the things our engineering team always likes to pride itself on is the can do attitude and searching for alternative and possibly cheaper methods of production for parts. For those of you new to this project our big achievement came when we were having a chance conversation with Bob Meanley of Tyseley, and he mentioned the method of using polystyrene pattern castings. We enquired with Premier Patterns about what could be achieved and how much it would cost and found it not only to be extremely cost-effective but also a saving in time. As you can imagine to make a wooden pattern would have taken about six months non-stop work but obviously the pattern maker couldn't turn away all other work for six months so this would be more like 12-18 months, whereas the polystyrene took just over two weeks from ordering. If we could go back to the beginning of the project we would certainly have used this method for the frame stretchers and other castings produced. With the pattern drawings now stored on a memory stick we also don't have to have an entire container full of wooden patterns that are no longer needed. If we ever need another pattern then it won't take long to have one made.

With so many parts either on order or already in stock our major milestones left are to have a complete boiler, possibly the first to be built in the UK to such a large size since 1962, a complete bottom end, completed tender and of course a fully working engine. But the milestones don't stop there as remember we have decided that it will be a main line registered locomotive so our paperwork has to be all in order and we need a support coach, something that we don't yet have.

Q5. The quantity of surviving components from scrapped locomotives seems remarkable – which items on The Unknown Warrior have been sourced that way, and how do you go about finding, securing and preparing components from 'heritage' sources?

While obviously a lot of the locomotive has had to be made from scratch we have been lucky in securing parts from all over the place. In the early days we acquired a Fowler tender which was left as part of the Barry Ten, we used the wheelsets, two axle boxes and restored the springs along with a number of salvageable items. Then we were informed of a set of LMS buffers from a steam crane being scrapped at GCR(N) Ruddington which we acquired. Along the way we also purchased a large proportion of the motion. Sections of the coupling rods were stamped up as the Patriot No. 5546 Fleetwood and the rest came from members of the Jubilee class (5562/5697 and 5699). Then a number of items from the donor engine 8F No. 48518 being offered to us meant that we had acquired one of the wheelsets for our bogie.

Q6. How has fundraising for the project worked – what kind of person is donating the money, how do you find them, what are the revenue streams? Some new build projects appear to attract a demographic of above-average age for rail preservation – is the Patriot one of these?

Funding as any project will find is one of the biggest headaches we get in preservation and with our project also having the added pressure of the date of completion we have always been up against it. But saying that we must be doing something right as our income is something I'm sure most groups would be happy with. My personal interest in the project has always been in funding rather than engineering and I try to look at as many other groups as possible to see how they are raising the cash. In the early days we looked at the A1 way, and still very much do, of lots of regular donors giving a small amount every month. But that alone is never going to build an engine, you need to top it up with additional income where ever you can. We are lucky in that we have a few large donors who have over time given very large sums of money that have helped jump the project a few months ahead by being able to order a large component or even pay for the unattractive cost of things like labour or machining. One of the biggest success stories has to be our sales stand. Without this I honestly don't

think we would be anywhere near where we are today. The stand isn't just about making a few extra pounds on merchandise though, it's a multi-function tool. It allows members to come and speak to us directly and frequently all around the country, you can see from our website how often the stand is out, and it gives any would be new members the chance to ask questions before donating their hard earned cash. This must be the largest way we have signed up members over the years. It also allows our members/supporters to buy our clothing and further publicise the project by having a fantastic logo that is very recognisable, I'll be honest and say that I would be quite disappointed if I attended a steam gala and nobody attending was wearing something bought off the stand, thankfully that doesn't happen very often. Going back to an earlier comment about frequently getting progress news to the press is very important in gaining donations also. Leaflet inserts have been very successful in the railway press but timing has to be key and we have often tried to time this with something big happening in the build to maximise the support. One thing we can't count on though is heritage lottery money. As a new build we are seen as lacking in heritage so that way has yet to gain much money, but if any other projects manage it I would love to hear from them!

Q7. Who does the work on the locomotive?

All work on the project so far has been done by either the supplier of the part, Tyseley, South Devon Railway, LNWR Crewe as a few examples or by Llangollen Railway Engineering. We recently started a small volunteering team on the painting down at Llangollen headed by volunteer David Hughes. Many people from Bahamas Locomotive Society and the railwayana world will know David very well (this project has too many Davids!) and we are about to start a volunteer team headed by retired Llangollen Railway CME, Dave Owen which will start to look at the lubrication pipework and other fittings.

Q8. What's the biggest obstacle you've overcome so far?

The biggest obstacle we have overcome so far is understanding Richard Sant, actually I'm not sure we have done that completely yet. But in all seriousness I think it would have to be understanding the environment we are working in. From an outside perspective we often look at things and see everything as "you just order a part and it turns up", whereas in reality it's no way near as simple.

You often hear of locomotives overshooting their deadlines for re-entering traffic and wonder the reasons why, but when you get into it and you order a part that's crucial to an area of the build and it arrives slightly different to the spec you ordered you can't just go and get another one straight off the shelf, you have to go back to the beginning of the supply chain as nearly every part is specific to our locomotive. So time very quickly disappears which is obviously frustrating when you are working to a deadline.

Q9. Why has Llangollen emerged as such a strong base for new builds, do you think?

Personally I have to say Llangollen Engineering has a very 'can do' attitude. With this in mind and the quality of the work that is completed it's very quick to realise why so many other groups have enquired.

Q10. Archival research has yielded only a partial set of drawings for the Patriot – where did you look, and where did you draw blanks?

First drawings came from the Bahamas Locomotive Society which were A4 and had to be blown up to AO which caused difficulties with the measurements as fractions were most difficult to decipher. Later we picked up drawings from the NRM and a complete set of Royal Scot drawings from the NBL archive at Glasgow University. The Scot drawings were extremely useful but despite people thinking that the Patriot was a Scot with a smaller boiler there are notable differences which we quickly became aware of. Other drawings came from the late Alan Savage who acquired some of the main drawings from Euston in the late fifties. A complete set of boiler drawings which were from Crewe (all the rest were Derby) were supplied by the NRM. There is a dearth of detail drawings hence Kevin West is having to draw up most of them from the GA's.

Q11. What do you make of the medium to long-term prospects for steam on the main line? Things seem to be shifting somewhat, e.g. with defined train lengths, at least one possible new operator, doubts over the future use of Mk1 stock – how do you expect the future main line environment to work for The Unknown Warrior?

As with anything we will have to see when we get there. For the time being Mk1s are running on most charter services and with our current ambition to just supply a locomotive it wouldn't be up to us to replace these. However we currently only plan to run vacuum brake stock but own an air pump should we

wish to look at other options. I do feel that there is a large number of people who wish for day trips out behind steam locomotives to nice destinations around the UK and not necessarily all of them rail enthusiasts. The premier dining experience has catered for this very well and could be the future for this style of travel, as with the VSOE. But as long as people keep booking to travel behind steam – and hopefully our locomotive will be the one they choose – then I'll be a happy man.

Q12. Finally is there any advice you would personally give to other new build groups or people with the idea to start a new build group of their own.

First of all, Rome wasn't built in a day. You can never expect to just post a piece in a magazine saying that the project will start and expect the money to just start pouring in. You have to get out and about and push your project, if you're not willing to do this then you need to find some big donors to help you achieve your dreams. Get information out in as many ways as possible, magazines, social media and sales stands are a few but look at other avenues, both 5551 and 6880 have taken their part-assembled locomotives to Warley for instance. Keep volunteers onside, give people the opportunity to be creative and I'm sure after a while they will think of great ideas.

Enjoy challenging conversations, if you never challenge each other then you're not pushing the project to completion. Remember your membership and try to give them something back or let them have a say on what happens within a project such as we did with the livery vote. When you spend so much time chasing people to join you don't want to just lose them a few months down the line. And finally have fun, make new friends and enjoy what you're doing. A project with a good group of friends gives off a great energy and people will want to be a part of it. Just remember a set of wheels fitted to the frames is merely the start of a very long journey and everything costs more and takes longer than you think.

With any new build there also needs to be some realism. Not everybody is able to get a project off the ground. While I'm a massive fan of new builds and being only 30 years old I often wonder what stunning locos I will see being built, I also have a feeling in the back of my mind that says are new builds really the future? While we have great ambition to see a variety of lost locomotives from the past, my experience is that the people who are donating to these sorts of projects are of the older generation who either remember them or at least remember pre-1968. You would need to seriously look at where you would find your funding.

The logo for Morris Lubricants features the word "MORRIS" in a large, bold, blue serif font. The letter "O" is replaced by a circular emblem containing a stylized yellow and blue diamond shape. Below "MORRIS" is a dark blue horizontal bar with the word "LUBRICANTS" in white, bold, sans-serif capital letters.

www.morrislubricants.co.uk

THE RESORT-NAMED PATRIOT 4-6-0s OF THE LMSR

by David Anderson

Between the introduction of the 'Royal Scot' class 4-6-0s in 1927 and the first of the Stanier Pacifics in 1933, the LMSR built the 'Patriot' or 'Baby Scot' class 4-6-0s at Crewe and Derby works. The first two engines were classified as 1930 rebuilds of the London and North Western Railway 'Claughton' 4-6-0s whilst the remainder of the class were new locomotives to a Henry Fowler design with a total of 52 engines being placed in main line service between 1932 and 1934, 18 of which were rebuilt by Ivatt from 1946.

The 4-6-0s received a variety of names apart from 10 engines which remained nameless although these were allocated titles but not applied. 13 engines of the class were bestowed with the names of popular holiday resorts or destinations served by the LMSR along the North Wales and Lancashire coasts with six of the 'Patriots' carrying the appropriate civic coats-of-arms above the nameplates as shown in the following list.

Throughout the feature, the original LMSR 1934 numbering scheme has been used. All of the engines had 40,000 added to their numbers when taken over by British Railways.

LETTER FROM
David Anderston
Morpeth, Northumberland.
10th March 2017

THE RESORT NAMED PATRIOTS

The enclosed text and location map have been retained 'here' on file for some time prior to it being offered to one of the magazines for possible publication.

Mainly because I don't have access to suitable illustrations, I've not had the opportunity to submit this, hence its appearance in unpublished form.

I write to suggest that you may like to retain the 'Patriot Resort' article to use in any way as it hasn't been compiled in this form before, to my knowledge.

The information in text and map form is probably too detailed and long for The Warrior but you may have magazine editorial contacts that would be prepared to use in some way.

Any royalties which may ensue in due course would, of course, go towards the engine.

Your comments would be welcome when convenient.

Yours sincerely,
David Anderson (Membership 188/07)

- No. 5511 Isle of Man¹
- No. 5514 Holyhead
- No. 5515 Caernarvon
- No. 5520 Llandudno²
- No. 5521 Rhyl²
- No. 5522 Prestatyn
- No. 5523 Bangor
- No. 5524 Blackpool
- No. 5525 Colwyn Bay²
- No. 5526 Morecambe and Heysham²
- No. 5527 Southport²
- No. 5546 Fleetwood
- No. 5548 Lytham St. Annes

1. No. 5511 carried the island's crest above the nameplate.
2. At one time, these engines carried the town's civic coat-of-arms above the nameplate.

No. 5511 Isle of Man

Set in the middle of the Irish Sea, the Isle of Man with its capital town of Douglas has an area of 227 square miles which makes it one of the smallest independent sovereign countries under



No. 45511 *Isle of Man* outside the coaling stage at Willesden (IA) on 29th August 1959. The loco is shown with the 3,500 gallon tender which held 5½ tons of coal. © THE LMS-PATRIOT PROJECT.

the Crown. The island was annexed by England in the 13th century and is ruled by a Lieutenant Governor appointed by the Crown but with its own Parliament – the Tynwald – which administers its laws and taxes. From the island's highest point of Snaefell (2034 feet) served by a mountain railway from 1895, England, Scotland and Wales are all within view. In 1873, the first section of a narrow gauge steam railway system centred on Douglas was opened serving Port Erin, Castletown and across to Peel on the west coast before continuing eastwards to Ramsey. With its regular steamer sailings from the mainland, the Isle of Man became a popular holiday destination with main sea-crossings operated by the London and North Western Railway and the LMSR from Liverpool and Fleetwood to Douglas together with seasonal sailings by other pre-Grouping railway companies including services from Silloth to Douglas, Whitehaven to Ramsey, Barrow-in-Furness to Douglas and Ardrossan to Douglas.

No. 5511 *Isle of Man* was built at Crewe Works in August 1932 and carried the first LMSR number 5942. The 'Patriot' 4-6-0 later received an attractive coat-of-arms fitted above the nameplate at a ceremony in 1938, the location not identified. It remained in original condition during its service from a variety of depots including Camden, Bushbury, Crewe North and Willesden before being withdrawn from Carlisle Upperby in February 1961.

No. 5514 Holyhead

Situated on Holy Island off the coast of Anglesey, the once important port of Holyhead was the western terminus of the London and North

Western Railway, the City of Dublin Steam Packet Company and the LMSR for their cross-channel Irish passenger, freight and mail services to and from Dublin (North Wall), Kingstown (Dun Laoghaire) and to the Irish port of Greenore from the terminus Admiralty Pier. It was also the ultimate destination for the famous Irish Mail railway service from London Euston. Historically, the Chester & Holyhead was an independent railway company formed to link up with the Chester and Crewe Railway and by 1842, a through route was in operation between Euston and Chester with Bangor being reached by rail in 1848, passengers using Telford's suspension bridge over the Menai Straits until the Britannia tubular bridge was completed.

No. 5514 *Holyhead* was built at Crewe Works in September 1932 and was named in 1938 although no official ceremony of the occasion has been recorded. The 'Patriot' was rebuilt in March 1947 and spent most of its working life at Camden and Crewe sheds before being withdrawn from Derby shed in May 1961.



Both nameplates are appropriately preserved in Holyhead, one in the Public Library, the other in the Town Hall.

No. 5515 Caernarvon

Located overlooking the southern end of the Menai Straits on the former L&NWR and LMSR line between Bangor and Pwllheli, Caernarvon, the resort and ceremonial capital of Wales, is famous for its castle, the foundation stone of which was laid in 1283. In 1969, it was the spectacular setting for the investiture of Prince Charles as Prince of Wales.

The 'Patriot' 4-6-0 carrying the name was delivered from Crewe Works in October 1932 (first LMSR No. 5992, named in 1938) and remained at work in its original form until withdrawal from Manchester Newton Heath depot in June 1962. The name *Caernarvon* was previously allocated to a London and North Western Railway 'George V' class 4-4-0 No 984.



45515 *Coernarvon* departs Manchester Exchange, date unknown. PHOTO: J. DAVENPORT. © MANCHESTER LOCOMOTIVE SOCIETY/ THE LMS-PATRIOT PROJECT.

No. 5520 Llandudno

One of the resort-named engines to carry the civic coat-of-arms crest above the nameplate. No. 5520 was named in 1937, probably at Llandudno station, but not confirmed. Probably the most popular of all the Welsh coast holiday destinations, the North Shore beach is enclosed by the headlands of Great Orme (679 feet), which is reached by cable operated tramway, and Little Orme (464 feet). Served by the main coastal railway from 1858, the resort is only one and a half hours journey time from Liverpool and two hours from Manchester making it a convenient journey for holidaymakers and city commuters alike. By 1885, the town's population had risen to over 5,000, a figure which had doubled by the turn of the century. Due to the ease of railway communication, it was provided with business trains which included 'club' coaches introduced by the L&NWR from 1908.

The 'Patriot' 4-6-0 which carried the name was one of six engines of the class presented with civic coat-of-arms crests. Llandudno was built at Derby Works in 1933, named in 1937 and ran in original condition until withdrawal from Liverpool Edge Hill depot in May 1962.



Llandudno with its civic coat-of-arms crest displayed at Warley in 2013 along with many other nameplates including that of Private E. Sykes, V.C. PHOTO: PETE SIKES. © THE LMS-PATRIOT PROJECT.

No. 5521 Rhyl

Sandy beaches and holiday entertainment at Rhyl and its eastern neighbour Prestatyn produced a healthy financial return for the L&NWR and LMSR companies, the railway helping to open up passenger travel along the North Wales coast with extra trains and excursion traffic from the main centres of Lancashire and Yorkshire industry. Visitors could also visit the nearby Rhuddlan Castle, its building begun in 1277, and also a miniature railway engineered by Bassett-Lowke and Henry Greenly.

No 5521 was also Derby-built in March 1933, was named in 1937 and carried a civic coat-of-arms crest above the nameplate. Rebuilt in November 1946, the 'Patriot' 4-6-0 was in LMSR and BR service until its withdrawal from Wigan Springs Branch shed in September 1963.



With its original LMS number 5593 *Rhyl* with a York service departs Nottingham via the Melton Mowbray line. © THE LMS-PATRIOT PROJECT.

No. 5522 Prestatyn

At the northern end of the 8th century Offa's Dyke, which marked the boundary between England and Wales, is the holiday resort of Prestatyn with its four miles of sandy beaches offering the same visitor facilities as the neighbouring resorts of Rhyl, Colwyn Bay and Llandudno.

One of the Derby-built series of 1933, 'Patriot' 4-6-0s, No 5522 *Prestatyn* received its name in 1939, possibly at Prestatyn station, but this is not confirmed. The engine underwent rebuilding in January 1949 and before its withdrawal from service at Manchester Longsight depot in September 1964, the 4-6-0 was based at Bushbury, Crewe North and Camden.



Rebuilt Patriot No. 45522 '*Prestatyn*' pictured at Factory Lane, Preston. Date unknown. PHOTO: BILL ASHCROFT. © THE LMS-PATRIOT PROJECT.

No. 5523 Bangor

Bangor, the cathedral and university city of North Wales, is situated on the Menai Straits overlooking the Menai Bridge and the Isle of Anglesey, 9 miles to the north east of Caernarvon. The collections at Penrhyn Castle, 2 miles to the east of Bangor, which was completed in 1840, includes the display of early locomotives. Built at Crewe Works in March 1933 as LMSR No 6026, the 'Patriot' carrying the name *Bangor* was renumbered 5523 in 1934 and finally 45523 by British Railways. The 4-6-0 was named in 1938 and rebuilt in October 1948. Its withdrawal came in January 1964 after main line service at Bushbury, Crewe North, Camden and finally Willesden.



Rebuilt Patriot No. 45523 '*Bangor*' at Lancaster, date unknown. PHOTO: RICHARD SMITHIES. © THE LMS-PATRIOT PROJECT.

No. 5524 Blackpool

Blackpool began to develop as a recreational resort in the mid-18th century and became busiest during the summer months when the Lancashire and Yorkshire mines, factories and mills closed for the annual 'wakes' or holidays. At first reached by a branch line of the Preston and Wyre railway, its seven mile promenade and three piers are well known for the autumn illuminations, the scene dominated by the 518 feet high Blackpool Tower.

Blackpool's success owes much to the railway and the additional popularity of an extensive electric tramway system. The lines serving Blackpool were jointly owned by the Lancashire and Yorkshire and the London and North Western Railways, their termini becoming Blackpool (Talbot Road, later north) and Central. The former station was rebuilt with 15 platforms in 1898 and in 1900, Central station with 14 platforms. By 1903, the original coast line from Lytham was bypassed by a direct line from Kirkham, this allowing a faster running time and a five mile reduction in distance from Preston. In 1919, a total of 413,000 passengers arrived at Blackpool at the height of the summer season and on a Saturday in August 1935, a remarkable number of 467 trains arrived and departed from the resort's two stations. The advent of motor transport affected passenger traffic on the once-important railways with the closure of Central station and the termination of the coast line at Blackpool (South) in 1964. Main line services were concentrated at Blackpool (North) after the closure of the direct line in 1967, the station being rebuilt in 1974.

The 'Patriot' 4-6-0 No 5524 (originally named *Sir Frederick Harrison*) was renamed *Blackpool* at the town's station on 23rd March 1936 in the presence of Sir Josiah Stamp, the Chairman of the LMSR. The engine was built at Crewe Works in March 1933 and was withdrawn in unrebuilt condition from Liverpool Edge Hill depot in January 1964.

No. 5524 (later 45524) regularly worked the LMSR's 'Fylde Coast Express' between London Euston and Blackpool in 4 hours 22 minutes, 47 minutes faster than the pre-Grouping company schedule.



45524 '*Blackpool*' passes through Vulcan Halt hauling a mixed freight on 31st December 1960. PHOTO: N. FIELDS. © MANCHESTER LOCOMOTIVE SOCIETY/ THE LMS-PATRIOT PROJECT.

No. 5525 Colwyn Bay

Situated three miles to the east of Llandudno, Colwyn – renamed Colwyn Bay in 1876 – provides the usual holiday resort facilities on the 18 mile stretch of the North Wales shoreline with its coastal towns served by the LMSR and previously the London and North Western Railway. Colwyn Bay has become one of the largest towns to the west of the Merseyside region.

'Patriot' 4-6-0 No 5525 *Colwyn Bay* was built at Derby Works in 1933 and originally numbered 5916 and named *E. Tootal Broadhurst*. The engine was officially renamed Colwyn Bay at the station during a ceremony on 16th June 1938. One of 18 engines of the class to be rebuilt in 1948, No. 5525 was withdrawn from Llandudno Junction shed as No. 45525 in May 1963.



Shown carrying its original LMS name and number 5916 *E. Tootal Broadhurst* is pictured at Elstree in 1933. © THE LMS-PATRIOT PROJECT.

No. 5526 Morecambe and Heysham

Built at Derby Works in March 1933 and later rebuilt in February 1947, this 'resort' 'Patriot' was named at Morecambe station by the Mayor on 6th October 1937, the crest bearing the civic coat-of-arms being added above the nameplate in December of that year. The 'Patriot' 4-6-0 was withdrawn from service at Carlisle Upperby shed in October 1964.

Two old villages were merged to become known as Morecambe and Heysham and grew as popular Lancashire holiday coast resorts. Morecambe station was originally called Poulton-le-Sands and was reached by railway from Lancaster in June 1848. By 1850, the Midland and L&NWR companies had jointly completed a through route from Leeds and Bradford to Morecambe via Keighley, Skipton and Lancaster and in the early

days there was also a direct service from London King's Cross. In 1864, a short branch line was opened to Morecambe from the West Coast main line at Hest Bank and by 1888, the town's stations were renamed Euston Road and Promenade. By 1908, an electric train service was in operation serving Morecambe and Heysham from Lancaster. Railway-owned steamship sailings operated from the developing port of Heysham to Ireland and the Isle of Man.



The nameplate of 45526 as carried by the rebuilt *Morecambe and Heysham*, one of its nameplates is on display at the NRM, York. PHOTO: DAVE HILL. © THE LMS-PATRIOT PROJECT.

No. 5527 Southport

Located on the Lancashire coast within easy reach of the city of Liverpool and ten miles from Blackpool, the resort of Southport is well known for its broad, tree-lined mile long Lord Street and its mile pier railway. The town was reached by the railway on 24th July 1848 from Waterloo, Liverpool, later trains serving Southport from Liverpool Exchange station and a line from Manchester followed in 1855 to the Lancashire and Yorkshire railway terminus at Chapel Street. The Cheshire Lines Committee also opened a line to a terminus at Lord Street in 1882. Later, many of the lines in the area were electrified. The intricate network of lines around Southport has now been



Rebuilt Patriot No. 45527 *Southport* at Kingmoor, date unknown. PHOTO: RICHARD SMITHIES. © THE LMS-PATRIOT PROJECT.

greatly reduced but the town retains its prosperity within striking distance of Liverpool.

No. 5527 *Southport* was one of the Derby-built series of 'Patriot' 4-6-0s of 1933 and the engine was rebuilt in British Railways days in September 1938. No. 5527 was officially named by the LMSR in 1937 and carried a crest bearing the town's civic coat-of-arms above the nameplate. A Liverpool Edge Hill-based locomotive for most of its existence, No. 5527 was withdrawn from service at Carlisle Kingmoor depot in December 1964.

No. 5546 Fleetwood

One of Britain's chief fishing ports and a holiday and sailing centre, Fleetwood is situated at the mouth of the River Wyre estuary, seven miles north of Blackpool. As with neighbouring coastal towns, its popularity was largely due to the development of the railway which also operated cross-channel steamers from its port to Belfast and the Isle of Man.



45546 *Fleetwood*, date and location unknown. © MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.

'Patriot' No 5546 *Fleetwood* was one of the final series of engines of the class built at Crewe Works in March 1934 and was named by the LMSR in 1938. The 4-6-0 remained in unrebuilt condition and was withdrawn from Warrington shed in June 1962.



Lytham St. Annes displayed at Warley in 2013 along with the nameplates of *E. Tootal Broadhurst* and *Sir Robert Turnbull*.

PHOTO: PETE SIKES. © THE LMS-PATRIOT PROJECT.

No. 5548 Lytham St. Annes

Built by the LMSR at Crewe Works in May 1934, No 5548 *Lytham St. Annes* was numerically the last of the resort-named 'Patriots'. The engine was named by the Mayor of the town at the station on 18th December 1937 and was one of six members of the class to receive a civic coat-of-arms crest above the nameplate. No 5548 remained in original condition during its lifetime and was withdrawn from Nuneaton shed in June 1962.

Situated on the Ribble Estuary between Preston and Blackpool, the town, sometimes spelled as Lytham St. Anne's, is another of the popular holiday destinations at one time served by the LMSR and is also well-known for its championship golf courses, especially Royal Lytham St. Annes.

LMSR PATRIOT RESORTS AND PORTS

- | | |
|-------------------------|---------------------|
| 1 Isle of Man | A Barrow-in-Furness |
| 2 Morecambe and Heysham | B Lancaster |
| 3 Fleetwood | C Preston |
| 4 Blackpool | D Blackburn |
| 5 Lytham St. Annes | E Wigan |
| 6 Southport | F Liverpool |
| 7 Prestatyn | G Birkenhead |
| 8 Rhyl | H Chester |
| 9 Colwyn Bay | I Douglas (I.O.M.) |
| 10 Llandudno | |
| 11 Bangor | |
| 12 Holyhead | |
| 13 Caernarvon | — Main line Railway |



No. 45551 at Skew Bridge, Preston working a
St. Helens-Carlisle freight on 26th June 1961.
PHOTO: BILL ASHCROFT. © THE LMS-PATRIOT PROJECT.



ENGAGING WITH THE ROYAL BRITISH LEGION

This picks up from the article in the last Warrior. Our previous contact Stuart Gendall left the Legion after 2009. Our new contact Tom Robin was engaged as the Legion's Centenary Manager in September 2013 to begin the process of preparing for the Centenary of the Great War.

He and I began a lengthy series of calls and emails culminating in his visit to the Engineering works at Llangollen in April 2016, where he met Stephen Blackburn and Kevin West. During late 2017 Tom's role evolved to sift ideas from external sources as the Legion approached planning for the Centenary of the Armistice. The acceptable ideas were then fed to Robert Lee, as Assistant Director of Remembrance, who chairs the Centenary Steering Group, to look at their suitability to join the initial Legion planning. This is for 100 local events from 8th August to 11th November 2018.

I was then invited to meet Robert Lee with Tom in early February this year. After that, certain proposals for 2018, already agreed with our Board, were submitted and are working their way through the Legion's decision making processes. The Legion is also working with external consultants about ideas and they called a meeting with external groups at the National Memorial Arboretum (NMA). I was part of this in March this year and another similar workshop

was held in London on HMS Belfast (part of the Imperial War Museum). Nationally organised events for 2018 are being co-ordinated by central Government through the Department of Culture Media and Sport (DCMS). However, the Legion is forging ahead with its own plans.

Separately, Andrew Laws had arranged for The Unknown Warrior to call in at the National Memorial Arboretum on 21st November 2013 on its way down to the NEC where it would be the focal exhibition at the Warley Model Railway Engineering show.

The Centenary Partnership is made up of over 1,500 different national and international organisations who have agreed to work together to commemorate events during the Great War. As members of the Partnership we were invited to attend at Westminster Abbey on 4th August 2014 to commemorate the outbreak of the Great War (see the report from September 2014 in Warrior 23).

Richard Sant



The Unknown Warrior attracts plenty of attention on its visit to the National Arboretum in November 2013
PHOTO COURTESY OF ANDREW McRAE

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You can now change your membership number to any of the Patriot loco numbers – either LMS or BR – for a donation of £80, with the exception of 5551 and 45551 which attract a premium donation of £160. We will then issue you with a new membership card and a certificate with your chosen number, and the donation you make goes towards your ticket for the first train.

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Time seems to go so fast when you are working in the LMS Patriot Office in Stafford. I cannot believe it is almost three months since a group of us went into the office one Tuesday to send out Warrior No. 32 and I am writing this article for No. 33 which will be going out to all members before the end of May. There were six of us that particular day and fortunately Norman had already prepared all the envelopes with the address labels on (quite a big job when we have over 1,100 members). Working as a team we managed to get them all to the Post Office before 2.30p.m. It was a job well done and as I write we are preparing for the next mail out.

We have an excellent team of volunteers who all work really well together and also cover one another during holidays and any unfortunate sickness. We have been fortunate during the last two or three months to have two new volunteers namely Andrew McRae and David McSorley who have been a most welcome addition to the office staff who have been very well trained by Linda and Peter.

Members' Day on the 8th July is now our next priority. The letters to invite members are included with this copy of the magazine. When we receive your replies they will be entered onto the database to enable us to calculate the numbers attending along with the food order for each member.

The total food order is taken by Peter Whittaker to a small catering company who operate in the village where he lives. They calculate what ingredients they need us to buy to enable them to complete our order and as if by magic and a lot of hard work the sandwiches are ready for collection in the early morning of Members' Day. A receipt is always sent to each member that will also include a copy of the sandwiches they have ordered to avoid any problems on the day. Each member is checked into Llangollen station and handed a printed itinerary of the day.

So as you can see there is a lot of input from the office staff to help with the smooth running of the day and we hope you all have an enjoyable day out at the Llangollen Railway.

We have received a framed picture from Mr Alan Merrick of 'The Unknown Warrior' signed by Colin Wright and our Chairman David Bradshaw. Alan has donated the print so that we can use it as a prize in our raffle on Members' Day. Our thanks go to Mr. Merrick for his generous gift.

With all of the everyday work that has to be done, such as New Members packs, renewals, donations and sponsorships to name but a few of the jobs volunteers carry out you can see how very varied the work is in the LMS-Patriot office and we would welcome anyone who is interested in joining us.

Please call the office on 01785 244156 if you would like any more information.

Shirley Dunn, Office Manager

SALES REPORT

I'm happy to report that the last quarter's sales figures were the best yet for the final quarter of a financial year. Quite typically it is a quiet quarter following Christmas and the New Year, but sales held up very well.

As you may be aware we have some new products on offer bearing the 5551 cabside logo. This design has proved popular so far, and has now been expanded to include 'Tote Bags', and for the first time socks which are available singly or in a pack of three.

Thanks once again to those members who have donated second hand books, DVDs/videos and railway models for us to sell. Please contact me if you have any such items that you would like to donate. You can phone me direct on **01773 832538** or email sales@lms-patriot.org.uk These items are a good source of income for the project and can attract Gift Aid if you are a UK tax payer.

With this magazine you will have received ten raffle tickets along with a letter detailing how to return the stubs and money collected. We have increased the prize fund, and our aim is to exceed £5,000 this year. Please buy or sell what you can and help us exceed last year's income which as you will have read in the treasurer's report, was a record year.

Please also have a good look through the sales list and make a purchase or two if you can. It all helps contribute to the build which is progressing well.

Neil Kinsey, Sales Director

REPLICA SMOKEBOX PLATES

Neil Kinsey, Sales Director for the Project is offering to make replica wooden smokebox number plates as pictured.

You may choose any loco number at a cost of £35.00 plus £6.00 p&p each. A donation will be made to the Project for each one sold.

Contact Neil direct at n.kinsey@uwclub.net or phone **01773 832538**.

Please note: not suitable for outdoor use.



5551 MERCHANDISE

NEW

Please use the order form on page 41 to buy your new 5551 branded merchandise

1 **5551 POLO SHIRT**
Burgundy (S, M, L, XL, XXL) - £17.00 + £3.50 p&p



2 **5551 SOCKS**
1 pair £5.50 + £1.50 p&p/3 pairs £15.00 + £1.50 p&p



3 **5551 CAP**
Burgundy - £8.50 + £3.50 p&p



4 **5551 BEANIE HAT**
Maroon - £8.50 + £3.50 p&p



5 **5551 MUG**
£6.00 + £4.50 p&p

PATRIOT MERCHANDISE

Please make your selection from the items on this page and complete the order form on the next page.

If you do not want to cut the page out of the magazine photocopies will be accepted.

The LMS-Patriot Project – Sales Order Form

Item No.	Item Description	Size	Quantity	Cost £	P&P £	Total
1	NEW 5551 Polo Shirt - Burgundy (S, M, L, XL, XXL)			17.00	3.50	
2a	NEW 5551 Socks - 1 pair			5.50	1.50	
2b	NEW 5551 Socks - 3 pairs			15.00	1.50	
3	NEW 5551 Cap - Maroon			8.50	3.50	
4	NEW 5551 Beanie Hat - Burgundy			8.50	3.50	
5	NEW 5551 Mug			6.00	4.50	
6	NEW 5551 Branded Tote Bag			4.00	1.75	
7	Patriot Coal Model			25.00	3.75	
8	5551 Pin Badge			4.50	1.75	
9	45551 Pin Badge			4.50	1.75	
10	'The Unknown Warrior' branded 19 litre backpack			23.00	4.00	
11	00 Gauge Nameplate Set			8.50	1.25	
12a/b	'The Unknown Warrior' Profile Badge - LMS Red or BR Green			4.50	1.75	
13a/b	'The Unknown Warrior' Nameplate Badge - LMS Red or BR Green			4.50	1.75	
14	The LMS-Patriot Project T-shirt - Maroon			15.00	3.50	
15	The LMS-Patriot Project Line Drawing Mug			6.00	4.50	
16	The Book of the Patriot 4-6-0s - Graham Onley			12.95	2.50	
17/18	'The Unknown Warrior' Cap - Black/Maroon			8.50	3.50	
19	'The Unknown Warrior' Tea Towel			5.00	2.00	
20	'The Unknown Warrior' Logo Mug - Red			6.00	4.50	
21	Colin Wright Unknown Warrior Mug - BR Green			6.00	4.50	
22	Colin Wright Unknown Warrior Mug - Red			6.00	4.50	
23	Colin Wright Limited Edition Print - BR Green			55.00	4.95	
24a	Colin Wright - A Brush with the Past B2 Print - LMS Red			40.00	5.00	
24b	Colin Wright - A Brush with the Past B3 Print - LMS Red			20.00	5.00	
25	Jonathan Clay - Unknown Warrior in BR Black - A3 Print			20.00	5.00	
26	Royal Signals & Semaphores at Birmingham New Street - Print			8.00	5.00	
27	Unknown Warrior Tie			12.00	1.75	
28a/b	The UW Polo Shirt - Burgundy or Black (S, M, L, XL, XXL)			17.00	3.50	
29a/b	The UW Sweatshirt - Burgundy or Black (S, M, L, XL, XXL)			22.00	4.50	
30	The UW Fleece - Burgundy (S, M, L, XL, XXL)			30.00	4.50	
31a/b	Unknown Warrior Beanie Hat - Maroon or Black			8.50	3.50	
32	Steam Memories - LMS Patriots			9.99	2.50	
33	Cloughton & Patriots 4-6-0s Book - G. Toms and R. J. Essery			16.95	2.50	
34	Air Freshener (pack of 3)			4.50	1.75	
35a/b/c/d	Steam Sounds of the Sixties CD - Volumes 1, 2, 3 or 4			6.00	2.00	
36	Multi Pocket Waistcoat/Gilet (S, M, L, XL, XXL)			27.50	4.50	
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30.05.2017

PATRIOT SALES STAND 2017

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 2017.

May

Gloucestershire & Warwickshire Festival
of Steam, Toddington
Sat 27/Sun 28/Mon 29

June

Nene Valley 40th Anniversary Gala,
Wansford
Sat 3

Statfold Barn Enthusiasts' Day
(near Tamworth)
Sat 10

Great Central Model Show,
Loughborough
Fri 16/Sat 17/Sun 18

Mid Norfolk Summer Gala, Dereham
Fri 23/Sat 24/Sun 25

Tyseley Open Weekend
Sat 24/Sun 25

July

Mid Hants End of Southern Steam Gala,
Ropley
Sat 1/Sun 2 and Fri 7/Sat 8/Sun 9

Members' Day, Llangollen
Sat 8

Crewe Heritage Centre 30th Anniversary
Sat 22/Sun 23

August

Midland Railex, Butterley
Sat 12/Sun 13

September

North Norfolk Gala, Weybourne
Fri 1/Sat 2/Sun 3

Statfold Barn Enthusiasts' Day
(near Tamworth)
Sat 9

Nene Valley Gala, Wansford
Sat 16

Severn Valley Autumn Gala,
Kidderminster
Thu 21/Fri 22/Sat 23/Sun 24

Barrow Hill Reopening Gala
Sat 23/Sun 24

October

Llangollen Autumn Gala, Llangollen
Fri 13/Sat 14/Sun 15

Swanage Autumn Gala, Swanage
Fri 13/Sat 14/Sun 15

Churnet Valley 25th Anniversary Gala
Sat 21/Sun 22

November

Warley Model Railway Exhibition, NEC
Sat 25/Sun 26

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

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THE STEAM SHIP RALPH BROCKLEBANK

A UNIQUE LNWR SURVIVOR by Les Green

Those with an interest in transport industry frequently lament at the lack of LNWR steam power that lasted long enough to avoid the cutters torch and reach the days of restoration, but one major asset fortunately did and until recently it was little known. That asset is registered on the National Historic Ships register in the same importance category as Cutty Sark and S.S. Great Britain and is a steamship originally named *Ralph Brocklebank* after the chairman of the London and North Western Railway.

She was renamed the *Daniel Adamson* or the *Danny* for short in 1936 after the Manchester based industrialist who was a driving force behind the building of the Manchester Ship Canal. Ironically Ralph Brocklebank, with family connections to the management of the Liverpool Docks and Harbour Company, had been an opponent of the ship canal.

Saved for preservation in 2004 and snatched from the clutches of the marine scrap yard where preparations were already in hand to remove the asbestos in her, she was sold by owners Peel Ports for the princely sum of £1 into the newly formed Daniel Adamson Preservation Society (DAPS). That society amassed over 100,000 volunteer hours to restore her engines and protect her hull and then raised over £4 million to return the ship to original condition with a licence to carry 100 passengers by 2016.

The rivalry of the GWR and LNWR

The story of the ship really starts in 1846 when a number of canals deep into Great Western territory in the Welsh Marches and border counties came together and formed the Shropshire Union Railways and Canal Company (SURCC) with the intention of managing the canals and developing railways. The main line of the network was the Birmingham and Liverpool Junction canal which via Ellesmere Port linked the Black Country and Midlands to the expanding dock complex of Liverpool and on to world markets. The intention of developing cost-effective railway



A powerful vessel, the *Ralph Brocklebank* taken probably in the early 1930s utilised as a stern tug, in the lower reaches of the Manchester Ship Canal. The tow rope is just discernible at the front of the bow.

networks by using the routes of canals never came to fruition and after only one year of existence the LNWR took control.

The LNWR made the decision to retain the canal network rather than convert to railways but saw an opportunity to gain trade and revenue from deep in the heart of GWR territory and at the same time make reasonable profits. This canal network was to remain profitable until the Great War of 1914/18 gaining trade from the Midlands and Black Country, the Potteries via the Trent and Mersey Canal and Middlewich branch whilst serving the rich agricultural hinterland of Shropshire, Cheshire and the Dee and Upper Severn Valley.

As a direct result of this success Ellesmere Port, once a little known village called Overpool became a major transshipment, industrial centre and port on the River Mersey with direct links to world and national markets through the expanding dock system of Liverpool, and the LNWR had ultimate control.

Because the narrow boats of the inland canal system at 7ft wide were unsuited to the rough conditions encountered on the tidal waters of the Mersey Estuary all cargoes had to be transhipped at Ellesmere Port between the narrow boats and the much wider and larger barges known as 'Mersey Flats' to be towed by steam tugs across the estuary. This was the role that the *Ralph Brocklebank* was built to carry out.



On the River Mersey prior to World War 1 with a train of Mersey Flats in tow. She is passing the Pierhead when only one of the famous Three Graces Buildings was complete. The GWR had a depot to the right of the pier head.

The decision to build

Popular belief is that canals quickly disappeared after Stephenson built the *Rocket* but this was not the case; whilst few canals were built after the railway manias, commercial carrying on inland waterways by narrow boats persisted right up until the 1960s. The Shropshire Union with its long straight sections, cuttings and embankments was a prosperous, well maintained system right up to the end of the First World War. The opening of the Manchester Ship Canal was to be a major benefit to the system as the canal now locked down into the ship canal reducing the journey on the tidal waters by over a mile, locking down now into the estuary via the major lock complex at Eastham into a relatively deep water channel.

The Edwardian era at the turn of the century before the First World War was a time of relative prosperity and a strong economy and buoyed by these developments the canal management ordered three new vessels of similar design to replace an ageing less powerful fleet. The *Ralph Brocklebank* was one of these three.

Built by the Tranmere Bay Development Co., now Cammel Lairds, she was launched in 1903 but Ralph Brocklebank himself was "unavoidably absent" and the shipyard manager's young daughter had the honour of breaking the champagne over her bows.

A powerful tug/tender

Twin screws powered by two reciprocating engines capable of up to 600 horsepower, she was capable of towing 10 fully laden barges and carrying 100 passengers. A tug tender is a dual purpose vessel common at that time and she acted as a ferry between Liverpool and Ellesmere Port in days prior to the widespread use of motor vehicles and the Mersey tunnels. The engines were reciprocating each having a high and low pressure cylinder mounted on two cast iron frames bolted to the engine bed casting. Cylinders are of 14 inch diameter for the high pressure and 30 inch for the low with a piston stroke of 20 inches. Steam is admitted to the engines at 120lbs/square inch. Coal consumption was estimated to be up to 6.5 tonnes per day but when cruising in the future this will be much lower.

The impact of the First World War

The *Ralph Brocklebank* was to trade successfully right through the war and until the financial troubles of the railways nationally resulted in the grouping when the LNWR became a component of the London Midland and Scottish Railway. Prior to the war she had carried out a valuable service in the transport network taking goods back and to Liverpool, carrying all sorts of people including possibly émigrés to the New World and northbound railway passengers for Lime Street to be possibly pulled by the new Claughtons that came into service in 1912.

A fact only recently discovered was that in 1917 she was taken into Admiralty service as an unarmed patrol boat but her actual duties have to be researched. Military historians

have expressed a view that because of the large numbers of troop ships coming into Liverpool in 1917 from Canada and especially America, she may have acted as a ferry to get them ashore as quickly as possible and on troop trains to training camps along the North Wales coast.

Liverpool's merchant seamen and dockers were to play vital roles in both world wars with enormous demands on facilities and there is no doubt that the vessel and the barges she towed carried war materials and that soldiers returning from the front would have been on board. Troop ships crossing the Atlantic in WW1 were to land 800,000 soldiers in Liverpool during the conflict.

Sadly after the war both the railways and the *Ralph Brocklebank* were to see the impact of the arrival on national markets of thousands of motor lorries sold off by a cash strapped government as war surplus at the end of hostilities. The railways were badly run down and losing trade to road transport, as were the canals, and in 1922 as a part of the restructuring of the railway companies, the port facilities at Ellesmere Port including the carrying fleet were sold to the expanding Manchester Ship Canal Company who had ambitions to expand facilities at Ellesmere Port. The *Ralph Brocklebank* kept her railway name and went into service on the ship canal as a working traffic tug but retained her passenger carrying facilities which were occasionally used for things like employee outings. Her size and powerful twin screws made her ideal for the stern tug whose role it was to help steer and stop the ocean going vessel when locking.

A new role

Whilst the Patriots were built in the 1930-34 period the *Ralph Brocklebank* was shortly to follow them into a new role when she was selected to be the next 'Directors Launch' in 1936. In a similar manner to the directors of railway companies who had luxurious inspection coaches the directors of the ship canal, greatly impressed by art



The lower lounge is a fine example of high quality craftsmanship and rich materials so typical of art deco design. There was a small bar out of picture near the stairwell.

deco style decided to scrap their old launch. The replacement they chose was the *Ralph Brocklebank* and she was to have a refit with an extensive upper promenade deck, the sparse lower saloons became sumptuous art deco lounges and her working parts overhauled. Just like the Patriots which were built mostly by the most famous name in railway engineering – Crewe Works – the Manchester Ship canal directors gave the contract to the famous John Brown Shipyard of Clydebank and the workmen came to Runcorn to complete the contract.

A new name and the railway connection

The directors of the ship canal decided that the name *Ralph Brocklebank* may have been permissible for a working traffic tug but to have the most prestigious vessel in their possession named after someone with strong anti-canal views and pro-Liverpool connections from a company that no longer existed and who was now deceased needed to change. The name chosen was *Daniel Adamson* and she was for ever after known affectionately by crews as *The Danny*. Daniel Adamson (1820–1890), a fine example of a Victorian entrepreneur, was in his lifetime a prime driving force behind the building of the Manchester Ship Canal. Adamson, educated at a Quaker school in Shildon, County Durham began his career as an apprentice to Timothy Hackworth, an engineer for the Stockton and Darlington Railway and quickly rose within the company to the position of Managing Draughtsman and Superintendent Engineer. Adamson was eventually to set up his own business successfully making boilers and engines largely by being highly innovative with nineteen significant patents. His company's product range included railway engines mostly for narrow gauge industrial and quarry lines and two engines with Adamson built boilers still exist *Prince* and *Welsh Pony*.

The Second World War and the 'Golden Years'

The Danny was both traffic tug and corporate hospitality vessel right up until 1984, doing great service as a stern tug where her twin screws and powerful engines were ideal to stop the ships and guide them into locks. She was fitted with



Flag flying and deck awnings fitted ready for VIP visitors.

an extra fire pump as Manchester and Salford Docks were high priority targets for the Luftwaffe in the Blitz period.

Her peacetime role was very much to show key decision makers the extensive port facilities available in Manchester and she was very successful. She was to carry all manner of personnel including royalty such as the King of Egypt and Sultan of Zanzibar, the Canadian High Commissioner, shipping magnates, sportsmen including Donald Bradman and top 'military brass' including Eisenhower.

The 'Golden Years' were to come in the 1950s with record tonnages carried on the ship canal and high workloads for the company's traffic tugs. A boiler and engine overhaul in 1953 ensured that *The Danny* played a full role as ocean going ships from all over the globe made Manchester a major UK port.

Dieselisation on the ship canal

Another parallel with the railways was in the 1950s and 60s the ship canal instituted a fleet renewal programme. With the arrival of greater numbers of more powerful diesel tugs on the canal steam gave way and all the older tugs slowly withdrawn, fortunately not *The Danny*.

Cheaper to operate the diesel tugs took the role of traffic tug away from *The Danny* and it is believed that the last time she undertook a tow was in 1964 – shortly before the last Patriot class locomotive met the cutters torch. However her role as a corporate hospitality vessel saved her and it was in that role she stayed with occasional steamings until 1984.

Trade on the ship canal had fallen from the 'Golden Years' as the rapidly growing size of ocean going vessels meant that the canal was too small to accommodate them and *The Danny*, in need of expensive overhaul, was laid up in 1984 at Runcorn and eventually at the new boat museum at Ellesmere Port. Soon dereliction was to impact upon her, vandals got aboard to wreck the lovely interiors with vital components and furnishings stolen and by 2004 after 20 years laid up she was a sorry sight.

Recognition and Restoration

Like the Patriot class, *The Danny* had friends and in 2004 as the vessel was about to be towed to the scrap yard the restoration movement stepped in in the form of the Daniel Adamson Preservation Society (DAPS). Inspired by feats of the railway preservation movement Dan Cross, a professional tug skipper, alerted tug enthusiasts to the impending loss and stepped in to purchase the vessel for a token £1 from its new owners Peel Ports who now had control of the ship canal.

The hull was surveyed and found to be sound; she was entered in the National Historic Ships register in the same category as *Cutty Sark* and *HMS Belfast* and like so many railway related projects work began to get her restored. Fundraising was successful with a number of small grants. Peel Ports and United Utilities were to grant free use of berthing and workshop space and of course like many



Derelict and forlorn in Ellesmere Port Boat Museum and at risk of the cutters torch.

railway preservationists the art of scrounging was put to great use!

Heritage Lottery and a £5 million project

Railway preservationists know only too well that volunteer input is vital to success and this is no different in maritime heritage. Volunteers from an incredibly wide background have come together to ensure that *The Danny* survives with former tug deckhands working alongside a retired high court judge, plumbers and fabricators next to former company directors with well over 100,000 hours worked in all weathers and on all parts of the boat. The work of volunteers and fundraising has been valued at well in excess of £1 million.

Later fundraising very much depended on Heritage Lottery Fund support and a £3.8 million award was made in 2015 whilst the largest non-HLF grant came from landfill tax at £75,000. The HLF award was both to restore the vessel and



Dedicated Volunteers crowd on to the foredeck after her first historic cruise to Acton Bridge on the River Weaver – October 2016.

also to recruit staff to build the business for five years. She was to be finally restored within a few hundred yards of where she was built in 1903 as a contract valued at £2.8 million was awarded to Cammel Lairds (Birkenhead) for the overhaul of the hull, superstructure and interior fittings; the engine room remained a DAPS responsibility. The craftsmen in the shipyard were delighted with the work involved and used *The Danny* extensively for apprentice training, and as she came out of the ship yard she was to carry the cameras and reporters of BBC TV One Show.

The future

The Danny now has to earn her keep and in 2017 she will have an annual public cruising and outreach programme to schools and disadvantaged groups, mostly based around Ellesmere Port, whilst having static days in Liverpool, Ellesmere Port and Salford Quays when she will be open to the public. Some cruises will take in the River Weaver to Anderton Lift Lock and will link the work of some of the great engineers in transport history, Telford at Ellesmere Port, Brindley at Anderton with the Trent and Mersey and she will pass under Dutton Viaduct on the west coast main line which was a creation of George Stephenson and Joseph Lock.

Her role will be largely educational but she will be available for hire making an ideal choice for family events, corporate hospitality and small musical events. Her original condition will also hopefully attract film and TV companies looking for suitable period locations.

In many ways *The Danny* has been a mirror image for railway preservation, her career covered the same periods as the Patriots and at one time they were owned by the same company and whilst in restoration they have taken different paths soon both will steam again.



The Danny in her new role returns to her home base for many years at Old Quay, Runcorn with the first party of excited school children.

YOUR CHANCE TO BID FOR THIS STUNNING EDGAR HODGES PRINT

To be auctioned on Members' Day, 8th July 2017 at the Llangollen Railway.

This is a limited edition framed print produced by the artist for the launch of the fully restored steamship *Daniel Adamson* in 2016. The print has been donated to raise funds for The Unknown Warrior Tender Appeal.



The Directors Dock Inspection Tour by Edgar Hodges

A typical scene in 1936 in Salford No. 9 Dock with a Prince Line vessel and grain elevators in the background.

Edgar Hodges, aged 87, lives in Bolton, Lancashire and is still a working artist. He achieved an international reputation as a book illustrator mostly in children's titles. The achievements to his name include *Thomas the Tank Engine*, *Postman Pat* and *The Wombles*, he was also involved in *Doctor Who* published work.

As well as being interested in maritime subjects he has maintained a lifelong interest in railways.



45500 *Patriot* passes through Wilmslow on 17th May 1951.

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

MEMBERS' CORNER

Thank you to all who contributed their articles that appeared in Warrior 32, we are grateful so many of you decided to contact us. Remember that you can send anything Patriot, memorial, war or railway related and photos are always good to receive (if you do send photographs please supply an address so they can be returned to you.). Please send them to us at memberscorner@lms-patriot.org.uk or if you have no access to a computer post to: **Nick Lakin, The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**

Please note that the views expressed by contributors are not necessarily those of the Project.

Dear Sir,

What made me become a member of The LMS-Patriot Project was that when I became interested in steam in 1963, the original Patriots were the only type I didn't see.

I started train spotting accidentally when introduced by my cousin who was into the hobby. He asked me if I wanted to do some spotting at Liverpool Lime Street and he showed me his ABC Winter 1962/63 London Midland volume. I said at the time I didn't think there were many steam locos left but when I saw his book I was persuaded.

We travelled down to Lime Street station from our local station by DMU (disappointing) as steam had finished on local trains a few years earlier. I thought this is a good start, no steam, but when we passed through Edge Hill I got a glimpse of the shed full of steam and as we passed through

the yards, I remember seeing Jubilees 45627 *Sierra Leone* and 45698 *Mars*. When I arrived at Lime Street, what was parked against the buffer stops but 45531 *Sir Frederick Harrison*. When I got up close to the loco and could hear and smell it, I was hooked. Next day, I was down to W.H.Smith to buy my Ian Allan ABC. Looking at the pictures in my ABC, I remember seeing one of an original Patriot and thought then that they had a great shape about them. Unfortunately, I didn't know at the time that most of them had been withdrawn from service. So, I am looking forward to 'copping' my first original 'Pat' and seeing it storm over Shap.

I enclose two pictures I obtained about 40 years ago of 45538 *Giggleswick* and 45537 *Private E. Sykes VC* stored at Rugby on 3rd June 1962.

YOURS FAITHFULLY,
A. C. JONES (MEMBERSHIP NO. 111/02)



Project member Mr. J. Foston has written in to see if anyone has any recollection of a Patriot working a special train from Leicester to Leamington Spa to see the town's illuminations. He thinks the Patriot was a Rugby engine and came onto the train at Nuneaton and it would have been on either 11th September 1960 or 9th September 1961. If you can help with this or want a question answering yourself that our members may have the answer to, contact us at: memberscorner@lms-patriot.org.uk or office@lms-patriot.org.uk

SPOTTING THE PATRIOTS

Born in 1944 and raised in Derby, I was an active loco spotter between 1957 and 1964. I saw all of the Patriots. My first was 45509 *The Derbyshire Yeomanry* (locally known to us spotters as 'The Derby Yo-Yo') which was based at 17A (Derby) between 1951 and 1958. My last but one was 45511 *Isle of Man* which I saw in Crewe Works on Sunday, 5th February 1961 not knowing at the time that it was already withdrawn from service. My last Patriot was 45551 which I finally caught up with on Willesden shed on Sunday, 26th March 1961. This loco would survive in service until May/June 1962.

Looking back, the Patriots were well spread about and although readily seen on the West Coast Main Line they were not an easy class to complete. At the time of completing the Patriots I had long since seen all of the Royal Scots, Princess Royals and Duchesses. In fact the only remaining ex-LMS namers that I needed were all Scottish Jubilees.

You rarely saw more than one or two Patriots on shed but towards the end they were gathered together for storage prior to scrapping. On two occasions I saw larger groups of original Patriots together. These are listed in the order that I wrote them into my notebook.

At 2A Rugby on Sunday 14th January 1962

45542 45538 45548 45541 45537 all to be withdrawn later that year.

At 24K Preston on Saturday 22nd September 1962

45550 45543 45507 45547 45533 45518 all withdrawn before the end of 1962.

At that time Preston presented a dismal sight, full of lifeless stored steam locos in a roofless shed severely damaged by fire.

I took a photograph of 45550 (below) in poor light. It is not a good picture but somehow emphasises the wretchedness of the scene. The Fowler tender behind 45550 belongs to 45543.

I always loved the original Patriots. They were my favourite loco and this was the last time that I set eyes on them. In my wildest dreams I never ever expected to see one again. Now thanks to the super-human efforts of our directors I am hoping to live long enough to see a living Patriot again!

Have you noticed that there are a couple of odd co-incidences in this short story. My last Patriot was 45551 and my last sighting and recording of an original Patriot was 45518 *Bradshaw*, the name of our illustrious chairman. I think this must bode well for the future!

YOURS SINCERELY, ALAN INCKLE
(MEMBERSHIP NO. 446/01)



PATRIOT MEMORIES

Hello, I have written a few of my memories of Patriots and my train spotting days for possible inclusion in *The Warrior*.

As I fairly recently retired from my post as Fleet Engineer with Ascendos Rail based in Germany and moved back home to Cornwall after 35 years away. I was vaguely aware that a few new Locos were being built in Britain. That was until I picked up two older examples of this publication from the 'free' table at the monthly meeting of the Cornwall Railway Society. This was followed coincidentally with a guest speaker giving a presentation on the progress of 'The Unknown Warrior' As an ex-soldier and a member of the Royal British Legion, guess what? I am now a life member.

I spent my first 12 years growing up in Birmingham. Mad on trains because my father was also very interested. When I was eight, we were living on the outskirts of Birmingham at Kingshurst. Mum was no longer tied to her shop that she had had previously in Nechells where we had lived. She had time to go into town shopping, in school holidays or on Saturdays I went with her on the Midland Red bus (Route 160). My mother quickly learnt that it was better to drop me off, armed with my Ian Allan 1955 Combined Volume, at the Eastern end of platform 3 of the former LNWR side of New Street Station. I would be there for a couple of hours while she went shopping, unthinkable now. On this through platform the Wolverhampton-Euston trains and trains from all points North West to Birmingham came in. The Euston trains were mostly Jubilees but occasionally a Scot, those terminating in Brum brought the full range of locos from Crabs to Semis and very occasionally a Brit. Some of these locos carried the very rare, for the Birmingham area, Scottish shed plates (probably running in from Crewe). These trains then went e.c.s. to Dudderson carriage sidings and the loco to Aston Shed (3D) which my father and I often visited on Sunday mornings.

On one these visits to New Street I can vividly remember my first two Patriots, unnamed 45508

had run in from somewhere in the North West and it became the first loco of the class that I cabbed, having been invited aboard by the driver. What an experience. While on the footplate, my second Patriot, 45512 *Bunsen* ran past into platform 6 with a train from Euston.

At this age I can only remember seeing one Patriot through the gap that allowed one to see trains entering and leaving the former Midland side of New Street Station. I remember 45509 *The Derbyshire Yeomanry* with a train for Bristol.

When older (10) I was allowed to go to town alone for the whole day, splitting the time between New Street and Snow Hill. At New Street I was mostly at the Coventry end of platform 6 where there were two sidings the one on the platform face was sometimes used by long trains to set back into, so that all coaches were on a platform, presumably also that the loco was not fouling other tracks. I also can remember that once a loco, a 2-6-4 tank came and stood there in this small siding, and then came a long train hauled by 45522 *Prestatyn*. It had run in and then backed down on to the loco that was waiting to be a banker up through the tunnels. This spot was directly next to the tracks running into the Midland side of the station. This was where the trains from the North East and Derby heading for Bristol and the holiday destinations in Devon and Cornwall ran in.

My biggest memory at this spot was No. 61379 *Mayflower* running light coming down through the Midland side and stopping right beside me and then setting back on to its train and shortly afterwards departing for Norwich. I saw a few B1s on this turn but *Mayflower*, my first Eastern loco was and still is, the picture in the brain.

As I already said my father was railway orientated and he took me on my first special train trip.

That was 1st September 1957 from Snow Hill to Swindon Works and shed, also I think Didcot and

Oxford with 3440 *City of Truro*. Another tour was from platform 3 at New Street to Derby Works and shed, then on to Crewe Works and North and South sheds. That was with the Midland 4-4-0 Compound No. 1000, I copped lots of Patriots on that trip. A good number of Patriots were also seen on another trip we went on. This was with a group of about 40 on a very early morning train to Bolton where we were met by a Ribble Coach and visited Horwich Works and about eight sheds in Lancashire with the return by train from Burnley. I remember this because we were in the last coach and the train was comprised of eight open coaches so that when all corridor connection doors were open one could look down the length of the train and watch it go round the curves or snaking over points - another picture imprinted on the brain. I also went on many trips with, if I can remember correctly, the South Birmingham Railway Society, both by bus and train. My father also wrote away for permits and at least once a month we made a private tour in all directions from Birmingham.

I also had a bicycle and used it to get to Marston Green (Birmingham-Coventry), Water Orton (Junction of lines from Birmingham to Derby and Leicester) and further afield, would you believe, Tamworth in the famous field. Oh to have had a camera there as 45519 *Lady Godiva* with its

distinctive stove pipe chimney headed for Derby through High Level while 45548 Lytham St Annes was standing in the up platform of Low Level with a stopping train to the South.

In that way I saw all the Patriots, I also saw all the Jubilees EXCEPT one and that was the named 45731 *Perseverance*. I saw No. 45528 but unfortunately before it was named *R.E.M.E.* I later served 27 years in R.E.M.E. (Royal Electrical and Mechanical Engineers) and actually ran the Armies R.E.M.E. Railway Workshop in Germany for a total of nine years before moving to civilian life and employment with a German Wagon Hire firm and later as European Fleet Engineer for, in turn, CB Rail, GE Rail and finally Ascendos Rail.

Of possible interest I have included a photo of a painting I inherited from my father. It was painted by the now deceased Falmouth artist Geoff Shaw. It is of 5532 *Illustrious* in its original form. That is how my father would have seen it in the late 1930s before the war where he was a member of the Royal Artillery on the rail mounted guns in Kent. It appears to be standing in front of New Street Signal Box Number 4 which was at the Bristol end of platform 9. That being so it is heading a train possibly as far as Bristol.

**BEST REGARDS,
ROGER ASTON (MEMBERSHIP NO. 1555/00)**



5532 *Illustrious* at Birmingham New Street as painted by the late Falmouth artist Geoff Shaw.

DAVID ANDERSON COLLECTION

Dear Mr. Lakin,

Please find enclosed a few Patriot prints from my photo archives. You are welcome to retain these and perhaps use in The Warrior.

WITH BEST WISHES, DAVID ANDERSON, MORPETH.



ABOVE: No. 45539 'E. C. Trench' in rather grimy external condition drifts down Beattock Bank with an afternoon Glasgow Central to Carlisle all stations stopping service in the summer of 1958. Note the vintage ex-LNER carriage next to the loco.

BELOW: No. 45547 at Stafford, date unknown.



ABOVE: No. 45503 'The Royal Leicestershire Regiment' at Dalry Road, Edinburgh on 14th July 1955. The engine was there due to working a through summer timetable service between Birmingham (New Street) and Edinburgh (Princes Street) with the return working on the following morning. Normally worked by a Crewe North (5A) based engine and on this occasion unusually brought a Patriot to Edinburgh. The background appearance of a Caledonian Railway 3F 0-6-0 confirms that it is in the Scottish Region. This whole area has now disappeared, making way for the western approach road into the Scottish capital.

BELOW: No. 45551 near Beattock Summit with a Glasgow Central to Liverpool/Manchester Express on 4th July 1959.

ALL PHOTOS BY: DAVID ANDERSON. © THE LMS-PATRIOT PROJECT.



MY FOOTPLATE CAREER

BY FRED JACKSON (MEMBERSHIP NO. 1573/04)

Dear Sir,

My footplate career started in March/April 1945 at Hellfield (L.M.S), I was 14 years of age and the Second World War was still being fought. Up until the age of 16 I worked with the Steam Raiser as a Bar Boy on stabled engines that were in steam. This was excellent training for when I became a Cleaner/Passed Cleaner. I was also supposed to do shed and shunting work but was also a fairly capable fireman and often called to main line work. Then at 17 years of age I was able to work nights, Sundays and on the main line.

We had a good selection of turns working to Manchester, Bolton, Carlisle, Leeds, Bradford and Morecambe. One turn was the Carlisle to Leeds 'Waverley' with a Hellfield Compound, later diagrammed with a Leeds Holbeck 5XP or Jubilee.

In 1949 when I turned 18 I was called up for military service and served in Trieste, Italy until July 1951. On my return I decided to apply for promotion to Fireman at Preston, it was my ambition to work on the WCML (or Wessy) as there was top class work with some of the best men at the top of their profession.

I soon found out that while everything was fine at Hellfield, Preston was another world in terms of skill. I worked in the Senior Control Link and we carried out all aspects of work at Preston including covering sick and holidays, this included working on the line to Barrow and the London to Glasgow expresses, this was my ambition.

I soon passed into Barrow Link covering Carlisle, Crewe and Windermere, mainly express work regularly with Patriots, or Baby Scots as the footplate men called them. We had 5519 *Lady Godiva* at Preston and later 5538 *Giggleswick* (a super engine) but many were shedded at Carlisle Upperby, Crewe and Edge Hill and were diagrammed for Preston work.

At Preston we always had a large increase in work during the summer working both regular and Saturday and Sunday services. Some Links were increased in size and Control also ensured Passed Firemen (spare Drivers) were promoted.

I was moved to the London/Glasgow Link and I fired in this for about four years. Most of our work was the Glasgow Sleeper, depart at 02.35 returning at 23.30 to Manchester and Liverpool, usually with a rebuilt Patriot or Royal Scot. Edge Hill had several rebuilt Patriots - 5527 *Southport*, 5531 *Sir Frederick Harrison*,

5535 *Sir Herbert Walker K.C.B.* These were often used on very heavy 17 coach services weighing 540 tons. Assistance was required both ways over Shap which was usually provided by an L.M.S. 2P (Long Leggers) as pilot, they were pretty useless because they were poor steamers, we used to say '17 behind and pushing one in front'. On London work there would be Royal Scots, Patriots, Duchesses and Princesses and these mainly came from Crewe, Camden, Edge Hill and Carlisle Upperby. I would work the 00.09 Manchester to Glasgow Newspapers and Travelling Post Office (we called this the mad hour) and had 101 minutes to cover the 90 miles travelling very fast with 13 or 14 vans (converted coaches) full of newspapers which made the vans very heavy. We would then return working the Aberdeen-London Parcels and Fish train from Carlisle at 04.38 which would often be with a Crewe Patriot.

Patriots were regular engines north of Preston being diagrammed for many jobs to Barrow, Windermere and Carlisle. Another Preston job I worked on was the 22.39 London Sleeper with a Camden Royal Scot, returning at 17.35 on the Emerald Isle Express as far as Crewe. The timings were tight with 165 minutes allowed for the 158 miles and this included a five minute stop at Stafford. On one memorable occasion we really had to hammer a Patriot on a Sunday 13.09 departure to London which often loaded to 15 or 16 coaches. We would often have 5538 *Giggleswick* or Jubilee 5582 Central Provinces, and the return at 18.40 off Euston would use the same engine. Patriots were very busy locomotives and diagrammed on many jobs.

In 1956 I passed out as Passed Fireman (spare Driver), I was informed that I would be taking my exams about six months prior and spent evenings learning the Rules & Regulations with the help of my wife. I passed first time (three attempts were permitted) but at first driving was going to be rare and seniority and route knowledge was everything. After four

months I was lucky enough to be given a driving job to Windermere, it was a School Special from North Wales with a Stanier Crab (Mogul) at the head of 10 or 12 coaches.

I was later booked to drive the 02.35 to Glasgow (double trip) which was my third driving turn with Edge Hill rebuilt Patriot No. 45527 *Southport*. I got booked to this job several times due to my route knowledge. We were piloted by a Preston 2P, still useless as we lost time to Carlisle. Then with 14 coaches on from Carlisle to Glasgow unassisted, no problem! We returned from Glasgow at 11.30 but this time with 17 coaches, the 2P rejoined us from Carlisle back to Preston.

Due to drivers retiring I moved quickly to more driving turns and for about 2 to 3 years drove regularly often on reliefs to London, Football Specials to Wembley and the down Postal to Glasgow. I drove a Scotland Football Special from Motherwell to Crewe non-stop with a Preston Jubilee, an Aberdeen-Manchester with a Patriot and a Manchester-Heysam Boat Train. Main line express work was only from

certain sheds - Camden, Crewe North, Preston, Carlisle Upperby, Longsight (Manchester), Edge Hill (Liverpool) - other sheds were mainly for local passenger service and freight.

From about 1959 diesel electrics coming into service took over many main line jobs. Preston shed roof caught fire and after a period of time it was decided to close the shed. I was between the devil and the deep blue sea as a spare driver as there were no engines. A lot of the work and engines had been transferred to Lostock Hall so I decided to transfer there too and I often drove the Lakes Express to London. Much of the work was driving coal trains into Yorkshire, it was a poor standard of work compared to what I had done at Preston.

Aged 35 and unhappy with a much reduced income, but still awful hours, I became disillusioned and left the railway in 1965. With foresight I would soon have been back at Preston driving electrics on service between London and Glasgow, but that's life. It was the worst thing leaving but also the best in the long run. **But I'm still firing and driving in my sleep!**

Sales stand volunteer Mike Paine has sent us a few of his 'Patriot' related images. Below Mike is seen standing on the front of Union Pacific 4-8-4 No. 844 in Cheyenne wearing his 'Unknown Warrior' t-shirt on 21st July 2012.

Closer to home Mike shows off a replica 5551 smokebox plate at Warley in November 2016 while helping on the stand with Neil and Sue Collinson, and finally he is seen proudly holding one of the nameplates from 5543 *Home Guard* - from the private collection of David Postle - at Kidderminster Railway Museum.



SUMMER SPOTTING

During the summer of 1960 the Saturdays Only Liverpool-Scarborough through train was diverted away from its usual route via Milford and Gascoigne Wood Junctions where it gained the line to Selby and the East Coast, and to run instead via Featherstone, where I lived at the time, and Knottingley to reach Goole and the Hull line. This brought an unexpected bonus for us lads in that it was hauled by the Bank Hall Jubilees 45698 *Mars*, 45717 *Dauntless* and 45719 *Glorious* and even more interestingly the unnamed Patriot 45517, a real gem to us linesiders since this class only appeared rather infrequently on the Goole line in those days perhaps on Rugby League specials to Featherstone or on Blackpool extras during the summer.

Talking of the Rugby League specials one of the most memorable appearances concerned 46100 Royal Scot herself which worked a train from St. Helens to Featherstone on 21st March, 1959 one of several trains that day when a club record crowd of 17,531 watched the home side dump Saints out of the cup en-route to a semi-final defeat at the hands of Hull.

A couple of years later when I was attending the grammar school at Normanton news filtered through that an original Patriot was on shed, it so happened that there was a "nature" walk that afternoon and this was to pass the foot of the embankment near the shed and sure enough there was 45515 *Caernarvon* standing outside, the female biology teacher found that she was a few pupils short when she got back to school and after school the shedmaster had a busy time preventing the depot being swamped by trainspotters! The locomotive was based at Newton Heath at the time and was the last original Patriot that I saw and was withdrawn shortly afterwards.

ALAN WALKER, CROFTON, WAKEFIELD.
(MEMBERSHIP NO. 1033/31)

Dear Sirs,

Just received my copy of The Warrior Issue 32, February 2017. Thanks for a great read as usual.

I will be 70 years young in April and remember the 'Baby Scots' at the end of their working lives - 1960-62. Leeds City station and Holbeck MPD (55A) were the main places. Of course, they were very run down by then; we called them 'Rust Buckets' but Carnforth and Lancaster Green Ayre sheds kept them well maintained mechanically (those fitters were heroes).

My last memory was a 'Pat' double header with a Farnley Junction (55C) Jubilee 45581 *Bihar and Orissa* on a train to Liverpool, on a viaduct (not used now) out of City station that is adjacent to Holbeck Depot - a very fine sight. I did not have a Brownie camera then so no shots. My last 'cop' was 45510 at City station in an appalling state on a Morecambe train.

I think Crimson Lake is a very appropriate livery for the 100th anniversary of the Great War but look forward to BR green in later years.

One of the reasons for me being a member of the LMS-Patriot Project (other than seeing one in steam and on the main line) is to remember my two uncles who were killed serving in the RAF in WW2 in 1944. One was a Spitfire pilot and the other a Lancaster bomber pilot who has no known grave. So, the name 'Unknown Warrior' will mean a great deal to me.

It must be remembered that the name will represent ALL those service men and women of RAF/Royal Navy/Fleet Air Arm and Army who have no known grave.

KIND REGARDS,
G. A. HALL (EX-FLEET AIR ARM 1972-78)
(MEMBERSHIP NO. 297/12)

Regarding the photos of 'Blackpool at Wigan' (Warrior 32, page 48). As a matter of interest, and if not already known, I am reasonably certain that the exact location is Rylands Sidings about 1 mile north of Wigan NW Station.

REGARDS, BILL MORTON
(MEMBERSHIP NO. 879/09)

PATRIOT MEMORIES AND THE END OF STEAM

by David Burditt

I was brought up in a small village near Market Harborough. The village was on the LNWR cross country route from Rugby to Peterborough. Our house and my school were in sight of the railway and we were treated to a procession of Black 5s, 4Fs, green DMUs, etc. One day about 1959/60 a "namer" came through. A Patriot! None other than 45537 'Private E Sykes VC' on a local freight. This was the talk of all the village loco spotters; a "namer" on our line! Wow!! We were used to a whole procession of Jube's, Scot's, Brit's, etc. on the Midland Main Line at Market Harborough which was only two miles away and where we spotted on most Saturdays.

Of course, I was not aware at that time that four Pate's had been transferred to Rugby and Nuneaton sheds to work out their days on local jobs. We subsequently saw 45533 'Lord Rathmore' and I think, 45548 'Lytham St Anne's', but not 45538 'Giggleswick' or 45541 'Duke of Sutherland' which were also allocated to Nuneaton in 1960 for "light duties".

Patriots became my firm favourite locomotive and have remained so since that time. Imagine my delight when I found that plans were afoot to build a new Patriot loco. I joined The LMS-Patriot Company a.s.a.p.

Most Saturday mornings I would take the local bus to Market Harborough (3d return fare) and walk the half mile from the town centre to the station pausing only at Mr L.Oram's corner shop near the station to buy a bottle of pop and a packet of crisps. A great morning out for just "two bob". I then proceeded up the hill to the loco shed where the road that went across the lines to the goods shed gave us spotters an excellent view of the whole shed area, the goods yard and the main line too. Heaven!

THE END OF STEAM

We spotters in the early '60s used to talk about how long steam would last on BR especially since we saw the increasing numbers of DMUs (known to us "steam boys" as green slime), Peaks, and other diesel locos. 30 to 40 years was the general consensus of opinion since BR had only just finished building steam locos.

Then something happened which made me realise that steam days were numbered. It was around 1962/63, I was walking across a field at my uncle's farm through which the village line passed and in the distance I saw a cloud of steam approaching. It was impossible to tell what class of loco it was in its thick haze of smoke and steam. Finally a filthy, begrimed, loco leaking steam from every gland and orifice came wheezing slowly along. I could just make out through the filth that it was Royal Scot 46108 'Seaforth Highlander' pulling just a few wagons. As it disappeared down the line my heart sank and I knew that steam was dead! That image and feeling remains with me to this day.

I gave up loco spotting then as diesels were of no interest and turned my attentions to aircraft.

The above reminiscences are dedicated to Fred Saunders, husband of my Mum's best friend, who was an ex-LMS footplate man. Fred, known to his close circle as 'Onka' (why I know not) used to tell me fascinating stories of his footplate days and also passed on to me his copies of Trains Illustrated.

Best Regards
David Burditt (Membership No. 352/04)

For the attention of Linda, LMS-Patriot office

Thank you for your letter date 22nd February confirming that my donation to the Patriot Tender Appeal should be through your CAF bank account. As advised in my son's email my donation of £600 was processed on 3rd March and should be in your account when you receive this letter.

Your query as to how I learned of your appeal highlights an interesting sequence of events.

The short answer is the November edition of the Heritage Railway magazine where the appeal was given positive support both through the editorial and headline news section, together with several column inches in the article on four new-builds at Llangollen. At the time I simply saw it as an appeal for funds for yet another worthwhile cause, with no direct relevance to me.

As an observation Heritage Railway magazine, together with its parent Railway Magazine seem to have relevant readership at my local newsagents, Steam Railway rather less so.

However my waking thoughts some time later were along the lines that here was a project with a clear objective, constrained by a tight timeline for completion. It also appealed to my sense of proportion; the tender is always regarded as secondary to the main event, yet without it, the main focus of activity (the locomotive) is unfinished. Perhaps I should make some sort of contribution.

Over the years I have learned not to ignore these waking thoughts, as they have proved important both professionally and privately. The subconscious mind can be quite powerful.

On reflection I also think the selection of prototype and name inspirational, as the 'Baby Scot' locomotive follows on from the 'Royal Scot' class, in which the LMS made a decisive step away from its Midland constituent and its small engine policy. I think its parallel boiler reflects its era perfectly and will play a significant role in the railway preservation era. This, in addition to its relevance to remembrance of those who died in the First World War.

Further reflection suggests that the tight construction schedule would benefit from a significant donation up front and that the most appropriate way I can support it is through the tender project. I think the A\$1,000 equivalent is about right!

**BEST WISHES, HENRY PATTENDEN,
ELIZABETH NORTH, SOUTH AUSTRALIA 5113**

Hi Pete,

In response to your mail I thought that the attached photos could be of interest. As the locomotive will adorn LMS crimson lake the LMS Porthole 3rd Corridor Brake on the SVR will look very appropriate sitting behind it. I guess its only a matter of time before this actually happens.

The locomotive standing in Berwyn station and carrying the 'Remembrance' headboard could also be a foretaste of what the Warrior will be doing one day. The photo was on the occasion of Members' Day.

Best regards, Stuart Thorp



UNKNOWN WARRIOR REACHES NEW HEIGHTS

Dear Sir,

I have recently returned from an 18-day holiday to Bangladesh and India, travelling with tour company Darjeeling Tours of Doncaster.

Part of the tour included a steam train ride behind one of the B class locomotives on the full length of the Darjeeling Railway from New Jalpaiguri near Siliguri to Darjeeling in the Himalayas. If you have never been to this railway it is an absolute must for steam enthusiasts.

Those little engines are thrashed to bits from New Jalpaiguri (sea level) to Ghum (7,000 feet above sea level) and then onto Darjeeling in the Himalayas. The total journey time is 7 hours to cover the 54 miles and it is best to do it in two halves as our tour did. Going with an organised tour company sees the whole tour hauled by steam whereas the service trains are generally diesel hauled.

One of the tour leaders kindly took a photograph of me at Darjeeling station wearing my Unknown Warrior t-shirt

PHILIP J. WILSON (MEMBERSHIP NO. 36/09)



ANSWERS TO WORD SEARCH 8

LMS LOCOMOTIVE CLASSES/GROUPS

- AUSTERITY • BLOOMER
- BLACK FIVE • BOW TANKS
- CALEDONIAN • CAULIFLOWERS
- COAL TANK • CLAUGHTON •
- COLUMBINE • CRABS • CREWE TYPE
- COMPOUND • DREADNOUGHT
- DUNALSTAIRS (SIC) • DUCHESS
- DERBY • EIGHT F • FOUR F
- FAIRBURN TANK • FLYER ATLANTIC
- GEORGE V • HUGHES/TANK
- IVATT • IRONCLADS • JINTY (x4)
- JUBILEE • JUMBOS • JOHNSONS
- KERR-STUART • LARGE BENS • LION
- MOGUL • NEWTONS • PACIFIC
- PATRIOT • PRINCESS CORONATION
- PRECEDENT • PRINCESS ROYAL
- PLANET • PUGS • RIVER CLASS
- ROYAL SCOTS • ROCKET
- SANS PAREIL • SUPER D
- STANDARD • SEVEN F
- TITFIELD THUNDERBOLT
- TEN THOUSANDS

HOW MANY L.M.S? - 12

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

WORD SEARCH 9

PATRIOT PARTS MADE IN BRITAIN IN....

ALFRETON • BLACK COUNTRY • BIRMINGHAM • BARRY • BROMBOROUGH • BUCKFASTLEIGH
BURY • CLAUGHTON • CRADLEY HEATH • CREWE • COALVILLE • DERBY (x2) • DEEPDALE
DUDLEY • ENGINEER • FOUNDRY • LONG EATON • LYE • LOUGHBOROUGH • LLANGOLLEN
PRESTON • RAMSBOTTOM • RAWTENSTALL • ROTHERHAM • STAFFORD (x2) • STOURBRIDGE
SHREWSBURY • TYSELEY • WINCHCOMB(E) • WOLVERTON • VALE OF GLAMORGAN

AND....

FOWLER • LMS (x10) • LNWR (x12) • PATRIOT (x4) • WARRIOR (x5)
and finally - What do you do to coal before use in the firebox? _ _ _ _

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

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

The LMS-Patriot Company Limited

Building the new Royal British Legion endorsed National Memorial Engine –
‘The Unknown Warrior’

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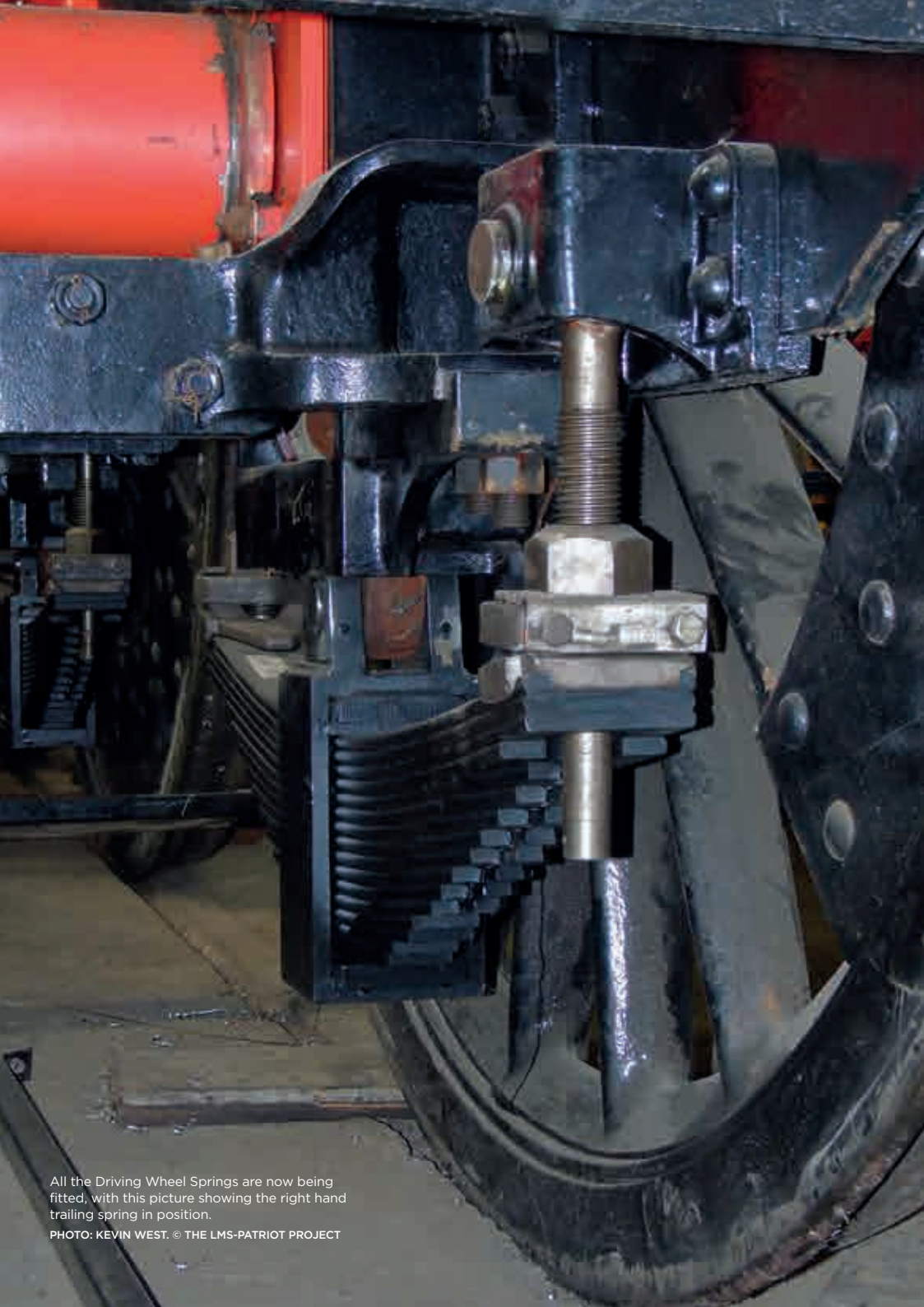
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All the Driving Wheel Springs are now being fitted, with this picture showing the right hand trailing spring in position.

PHOTO: KEVIN WEST. © THE LMS-PATRIOT PROJECT