

# The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



AUGUST 2018  
Issue 38 • £2.50



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## Editorial

It was good to meet so many of you who attended **Members' Day in June**, as ever you supported us in **great numbers on what was a glorious day in the Dee Valley. We really do appreciate the support of the whole membership and this Project wouldn't be what it is without you.**

Mention must also be made of the volunteers who make this day possible and run so smoothly, I certainly hope this is how it appears to you. Our thanks go to everyone who gave of their time and worked so hard to make it such a successful day.

Thanks to all of you who have purchased our book, it was a big decision for the Project to go ahead with the production as quality print doesn't come cheaply, and I would personally like to thank the board for having faith in me to produce something that people would buy. At the time of writing these notes we have sold over 400 books, with 420 being the break-even figure, so if you haven't purchased a copy yet go to pages 26-27 for ordering details, and if you need a taste of the quality of photos there are three fabulous double-page shots plus two more on the front and back cover of this issue to whet your appetite.

We have plenty to look forward to in what remains of this year with excellent progress being made with the construction of the boiler and plans to trial fit it to the chassis when ready. So please continue to support us and I hope you enjoy this edition of The Warrior.

Best wishes,  
Pete Sikes  
Editor, The Warrior  
email: [warrior-editor@lms-patriot.org.uk](mailto:warrior-editor@lms-patriot.org.uk)

FRONT COVER:  
LMS Patriot class 4-6-0 No. 45551 passes Headstone Lane in the Borough of Harrow with a Euston to Blackpool express in 1949.

PHOTO: C. R. L. COLES/RAIL ARCHIVE STEPHENSON

## Chairman's Thoughts – Aug. 2018

Firstly, a big thank you to all those who helped make Members' Day such a success. As someone who simply drives up and networks it is all too easy to ignore the amount of effort and time which goes into such an event.

You will see in Kevin's Engineering Update (pages 8-16) that progress on the chassis remains slow though we are still confident that it will be pretty well complete when it is required by HBSS, our boiler contractors, to test fit the boiler which we expect to take place in late October. As I write this they have just announced that they will be shortly moving premises to a site in Huyton, Liverpool where they will have more space to expand their business. The move has been planned for some time and is not expected to impact on the boiler's completion date.

You may recall that we announced some time ago that we would be putting the final build stage of the loco out to competitive tender. With this in view we held a pre-tender meeting on 8th August with the three contractors who expressed an interest in taking the finished chassis through to completion. Our next task is to agree the completion work schedule and forward the tender document to them to allow

them to quote. This is the first time that this has been attempted in the heritage world and it will allow the three contenders to produce their quotes in the knowledge that there is a level playing field.

Elsewhere you will read that fund-raising in the first quarter was below the rather ambitious budget set earlier in the year but was nevertheless a record for any first quarter. We need to keep this going to ensure we have enough money to finish the job but it does lead us to feel cautious optimism. I say this because complacency is something we cannot afford as unlike others we work on money in the bank, not money pledged!

Thank you for your continued support.

Kindest regards

DAVID BRADSHAW, CHAIRMAN

### STOP PRESS

*Planning for the AGM had reached an advanced stage with both date and venue booked. However, all that is now on hold as preliminary arrangements are taking place for a potential event showing you the latest stage of the locomotive build.*

*Full details will be sent to you along with the calling notice for the revised AGM.*

# TREASURER'S REPORT

## Update for Quarter 1 (ended 30th June 2018)

BY NEIL COLLINSON, TREASURER

As I have not received any 'Thoughts for the Quarter' from members for inclusion in this report, I will have to resort to the internet again, as Pete, our editor, likes to see the prose and statistics broken up. However, I will repeat the invitation I gave to you in Warrior 37.

Please submit quotations to me for consideration and possible inclusion in future reports. If you could please give it some thought and email them to [treasurer@lms-patriot.org.uk](mailto:treasurer@lms-patriot.org.uk) or drop me a line to our office address I would be most grateful.

If used, your contribution will be acknowledged in my report, unless you want to remain anonymous, in which case I will append the acknowledgement as 'anon.' but add your membership member.

Before I report on the quarters' figures, I need to let you know that Claire, our financial administrator and I met with Chris Blue from our accountants, Baldwins, on 1st August at their

*My first thought for the quarter.*

*Another record broken.*

offices in Cannock, to discuss the annual results. He then reported to the board at the meeting on 4th August and I am pleased to say that no issues were raised and the accounts for the year ended 31st March 2018 were approved unanimously by the Board.

Traditionally the first quarter sees a steady flow of income but I am very pleased to say that it was a record one for the project as total income hit the £99,500 mark (£97,600 for quarter 1 2017-18). When I first looked over the figures I felt

*Second thought for the quarter*

*If a certain board member had donated his expenses back to the project by 30th June, then we would have achieved the £100k. You know who you are!*

disappointed that we had not achieved the magical £100,000 but when digging under the surface, it was apparent that we are still doing quite well and the support we are receiving is second to none. Thank you.

Just a small point here as I have mentioned expenses. Directors/Trustees and volunteers are entitled to claim expenses for any legitimate charity business. Whilst no-one is expected to be out of pocket in carrying out the volunteer role, there is an opportunity to claim 45p per mile for every journey made, subject to the maximum of 10,000 miles a year. when the allowance reduces. The cost of the fuel used, and a certain amount of depreciation is expected to be retained, with the balance being donated back to the charity, with Gift Aid being claimed, subject to the individual's tax position. I will run through the statistics fairly briefly this quarter as I have a couple of other

*Third thought for the quarter.*

*Beware of little expenses, A small leak will sink a great ship.*

BENJAMIN FRANKLYN

matters I wish to raise. So, if you have got this far and do not want to go any further then jump to my 'And finally' note at the end.

### TOTAL INCOME

As previously mentioned, was £99,500. There were no boiler loans as we have closed this source of funding.

**Membership income** came to £5,119 for the quarter (including £940 in gift aid on

2018/19 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q1	15	2 (avg. £9.00)	11	£19,511

membership subscriptions and included in the total above.) The decline in enrolling new members has continued.

**Total donations** for the quarter were £76,000 (including company sponsorship of £5,000 per month, which is continuing until December 2018.) Gift Aid included was £10,360.

**Regular Donations** The number of regular donors remains static. You will also see from the usual table below that the total amount received in regular donations remained fairly static at £20,000 per quarter for the previous few quarters but June has seen the first fall in the total, which now stands at £19,511.

The encouraging part is that those members who are still contributing have increased their monthly amount so we are up again, this time by 19p per month to an average £16.52. Many thanks to those

*Fourth thought for the quarter*

*Money is like muck.*

*Not good – unless it can be spread.*

FRANCIS BACON

who have increased the amount. The total monthly amount at the end of June declined slightly at £6,427 but we have had a record number of members (30) paying the annual subscription from their regular donation.

**One-off donations** The amount of one-off donations is down on the same quarter last year at £30,000 as opposed to £32,000 for 2017/18.

Finally on donations, and no apologies for repeating it. We continue to receive a number of

2017/18 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	9	10 (avg. £11.80)	8	£20,083
Q3	9	11 (avg. £10.45)	3	£20,092
Q2	9	3 (avg. £14.67)	3	£19,769
Q1	13	6 (avg. £15.17)	4	£19,876

items donated for sale, which in a number of cases turn out to be very valuable. They are assessed by Neil Kinsey, our Sales Director and expert in these matters, before prices are decided. The more valuable items are placed on ebay. Other items sell well on the sales stalls. Many thanks to those individuals who have donated. The proceeds are credited to the individuals account on our database and we claim gift aid on the amounts, where appropriate.

### SALES

Total income in the sales and events section for the quarter was £18,793. General sales of merchandise and non-specific donated items was almost £5,000. The main highlight from the sales section was the sale of our very own book, which in the first month added £4,400 plus to the coffers.

*Fifth thought for the quarter*

*When everything seems to be going against you, remember that the airplane takes off against the wind, not with it.*

HENRY FORD

### BANK

Our bank accounts showed a balance of £239,000 at the end of June. £225,000 of this is kept in our reserve account so that we can maximise the pittance paid in interest which this quarter amounted to £28. Our VAT reclaim for the quarter is £7,500 and Gift Aid is £11,200 giving us £258,000 to take forward.

*continued overleaf*



## EXPENDITURE

Expenditure on TUW for the quarter is £47,000, mostly on boiler construction. Total expenditure on The Unknown Warrior and tender now amounts to £1.9m but we expect this to be ramped up as we head towards completion.

Other expenses Total Director Costs on budget although there are variations in each allocation.

## AND FINALLY

Many thanks to the following members:

- Peter Tilbury – for his sponsored walk of the Llangollen Canal (see page 54) which raised £1,500 plus for the Project and;
- David Phillips – for reminding us about the easyfundraising website. See separate article on this subject (see below and right).



### Donate to The LMS-Patriot Project the easy way

*easyfundraising makes it really easy for you to raise funds for the project.*

There are three easy steps:

1. Go to [easyfundraising.org.uk](http://easyfundraising.org.uk), search 'LMS Patriot Project' and sign up for free. Now you have your account and you have chosen what good cause you are supporting you can do the second thing.
2. Start shopping. Every time you shop online, head to easyfundraising first. They have over 3,000 retailers on board, so simply pick the one you want to visit and start shopping.
3. Now the third and best thing, after you've checked out, the retailer will make a free donation to the project and it won't cost you a penny extra!

All you need to do is remember to go back to easyfundraising before you shop to keep collecting donations.

It doesn't cost you a penny extra

When you shop online the easyfundraising way with one of our 3,300 shops and sites they give us a commission for your purchase. We turn that into a donation and give it to your good cause. Easy!

# Collect FREE funds for us every time you shop online



Visit the link below to start raising donations for us every time you shop online, it won't cost you a penny.



[www.easyfundraising.org.uk/causes/lmspatriotproject](http://www.easyfundraising.org.uk/causes/lmspatriotproject)

Choose from over 3,300 shops





# ENGINEERING UPDATE

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

ALL PHOTOS KEVIN WEST UNLESS STATED

JUNE-AUGUST 2018

The Unknown Warrior prior to Members' Day.



The Exhaust Blast Pipe and Cap following painting.



A selection of Clothing Bands ready for trial fitting.

## LOCOMOTIVE FRAME ASSEMBLY

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

Following the report in the last Warrior we have seen work restarted at Llangollen Railway Engineering, but not at the speed we had hoped. At least some progress is being made.

We continue to work with Llangollen Engineering to establish a work schedule for the completion of the locomotive chassis.

## LOCOMOTIVE CHASSIS

Work has restarted on the locomotive chassis over the last few weeks and parts continue to arrive at Llangollen for fitting in the future.

The Clothing Bands around the Cylinder Relief Valve Mountings are being trimmed before the mounting holes are drilled and tapped into the cylinder castings.

The Sand Pipes from the Sandboxes down to the guns by the Driving Wheels have all been formed to shape, fitted to the chassis and painted.

The Splashers over the trailing Bogie Wheel have been fitted to the Locomotive frame and the underside of the Lower Slidebar.



Dan offers up a Clothing Band following trimming to check for fit.



Bogie Splasher in position.

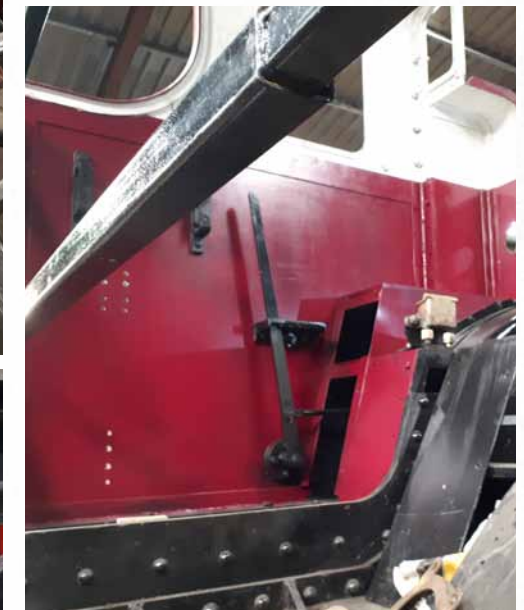


The inside of the cab has received the first coat of the correct red below waist height. David Hughes is now experimenting on how to obtain the correct scrambled (wood grain) effect for the cream section above.

The driver's and fireman's seat bases and pivots have been delivered and painted.



Three views of the Sand Pipes after fitting to the chassis.



Cab interior with the Drain Cock Operating Lever prominent.

Design for the Injector Water Cock operating Levers and Brackets has been completed and these will be cast in the near future. The Coal Slacking Cock is also under way.

The Inside Front Cylinder Cover is being prepared for fitting.





Seat Base (above) and Seat Pivots (below).



Inside Front Cylinder Cover.

## PISTONS, VALVES AND MOTION

Work presently being undertaken includes refurbishment of the legacy motion obtained for use on The Unknown Warrior. This includes replacement of the bushes where required.

The new Inside Combination Lever was made to the design and details on an original North British Locomotive Company drawing for the Royal Scot class. Most of the motion parts are identical on the Royal Scot, Patriot and Jubilee classes. Once the new part was delivered to Llangollen and compared to the existing legacy parts obtained for the Unknown Warrior from Jubilees, a number of modifications that must have been made in the locomotive's lifetime became apparent. These primarily concerned the lubrication arrangements of the bronze bushes. The original design has just a plain bronze bush pressed into the steel rod.



One of the Outside Combination Levers showing the original, worn bushes and Oil Rings.



After refurbishment with replacement bushes and Oil Rings.



New Inside Combination Lever as made to original 1927 design.

The legacy parts showed a later design, where the rods are counter bored around the bush and additional bronze Oil Rings are added.

These provide additional side thrust bearing area. The new Inside Combination Lever is being modified to incorporate these Oil Rings.



Inside Combination Lever with Oil Rings positioned to show modified design.



An Outside Radius Rod following fitting a new bronze bush to remove wear in the original rod.

The inside Big End is being prepared for final fitting to the Crank Axle. The Oil Caps and wells are being finished on the leading end of the Outside Eccentric Rods.



Inside Big End and Outside Eccentric Rods. The large coupling rod at the rear is from GWR 2-8-0 No 3802.



A selection of motion parts in the machine shop at Llangollen, including the Inside Radius Rod in the centre.

The Outside Radius Rods have had the Lifting Arm Slots checked and measured which will allow drawings to be produced for the Die Blocks.

On the Connecting Rods, the Little and Big End Bushes are being machined and white metallised. The white metal forms the actual bearing surface against the Crank Pins. This soft material is heated until molten and then poured into the bearing bronze. The inside of the bearing bronze is serrated to provide a key for the white metal. Once the white metal has cooled and solidified it is machined to the correct clearance to the Crank Pin. Unfortunately, sometimes during this process, the white metal does not fully adhere to the bronze and 'pulls away' as it cools. This happened to one of our bushes and the white metal had to be removed and redone.





The Intermediate Reverser Shaft Casting.



The Reverser Shaft Castings await machining.

The replacement Reverser Shaft Castings have been delivered and are now being machined.

The Cab Reverser Unit is almost complete and ready for assembly. The nut and lead screw are being machined as this report is written, following delays due to machine breakdowns and staff holidays!

The Return Cranks have been trial fitted to the Crank Pins, which has shown up an issue with the

keyways on the Crank Pins. Discussions are now underway with the suppliers, South Devon Railway Engineering regarding work required.

Castings for the bronze Piston Rod Glands have been delivered and are away for machining. Drawings for the Cast Iron gland packings, springs, covers and squab boxes have been completed and quotes obtained for casting and machining.



Left hand Driving Wheel and Return Crank (above) with a close-up view of the Crank Pin (below).



## BOILER

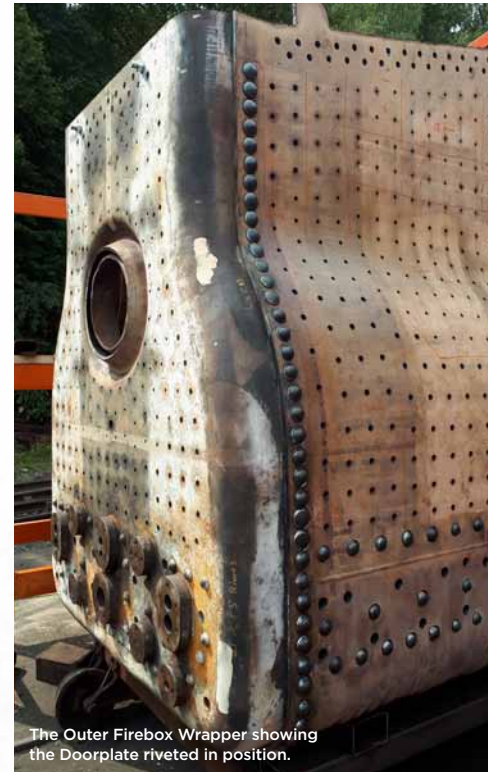
Construction of the boiler for the Unknown Warrior continues to make good progress at Heritage Boiler Steam Services.

Work had progressed on the Outer Firebox with both the Doorplate and Throatplate trial fitted to the Wrapper and the rivet holes drilled in both. The Wrapper has had all the Stay hole positions marked and pilot drilled, nearly 1,000 of them! The Foundation Ring rivet holes have been drilled as well.

The next stage has seen the Doorplate riveted to the Wrapper.

The next big development was the trial fitting of the Inner Firebox and Foundation Ring into the Outer Wrapper and Doorplate.

Heritage Boiler Steam Services are now in the process of moving from the West Shed to their own premises in the North West. This will be closer to the staff's homes and also a larger workshop to allow greater flexibility for the boiler work.

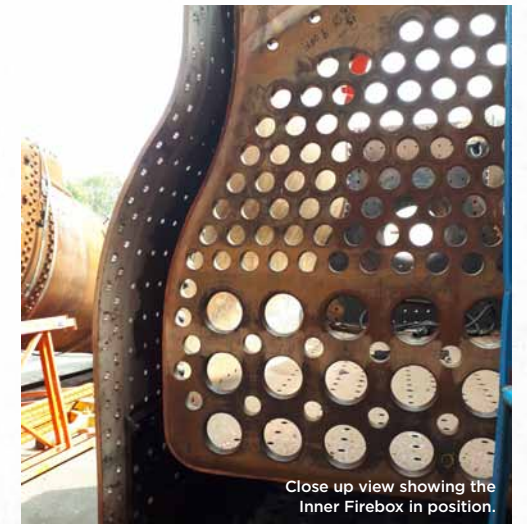


The Outer Firebox Wrapper showing the Doorplate riveted in position.

The next major milestone will see the locomotive chassis and the boiler components come together in the autumn to establish all the alignments and allow the barrel to be fitted to the Firebox. This work will be undertaken in private due to the nature of the heavy lifting and precision required, but it is expected that an event for members will be held to enable viewing of the locomotive with the boiler temporarily fitted. Details of the location and date will be given to members once known.



The front view of the Firebox showing the Inner Firebox and Foundation Ring in position.



Close up view showing the Inner Firebox in position.



A view of the of the Firebox Crown showing the stay holes drilled in each plate. The Crown Stays will be fitted in these holes to support the two plates against the boiler pressure.



A view showing the Outer Throatplate in position. The Inner Firebox can be seen inside.

PHOTO: HERITAGE BOILER STEAM SERVICES



All the major components of the firebox and barrel outside the Heritage Boiler Steam Services workshop at the Midland Railway Centre.

## BRAKE SYSTEM AND LUBRICATION SYSTEM

Work continues on installing the lubrication system pipe work. Work has been concentrated around the Inside Cylinder and on installing the pipe runs from the Oil Boxes.

We have recently contracted completion of the Lubrication system to Nigel Day. Nigel is a highly respected steam engineer and has recently overseen the complete rebuilding of the locomotive River Esk at the Ravenglass & Eskdale Railway. The locomotive was extensively damaged in a major fire in the railway's workshop in which only a few original parts survived for reuse.

All parts for the Locomotive Brake Cylinder are now at Llangollen ready for final assembly. Once this has been undertaken the Cylinder can be mounted under the Drag Box.

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



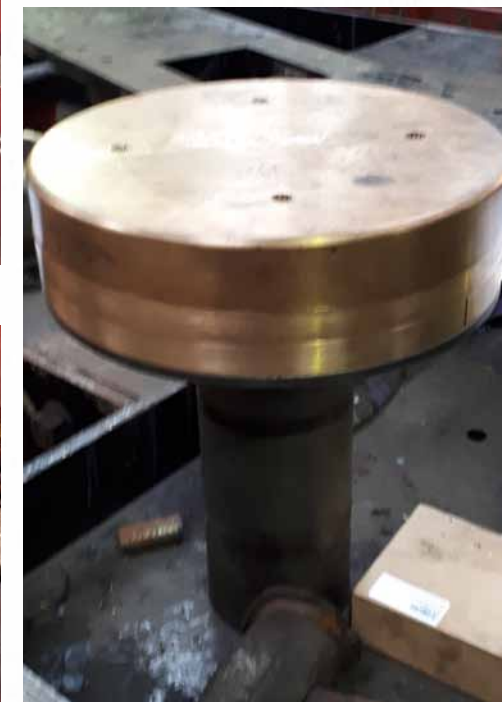
Some of the pipe runs on the RH side of the locomotive during installation.



Neat pipe runs to the bulkhead on the rear of the Inside Cylinder.



An area that is not normally seen, as it is behind a cover. The lubrication pipes for the Inside Cylinder Valve Chest. This is a continuation of the pipe runs shown in the previous picture.



Brake Cylinder Piston ready for assembly into the body.



### DRAIN COCK GEAR, CYLINDER RELIEF VALVES AND SANDING GEAR

The replacement casing castings for the Cylinder Relief Valves have been delivered and are being machined. Once complete they will be delivered to the Valve company in Gloucester for assembly and testing, before delivery of the completed valves to Llangollen for fitting to the Cylinders.

Once this is complete the remaining Drain Cock Operating Gear can be assembled and tested.



Replacement Relief Valve Casings on the right, alongside a pair of Piston Rod Gland castings. The pattern for the three Drain Cock bodies we require is the red piece to the right.

### FITTINGS

We are waiting to take delivery of the Steam Heating Valves from Tyseley before the mounting brackets can be designed and manufactured.

Work is in progress to source the many other fitting that are required to finish the locomotive.

### TENDER

Work had continued with holes being countersunk in readiness for riveting the chassis. A sequence is being worked to determine in which order parts are attached to make sure tools can be accessed to undertake the work.



Relief Valve Casings and Piston Rod Gland castings. The rectangular Cast Iron part at the top centre is a bogie centre casting for a 15" gauge Bassett-Lowke Pacific.

Discussions continue with various parties regarding riveting the chassis and completion to a rolling chassis.

We are also in detailed discussions with a number of possible suppliers of the new Tender Tank.

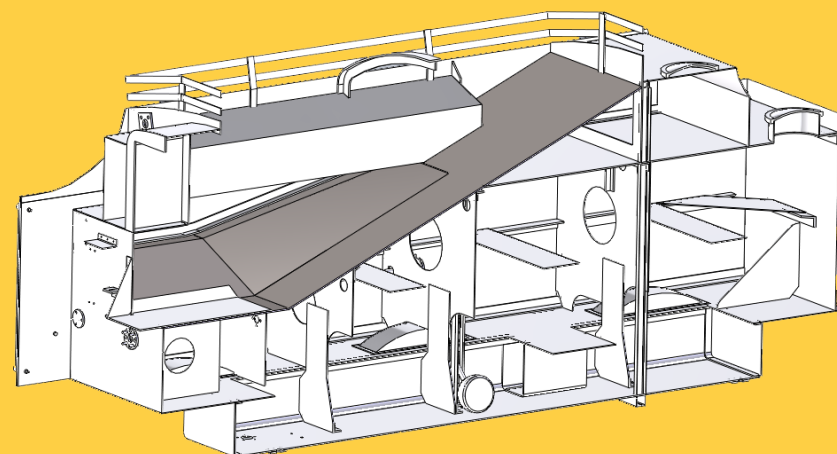
### FUTURE WORK PLANNING

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

Below: Tender Outside Frames with newly countersunk holes.



# PUT A TENNER IN THE TANK!



Our latest appeal is for the construction and fitting of the tender tank which is being redesigned internally to take a maximum of 4,000 gallons of water, an increase of 500 gallons on the original Fowler design. We estimate that this will cost in the region of £40,000. **Can you help?**

Please donate either online at

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

call the office on **01785 244156**

or send a cheque to:

**LMS-Patriot Company Ltd.**

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

Registered Company No. 6502248. Registered Charity No. 1123521

## FROM THE OFFICE

### OFFICE HOURS

These are variable depending on the availability of volunteers.

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

**There is an answerphone on  
01785 244156**

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

### In the weeks following publication of the last magazine the office saw its heaviest ever workload.

As well as donations, sponsorship and membership renewals, bookings for Members Day continued to arrive. Thank you to all those who kindly completed and returned the GDPR letter. We now have quite a task on our hands to ensure that we update our records with the details provided. If you haven't had chance to fill in yours yet, we should be pleased if you would do so and return it to the office address which you can find on the inside back cover of this magazine. Let us know if you have lost the letter and we will post, or email one to you.

Recently however, the main volume of post, emails and phone calls were orders for the newly published book 'The Patriots – A Pictorial Record' which we are delighted to say has, and still is, proving to be very popular. Even before we received the book from the printers, we had orders of well over 50 copies. Packing them into the sturdy card envelopes, adding the postage and carrying them to the post office was a full time job! Special thanks go to Reg Mathews for his numerous trips to the post office with heavy bags full of books.

I have no doubt that you will read a report on Members' Day elsewhere in this issue.

There are normally 200 places available for the day but this year, due to demand, we managed to squeeze in an extra 10 making a total of 210 participants. There were still a few members who missed out on a place due to leaving it too late to get their application in. I wasn't there myself but understand the day went well and of course the weather was wonderful which meant that the Dee Valley was at its best for wonderful views from the train.

Unfortunately we still have the recurring problem of some members not receiving reminders to renew their membership. Our IT expert is still trying to resolve this issue and has now made a couple of updates to the database. We can only apologise if your membership has lapsed because of this issue and would urge you to contact us if you think that you may be one of those affected.

To conclude my report for this issue, I must remind you that we are still looking for new people to join our small team of office volunteers. If you think that you, or in fact a friend or member of your family, would like to help, then do please give us a call on 01785 244156. There is an answerphone but it may be a few days before the messages are picked up due to the current shortage of volunteers.

*Linda Westerman*

## SALES REPORT

NEIL KINSEY, SALES DIRECTOR

**I'd like to start by saying we've have just had our most successful first quarter since the project began! Thanks in no small part to Pete Sikes' superb book 'The Patriots, a Pictorial Record Vol. 1' which has been selling like the proverbial 'hot cakes' and no wonder, for those of you who haven't seen it I can highly recommend purchasing a copy. We've already been asked several times when Volume 2 will be available.**

After ten years of volunteering and about eight as Sales Director it is good to see our sales holding up and still doing well, don't forget you can help us keep sales buoyant by purchasing items from the sheet included with this magazine, I highly recommend the 2019 calendar!

Over the next quarter we plan to continue to keep our range fresh and are still planning new items. A new key ring and tea towel are currently on our short-term radar so keep an eye out for those if you bump into us at any events. As you will know we don't have the ability to stock all designs that you see on our clothing but if you would like to have a specific logo on a different style top please send us an email to see if we can accommodate you and for a price.

One comment we hear regularly when out and about is "I seem to see your stand wherever I go." As you may know we do have two sales stands and we try to go to as many events as we can, often attending two on the same weekend, and we have been known to attend three on a number of occasions! It's heartening to know people appreciate the efforts of all our willing volunteers.

One thing about being on the sales stand at events is that you meet lots of really nice people (and the odd awkward so and so!), so don't forget if you would like to offer your services as a sales stand volunteer contact the office and they will steer you in the right direction.

Once again I would like thank those who have given items for us to sell and to appeal to members to donate good quality railway models, books and DVDs and any Railwayana items for our stand, the latter being a particularly lucrative source of revenue, and of course if you are a UK taxpayer we can claim an extra 25% in gift aid should you have signed the appropriate form.

The 2018 Prize Draw tickets are selling quite well but if you would like any extra tickets you can either contact the office, or me, and we will send them to you.

Finally if you do order anything from this magazine please be aware that currently there may be a delay in the despatch of items as Karen and I will be visiting family in South Dakota from 5th-20th September.

**PLEASE SEE THE ENCLOSED LEAFLET FOR THE FULL RANGE OF LMS-PATRIOT MERCHANDISE AVAILABLE**



# MEMBERS' DAY 2018

## SATURDAY 23RD JUNE



1

The 8th Annual Members' Day took place on the 23rd June on a superb sunny Saturday at the Llangollen Railway. The Dee Valley offers beautiful scenery and as those of you who attended this year will remember, it was another particularly pleasant day that we experienced during the current summer heatwave.

The day followed the now familiar format with three return trips from Llangollen to Carrog on our specially chartered train. The new station and run round loop are still not operational at Corwen which prevented us from travelling the whole length of the line, as the current timetable still doesn't allow for three train operation to Corwen.

Our rostered loco for the day was BR Standard 2-6-4 tank, No. 80072. The 1953, Brighton built loco performed well on the day and is ideally suited for the Llangollen Railway where it is normally based.

Members were split into four groups who in turn were treated to a tour of the works and update from Kevin West with the latest loco news, a return trip to Carrog, and an update from Richard Sant on Project 2020 and Neil Collinson who gave a summary of our current fund-raising position. All members joined the 12.55pm departure from Llangollen after collecting lunch from our marquee on platform 2 to eat on the train. Members also had the opportunity to buy the latest LMS-Patriot Project goodies from the sales stand marquee. Pete's new Patriot book was doing a roaring trade!

The lunchtime train raffle raised £485 on the day. We received donations of £1,241 and the sales stand total was £2,489. A big thank you to all Members who attended the day and supported the Project. Members' Day takes a lot of organisation both beforehand and on the day, and all of our volunteer team worked really hard again this year to ensure the day ran smoothly. We have received a lot of positive feedback and it is great that so many members can come to Llangollen, with several travelling long distances. It was great to meet and chat to you. Thanks also to our colleagues at the Llangollen Railway who provided the Project with our train and helped to make the day run smoothly.

ANDREW LAWS, MARKETING AND PUBLICITY DIRECTOR



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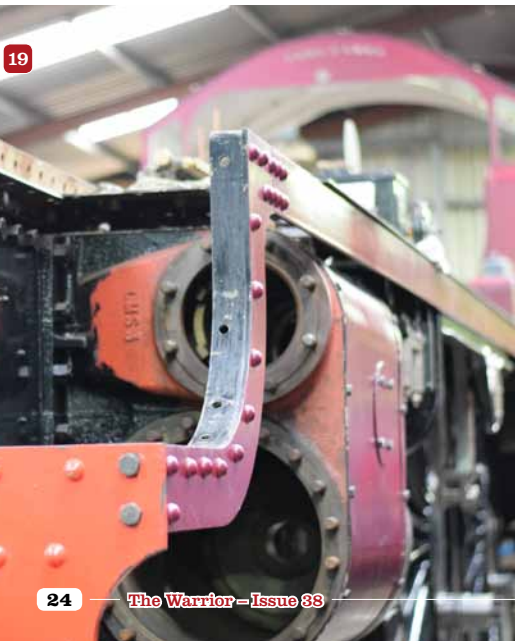


6









- The beautiful scene from Llangollen Railway Station of the River Dee with the Methodist Church prominent.  
PHOTO: ANDY COLLINSON
- After an early start getting the sales stand ready Neil and Karen Kinsey await their first customers.  
PHOTO: PETE SIKES
- The packed lunches ready for collection. Photos 2 and 3 are an example of the hard work that goes into preparing for Members' Day.  
PHOTO: PETE SIKES
- Our engine for the day, Standard 4MT No. 80072, departs with the first charter train of the day as No. 5199 sits in platform 1 awaiting it's turn with the first service train.  
PHOTO: ANDY COLLINSON
- Richard Sant and Neil Collinson give their usual informative talk to members.  
PHOTO: KIA RYAN
- The first group of the day at Llangollen shed to listen to a review of work undertaken on the loco from Kevin West.  
PHOTO: ANDY COLLINSON
- A busy scene on platform 2 as lunch is served and plenty of business is undertaken at the sales stand.  
PHOTO: ANDY COLLINSON
- The nameplate awaits the new crest. PHOTO: KIA RYAN
- A view of from the cab of 5551 as members listen to CME, Kevin West.  
PHOTO: GAVIN SHELL
- Our driver for the day, Ben Jackson draws a winning raffle ticket from the pot.  
PHOTO: PETE SIKES
- Not to be outdone fireman Steph Elwood draws another raffle winner.  
PHOTO: PETE SIKES
- First prize was won by Carole French who chose the Nick Harling framed print of 5551 crossing Headstone Viaduct, Monsal Dale.  
PHOTO: ANDY COLLINSON
- Second prize went to Bill Wilson who chose a limited edition copy about the Spooner family of Porthmadog who constructed and managed the Ffestiniog Railway for over fifty years.  
PHOTO: ANDY COLLINSON
- The third prize winner was Eddie Gibson who received a framed print of 'Winter Warrior' by Matthew Cousins.  
PHOTO: ANDY COLLINSON
- Our guest for the day, Kia Ryan of Everards Brewery poses for a photo with Pete Sikes (left) and Andy Collinson (right), poor girl!  
PHOTO: ROB RYAN
- An impromptu meeting of Directors and CME takes place on the lunchtime train. From left to right, Steve Blackburn, David Bradshaw, Andrew Laws and Kevin West, they do look a bit serious don't they!  
PHOTO: PETE SIKES
- Kev West models the latest t-shirt, please see the enclosed merchandise leaflet to order yours.  
PHOTO: KIA RYAN
- Our youngest volunteer, Georgia, granddaughter of Treasurer, Neil Collinson has a rest after selling raffle tickets on the lunchtime train.  
PHOTO: ANDY COLLINSON
- A view of the frames and left hand cylinder from the front as 5551 awaits its first visitors of the day.  
PHOTO: KIA RYAN
- I think signing all of those books has gone to his head! Pete Sikes hitches a lift from Gavin Shell (left) and Andrew Laws (right) as the marquee is packed away at the end of another busy Members' Day. PHOTO: ANDY COLLINSON.

## SALES STAND VENUES 2018

### SEPTEMBER

**Lichfield Model Railway Show**  
Sat 15

**Severn Valley Autumn Steam Gala, Kidderminster**  
Thu 20/Fri 21/Sat 22/Sun 23

### OCTOBER

**Great Central Autumn Steam Gala, Loughborough**  
Thu 4/Fri 5/Sat 6/Sun 7

**Wigan Model Show**  
Sat 6/Sun 7

**Llangollen Autumn Steam Gala, Llangollen**  
Fri 12/Sat 13/Sun 14

**Swanage Autumn Steam Gala, Swanage**  
Fri 12/Sat 13/Sun 14

**Midlands Model Engineering Exhibition, Leamington Spa**  
Thu 18/Fri 19/Sat 20/Sun 21

**East Lancashire Railway Autumn Steam Gala, Bury**  
Fri 19/Sat 20/Sun 21

### NOVEMBER

**Alsager Model Railway Show**  
Sat 10/Sun 11

**Hull Model Railway Show**  
Sat 10/Sun 11

**Warley Model Railway Exhibition**  
Sat 24/Sun 25

Contact Robert Wells on  
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**robert.wells60@gmail.com**  
if you would like to volunteer your  
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A NEW BOOK FROM

# The LMS-Patriot Project

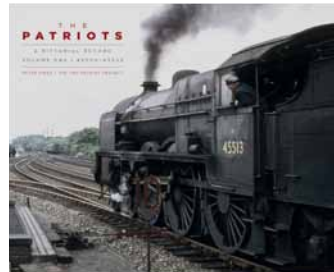
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“

Hi, when I ordered my copy I did so mainly to help raise funds, expecting little of the book itself. This was because I have seen many “catch penny” railway books published recently with poorly reproduced photographs. However, I was pleasantly surprised to receive a top-quality book containing excellent photographs. I read and look at a few pages a day. Great book, great nostalgia!

”

THANK YOU, ANDREW WESTON  
(MEMBERSHIP NO. 1631/11)

## What they're saying.

Gav106, 49010 replied to a thread you are watching at National Preservation.

### LMS Patriot Project Updates

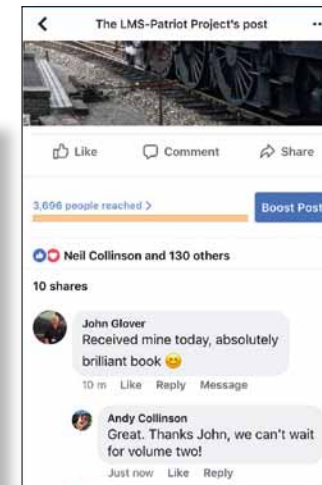
I don't know if this is the right thread but... I took advantage of the special offer on the new book *The Patriots - vol 1 45500-45525* and I think it's fantastic.

Landscape format, 4 or 5 pics for each loco in the range covered, many previously unpublished, most being of locos out on the road (personal grump here - so often books on locos feature almost entirely side on shots on shed which I find too static, I much prefer action shots), there's a particularly good shot of 45509 *The Derbyshire Yeomanry* at *Millers Dale* with masses of background details... how soon will Vol 2 be out ;)

Well worth £20 of anyone's money.....

[View This Thread](#)

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**The Patriots - A Pictorial Record**  
Volume One: 45500-45525  
Peter Sikes (The LMS-Patriot Project)  
ISBN 978-1-9995818-0-0  
Paperback - 122 pages - £18.95

The author of this new publication is the editor of *The Warrior*, the magazine of the LMS-Patriot Project, so he lives and breathes the recreation of the last built member of the 'Patriot' class as *The Unknown Warrior*, the National Memorial Engine, until and beyond the day that it lives and breathes itself. With this in mind profits from this publication go directly towards the costs of building the locomotive.

A forward by David Bradshaw, Chairman of the Project, sets the scene, along with a table of class specifications, before we enjoy multiple views of the first 26 'Patriots' in their original parallel boiler form. A wealth of photographs have been collected by the Project since its inception, many from well known photographers, and a second volume is planned, which will take the story through to the original LMS No 5551.

Volume One follows the numerical '5500' series from No 5500/45500 *Patriot* through to No 5526/45525 *Colwyn Bay*, first giving each locomotive a small table detailing all running numbers carried, date and location of building, date of naming (if applicable), mileage, date of withdrawal and details of scrapping, along with a few other notes, all setting the scene for a series of views of each engine. There are some oddities along the way, such as No 45508 in its post-1956 guise with a stovepipe chimney, and some views date from the earliest period when the engines carried numbers transferred over from the 'Claughtons' that they were either heavily rebuilt from or had replaced in a book-keeping exercise, with names being transferred too. Doubtless photographs of some of the chosen locomotives are less common than others, not least due to the rebuilding programme under Stanier that saw seven of the batch illustrated receive taper boilers between 1946 and 1949, but the selection is varied in location, viewpoint and across many duties. The reproduction is to a high standard, and it is easy to lose yourself in a series of photographs that are purely of the engines as Henry Fowler intended. If you have a passion for 'Patriots' then this publication is a must-buy. (Andrew Kennedy)



STEAM DAYS

Hi,  
Received your book today - a good effort.  
I look forward to the second album  
whenever it is published.

REGARDS, STUART HAMMOND, NEW ZEALAND

# UPDATE ON THE ROYAL BRITISH LEGION

I think we are all aware of the current state of our relationship with the Legion – or lack of it. We received notice of their annual conference on 19-20 May in Belfast, and that a motion would be submitted critical of the actions of the Legion's National Chairman, and asking the Board of Trustees to reconsider the action withdrawing the Legion's endorsement and use of the Legion's crest. This motion was passed by 75% of members present. Since we had had this information passed to us – indirectly – it was brought up at our April Board meeting along the lines of "what should we do if the RBL wanted to change their position". Fair to say that Directors were indifferent and even hostile.

Again – indirectly – we have been told that the Legion's Trustees did debate their decision on 14 May; and endorsed their National Chairman's decision.

So – enjoy the new crest, and enjoy even more the possibilities of Project 2020. As the lead Director in our past dealings with the Legion I do feel a personal regret that they have disbarred themselves from participating in this centenary event. I have been asked by RBL members who have supported our Project over the years to stress that they will continue to do so despite their National Executive's decision and to note the level of support the motion received from members' delegates in Belfast in May.

RICHARD SANT, COMPANY SECRETARY

## PROJECT 2020

The last Warrior contained a supportive statement from the Chairman of Network Rail, Sir Peter Hendy. To add to the planning process we also have the support of Brian Janes.

*I and my Committee will be happy to be associated with the plan to run a commemorative train behind 'The Unknown Warrior' locomotive from Dover to London in November 2020. The train to include the Cavell Van in it's consist.*

*We are aware that the Cavell Van will require certification for main line running and will require through piping for air brakes. We would not be prepared to install full air brakes on such a historic vehicle.*

Kind Regards  
Brian Janes  
Hon. Curator  
Colonel Stephens Railway Museum  
Kent & East Sussex Railway Co. Ltd.

Brian also sent a brief outline of the van's history.

## THE CAVELL VAN

A railway vehicle that reminds us of great national events following the World War 1.

"At Bodiam, a tiny station in a quiet valley on the Kent/Sussex border stands a humble railway van with a startlingly white roof. It conveyed the remains of three national heroes, Nurse Edith Cavell, Captain Charles Fryatt and the Unknown Warrior on their journey home.

In 1919 the War had ended with millions bereaved, with a need to commemorate the role of martyrs and the missing. A campaign for the repatriation of the remains of Nurse Edith Cavell came in May 1919 and another for GER ship's Captain Charles Fryatt, culminating in the inauguration in 1920 of the permanent Whitehall Cenotaph, and its interment of the remains of an Unknown Warrior in Westminster Abbey. These were huge national events.

When the remains of Nurse Cavell returned, the Navy did their duty across the Channel, and the coffin was conveyed from Dover to London Victoria in the SE&CR 'Special Van', No 132. To save capacity it travelled in a normal service train but public interest was huge. This van became to railwaymen the 'Cavell Van'.

Captain Fryatt was repatriated in almost identical fashion a few months later. When the Unknown Warrior was returned, the Cavell van again had the honour of conveying his remains. A special train from Dover to Victoria station was used and he lay overnight in the van, with an honour guard 'amongst a sea of flowers' in the then airy and spacious Platform 8 of the LBSCR station (now designated platform 18) awaiting the great ceremonial procession of 11th November 1920.

After these momentous events Van 132, now supplemented by numerous near identical fellows, settled down to a routine existence. That it survived is something of a miracle, but it was rescued for the Kent & East Sussex Heritage Railway, to be restored as a museum for the fallen."

Those of you, who were at Members' Day on 23rd June, might remember the briefings in the Robertson Suite which Neil Collinson and I carried out – and the possibly light-hearted show of hands on the various options which the Board discussed at its January meeting. There was overwhelming enthusiasm for Option 5 – which is to involve the Commonwealth governments of Australia, Canada and New Zealand, together with France and the USA in Project 2020. All combatants in the Great War and who with us have an Unknown Warrior or Unknown Soldier.

I visited Arley on Saturday 7th July as part of the Severn Valley Railway's 40s weekend, to see the van "restored as a museum for the fallen" as Brian Janes has expressed it...

...Ready for 2020

BRIAN JANES AND RICHARD SANT





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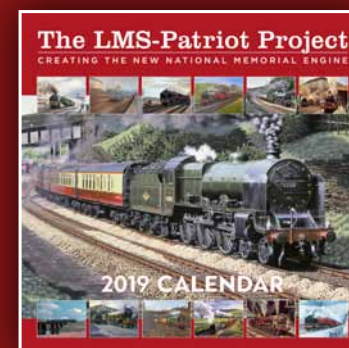
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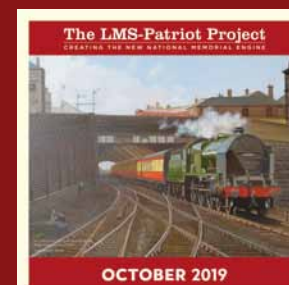
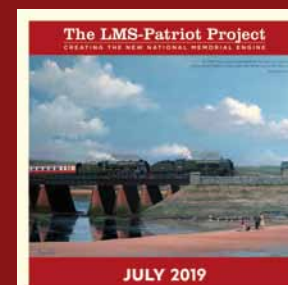
# 2019 PATRIOT CALENDAR

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LMS Patriot 4-6-0 No. 45524 *Blackpool* and  
Jubilee 4-6-0 No. 45722 *Defence* at Hay Fell with a  
Liverpool to Glasgow express in 1949.

PHOTO: F. R. HEBRON/RAIL ARCHIVE STEPHENSON





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## Spotlight on Brian Greally

Brian is one of the team of volunteers that meet each week at Llangollen and is also be seen at the many galas around the country that our sales stand attends.

### Where does your interest in Railways come from ?

My spotting days first started roughly in and around the late fifties and early sixties. Mainly 'shed bashing' in the Manchester area, Trafford Park, Agecroft, Patricroft, Newton Heath, Longsight, Stockport and Edgeley, plus line-siding at Miles Platting. On numerous occasions I saw many 'Pats' going about their workings and other locomotives such as Black 5s, Jubs, Scots, Brits, Semi's and Prinnies, but my favourite loco was the unrebuilt 'Pat'. My big regret was not owning a camera at the time.

Another favourite place I enjoyed was Baguley and Skelton Junction on the CLC, particularly on Summer Saturdays. I saw many excursions from the Yorkshire area to North Wales, a mixture of ex-LMS and LNER locos. Sadly Baguley station no longer exists.

North Wales was another favourite spot, with annual family holidays to Abergelge. We would always stay in a caravan, with great views of the railway which was great as we could see the steamers passing our window, the highlight being the 'The Irish Mail'.

Derby and Crewe hold fond memories for me. I remember my father taking my brother and me in his lovely A35 van to visit the works.

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

I read about the 'New Build' Patriot in one of the railway journals and I was interested immediately. In July 2008 I visited the Carnforth Open Day where I picked up a membership form from the sales stand. I joined straightaway and was one of those who voted to name the locomotive 'The Unknown Warrior' as a tribute to the fallen of the last two wars. There is still a lot of interest out there with the general public concerned with our 'New Build' so we must continue to spread the news and promote our project.

In 2013 I became a volunteer member at Llangollen sheds, involved mainly with the painting and working with other volunteers, all with similar interests in steam traction. They're a great bunch and we occasionally socialise in the local pub.

### Where would I like to see 5551 run?

There are numerous places where I would like to see 5551 run the S&C and the WCML but I particularly

would enjoy seeing it on the North Wales coast as it would bring back lovely memories of bygone holidays.

### What is your favourite heritage railway?

This is the hardest question of them all as I have several. The Blue Bell Railway and the Severn Valley Railway not forgetting the Great Central Railway and the East Lancs Railway. However, I have to say the Llangollen Railway is the most scenic, but they all have their own characteristics including the NYMR, Midland Railway Centre and KWVR.

### Other interests in the Railway Scene.

I am a member of the East Lancashire Railway and Manchester Locomotive Society, Llangollen Railway and a shareholder with the Gloucestershire & Warwickshire Railway. I was a volunteer on Permanent Way work at Liverpool Road Station, Manchester in the late 80s for a couple of years until they opened the new heritage centre which is now known as MOSI.

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

One of the best things about a 'New-Build' is that I have learnt so much more about the workings of a steam loco and the techniques and practices involved in building one. Recently Chris Tasker and I visited West Shed to view the boiler and I was very much impressed with their work. It has been a pleasure and privilege meeting the people involved in the LMS- Patriot Project. They are a great bunch of guys and gals.

People still want to travel on scenic routes especially behind beautiful steam engines and in comfortable heritage coaches, so there is still a future for steam-hauled travel.

I will continue to take an interest in the modern railway scene but it is particularly nice to see and experience the occasional steam rail tour.





# VOLUNTEER REPORT

DAVID HUGHES, VOLUNTEER CO-ORDINATOR

August 2018

Since my last report volunteer work has been intermittent. However the arrival of more parts generated somewhat limited activity. The new parts comprising the inside radius rod, the blast pipe base, the drain cock gear and the fittings for the driver's and fireman's seats. These have all now been painted in the appropriate colours, vermillion for the radius rod and black for the rest. The two new tender stretcher plates and the tender buffer beam plate have been de-scaled and primed both sides pending their fitting to the frames.

The loco buffer beam has been a casualty of a change of plan since installation. Originally it was riveted to the frames but a decision to replace the rivets with bolts meant that the rivets had to be burnt out with substantial damage to the original paintwork. This makes sense because it allows better access to the inside cylinder. During the next phases of work it is expected that the buffer beam will be removed and replaced several times. Rather than try to patch up the paintwork I decided to remove all the previous paint (sorry Brian!) and just apply primer until nearer completion. Another change has been the finish to the cab interior. Originally the interior of the cab roof had been painted white and the lower portion of the cab sides black. However following discussions with John Jennison, the author of the RCTS book on the Stanier Pacifics and who is also currently working on the book of the LMS Patriots, there has been a change of plan. From his

researches John has determined that the LMS paint specification for the Patriots indicated the lower part of the cab interior was crimson lake (not black as painted) and the cab roof interior white (as painted). I have therefore repainted the lower part of the cab from waist level in crimson undercoat. The underside of the cab roof is confirmed as white and not cream as many people think. The discolouration to cream is as a result of the smoke from frequent lighting up. However the Patriot paint specification does not give any further details and there is one mystery. On both the Princess Royals and Duchesses the rear sections of the cab roof are specified as black. My own researches have shown that it was the same for the Jubilees and Royal Scots so there is a very strong argument that it was also the same for the Patriots. I have therefore made an executive decision to do the same for our own Patriot and it is now a smart gloss black.



Another view of our charter train for Members' Day. Standard 4MT No. 80072, waits patiently for the 'off' with the final return trip to Carrog. PHOTO: ANDY COLLINSON



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# 50th ANNIVERSARY OF THE END OF BRITISH STEAM



I enclose some pictures I took in the north west on the 31st July 1968. As we are just past the 50th anniversary of the end of BR standard gauge steam, I appreciated they are not Patriots but please use them should you wish. The pictures of 45017 and 43106 were taken at Lostock Hall (the latter left overnight for the SVR) the shed scene is Rose Grove and 44871 was taken at Carnforth.

JOHN BARROWDALE (MEMBERSHIP NO. 50)







One of our members has been very helpful in guiding us through the issues surrounding our intellectual property rights (IPRs) connected with the new image we are showing as part of the crest. As you all know the original crest, which was made up of the Royal British Legion's 1971 membership badge, was not possible to trademark as it was granted by Royal Warrant by the Duke of Edinburgh: but we had trademarked the nameplate and its shape (think of Coca Cola name+bottle, shape+label colour). Now we have a licence from the Imperial War Museum (IWM) which allows us to make use of the image of the soldier, and will trademark the words 'In Memory Of The Fallen' around the outside of the IWM image, but not the image itself where the rights remain with the museum.

It is desirable to specify the classes of activities which the mark refers to: the original registration was made by the charity in 2015, and only covered classes 16: office stationery and 25: casual clothing. There are over 40 different classes, and so our member, who used to be in charge of British Rail's IPRs, has very carefully analysed all those which he thinks are relevant. These will have to be examined by our trading company – Patriot Enterprises Ltd. – to see if they cover all the possibilities envisaged in its latest business plan. Finally the charity will meet the costs of the new registration. Even more finally, the existing licensing agreement between the trading company and the charity will need to be amended to include the new image and the new trademark. It may be the AGM before all the people involved can meet – so it will probably be early next year before all the legalities are completed.

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Although in need of some attention from the Edge Hill cleaners, this view, taken at Crewe station sometime between May 1947 and June 1948, records No. 5501 *St. Dunstan's* and the LMS post-war express passenger livery as applied to a 'Patriot' – black, with straw-coloured numerals and letters inset by a thin maroon line, straw and maroon lining, while the first and last boiler bands and the platform angle are painted Crimson Lake and edged with straw.

PHOTO: W. H. WHITWORTH/RAIL ARCHIVE STEPHENSON



# MEMBERS' CORNER

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

Dear Pete,

I have just come across a letter (see below) from Mr. John Boyle of Newton-le-Willows in the October 1981 edition of Steam Railway. He was clearly a great fan of the original Patriots. Does he have the distinction of being the first person to advocate building an (almost) original Patriot. I wonder if he is a member?

BEST WISHES, DAVID G. HUGHES (MEMBERSHIP NO. 144/04)

## ONE BLACK SHEEP IN THE FLOCK OF PATRIOTS

I was delighted to read Mike Cockayne's articles relating to the Patriots. Like the writer I had a great admiration for these engines which in my opinion have been given too little recognition over the years. I realise that they were never the top link engines of the L.M.S. but their appearance seemed to symbolise everything an express locomotive should be.

Perhaps I am prejudiced in that I spent my early years in Preston and the only express passenger engines allocated to the 10B depot for the years following the War were in fact Patriots. I can remember that in the period 1946-52, Nos. 5502, 5505, 5508, 5513, 5516, 5519, 5524, 5536, 5537 and 5544 were shedded at Preston although the depot never seemed to have more than four or five at any one time. Their principle duties were the Liverpool/Manchester to Glasgow expresses and the shed staff tended to keep these engines in immaculate condition. The favourite seemed to be No. 5524 *Blackpool*.

There was, however, one black sheep and that was 5502 *Royal Naval Division*. This engine always seemed to be in a filthy condition and was seldom used on express passenger trains. I asked a driver why this should be the case and he told me: "It is a stinking pig of a thing". Apparently even after a major overhaul it never rode as well as the rest of the class and it always struggled on Shap, however light the load. Consequently it did not surprise me that this engine was the first of the class to be withdrawn. On the other hand one would have expected the operating staff to do something about an engine whose performance was so much below par, and it may have been the case that 5502 had a better record when transferred to another shed. I would be very interested to know if this was the case.

Preston Patriots had a reputation for turning up in the most unexpected places. We have already been told about 5519 *Lady Godiva* being seen at Mangotsfield on a pigeon special. I once saw this engine on the Longridge branch, a line which seldom had anything other than L&Y O-6-Os or LNWR O-8-Os. 5516 once arrived in Southampton on the troop special for the regiment of the same name, *The Bedfordshire and Hertfordshire Regiment*. Sightings of Preston Patriots were made at Newcastle, Derby and Holyhead.

After the war a start was made in rebuilding the Patriots with large taper boilers making them little distinguishable from the Scots. Rumour had it that all the Patriots and even the Jubilees would eventually be so treated but this fortunately proved to be unfounded, and we were able to enjoy the sight of the parallel boiler beauties for a further 15 years. Somehow their magic seemed to disappear on rebuilding, although I was once told by a Bushbury (3B) driver that a rebuilt Patriot was one of the finest express engines ever built. On the other hand I remember reading that for a brief period some

Thank you to all who contributed their articles that appeared in Warrior 37, 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](mailto:memberscorner@lms-patriot.org.uk) or post to: **Richard Sant, The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**



were tried on the Irish Mail trains and that Holyhead crews found them to be very much inferior to the rebuilt Scots.

I think it is time to say that the Patriots were controversial engines. When they were first introduced they were generally welcomed by all crews and certainly up to the war they were held in higher esteem than the Jubilees. After the war the majority of sheds, particularly Edge Hill (8A) and Upperby (12B) seemed to use them most on express freights rather than passenger trains. At the end of their career some were drafted on to L&Y lines and they took their place on the top links although I heard it said that 5517 which went to Bank Hall (27A) was considered to be inferior to its pet Jubilees Nos. 5698 *Mars* and 5717 *Dauntless*.

From time to time we have heard about a number of dubious preservation/rebuilding schemes, i.e. converting a Hall to a Saint or creating a County by using a Modified Hall frame, etc. with a Stanier 8F boiler. If these are considered to be viable propositions why not build a spare boiler for 5690 *Leander*, but make it a Fowler rather than a Stanier design. The result would be something like a Patriot (apart from the cab) and we could all enjoy the sight of the most beautiful of steam's treasures.

**JOHN C. BOYLE, NEWTON-LE-WILLOWS, MERSEYSIDE**

(With thanks to Steam Railway for permission to reproduce this article from Steam Railway, Issue 18 - October 1981.)





# PATRIOTS AROUND RUGBY

On page 55 of issue 32 of The Warrior, Peter Brown mentions there being at least two Patriots in store at Rugby at one time. Included in this assemblage was Warrington's unrebuilt Patriot No. 45544, dumped in Rugby yard after running into a sand drag near Shilton on the Trent Valley line.

With Rugby's well-known affinity for engines about to gasp their last, unrebuilt Patriots continued to accumulate at Rugby into an eventual homogenous line-up. The engines captured in this shot in

November 1961 are: 45537, 45538, 45541, 45542 and 45548. The final allocation of these had been Nuneaton, with three of them being one-time Rugby engines.

AND:

Further to the Lord Rathmore article on page 52 of the same issue of The Warrior: This image captures the rare event of Rugby Midland's No. 45533 *Lord Rathmore* on the GC line, heading southward from Rugby Central on 16 April 1960.

I hope these items will prove of interest to your readers.

TONY NEWMAN

PHOTOS:  
TONY NEWMAN  
COLLECTION.



Hi there,

Find attached amusing article. I saw a more basic version of this on the toilet door at Woody Bay recently. I have altered some of the wording and phrasing and revised the layout.

I thought it might be of interest as an amusing insert into the next edition of The Warrior.

KIND REGARDS, BERNARD A. OLDFIELD  
(MEMBERSHIP NO. 1154/08)

## BEWARE STEAM RAILWAY ENTHUSIASTS DISEASE

### HIGHLY INFECTIOUS IN OLDER MALES

#### THE SYMPTOMS:

The sufferer becomes confused and bewildered when not near a steam railway.  
He will be observed wandering around with a blank expression and muttering strange words.

There will be a rapid rise in temperature at the sight of a steam train.  
Thereafter, behaviour becomes erratic, with much rushing about and waving of the arms and is sometimes violent to non-believers.

The patient spends much time and money on books, magazines and visits to steam railways and can seem oblivious to the presence of "normal" people.

#### THE CONDITION:

Although it may be limiting, it is not fatal.

#### THE TREATMENT:

The patient must be supplied with items of steam railway interest.

He should be encouraged to go on steam rail tours and open days where he can meet other victims of the illness and exchange ideas with them.

Friends and relatives can aid recovery with free transport to events, free beer and meals.

#### FOR ASSISTANCE:

Contact your nearest steam preservation society.



# THE CREST

Dear Pete Sikes

On reading the comments about the 'Crest' anomaly, namely J. A. Bennett (November 17) and Les Guise (May 18) I find myself compelled to add comment and give basic support for their observations. I was so saddened by the apparent attitude and actions by the British Legion – cannot understand it! Their crest was ideal in all ways.

My vote from the shortlist of four put forward was a 'best of the bunch' choice and it was indeed for option one, the soldier and cross. It was the only significant portrayal reflecting the actual name and reason for 'The Unknown Warrior'.

Having said that I am uneasy with the choice, there is something not quite right about it, especially now as we have democratically decided to use it! Why is it not right I ask myself – well it simply does not portray the power and meaning that a 'crest' is meant to do, it is, to put it bluntly similar to being a photograph or a picture! It is not symbolic. A crest should symbolise meaningful points.

The 'Memorial Plaque' (crudely described the Dead Man's Penny does all that: Britannia holds a Trident in one hand and an olive wreath in her outstretched left hand and stands with a lion. To the right of the lion is an oak spray with acorns, two dolphins swim around her, at the bottom a second lion is tearing apart the German eagle.

Wording encircling the plaque reads "He/She died for freedom and honour".

Britannia – symbol of British unity, liberty and strength.

Olive wreath – symbolises perpetual peace.

Lion – symbolic of bravery.

Oak branch with leaves and acorns – potential honour, and longevity, stability, authority and victory.

Trident – represents British Naval power on the seas.

I would suggest one amendment to the design, when the plaque was created the RAF did not exist and British power in the skies is not represented, therefore as power on the seas is symbolised twice (trident and dolphins), two choice birds could replace the dolphins.

A crest surely should have similarities afforded by a coat of arms and symbolise multiple key features giving it focus and an emotive impact. This Memorial Plaque as the Unknown Warriors' crest fulfils everything this Patriot locomotive stands for and more.

I can well understand that there may be a reason for not allowing this plaque to be used in this way, but would courteously ask that a reason be given as to why it did not appear on the shortlist. I can only ask that my comments in support of J. A. Bennett and Les Guise's observations may draw further support.

**KEITH WHEELDON (MEMBERSHIP NO. 679/06)**

*The reason the Dead Man's Penny wasn't taken forward to the design stage is quite simple, it didn't garner enough votes. As mentioned in a previous Warrior the vote was taken at the Board Meeting on 27th January 2018, each of the 13 people present chose their top three designs from the 37 suggestions submitted and the top four of these were taken to the initial design stage, these were then presented to the membership in Warrior 36.*

*As you know Option 1 was chosen and we are now in the process of registering the design for copyright and intellectual property. Updates of progress will appear in forthcoming issues of The Warrior and also placed on our website. (See letter from David Hughes on page 51).*

# No. 5536 Private W. Wood V.C.

In early August 1944; two small boys, myself and friend, were allowed to go by train from our village in Derbyshire, first to Derby; and then by a Birmingham train to Tamworth Upper. The plan was to go trainspotting on the main line. When we went down to the Lower platform, we were met by a much older boy – probably a sixth-former. He asked us many questions- names ages, had we been here before etc, etc. Then when he discovered we were 'first-timers' told us the rules; keep well away from the platform edge; no running; be polite to the porters and do what they tell you; don't leave any rubbish and so on.

There were about 40 of us on the Up platform – mainly at the southern end. There were three older boys who seemed to be organising everything. Taking turns, two others were on an upper platform to shout down the names of the 'Jubs' stopping there. The majority of the expresses on the main line were pulled by 'Coronations', and the others by 'Royal Scots'. There was an important exception to this. Early in the afternoon; there was some excited chatter; and it became clear that something important was about to happen. We asked, and were told they expected it would be the next London bound express. When it came, we saw it was pulled by the first Patriot we had seen that day. It was a train from Manchester headed by No. 5536 *Private W. Wood V.C.* There was general agreement by everybody watching on Tamworth Lower, that long ago summers day; that Private W. Wood, V.C. was their favourite engine. We agreed – it was ours from then on.

**I HOPE THIS IS OF INTEREST TO YOU.**

**MARTIN BIBBY (MEMBERSHIP NO. 1643/01)**





Dear Pete,

I'd heard John Duncan relate the following account of an experience with 45511 as an examining fitter so when I saw him the other day, asked him to write it up in his own words. I hope your readers will find it of interest as I did.

**BEST WISHES, GRAHAM BENTLEY**  
**MEMBERSHIP NO. 837/07**

"I've attached a brief account of the investigation and repair of 45511, the LMS 5XP we called 'Baby Scots'. The G9½"S Crewe boilers used on the rebuilt 'Claughtons' were free steaming with a sloping grate. Here's my account of how I came in contact with 45511. I think it was about May 1960, a month after the closure of the GW shed 84K (Chester) and they all came to us 6A (Chester) with the GW locos.

I was on days on the 'Book', as examining fitter, in the RSF's (Running Staff Foremans) office looking through repair cards that the drivers put in when an engine is disposed. Mr Rhyl, the District Motive Power Superintendent, was talking to the RSF on duty, turned to me and said, 'Duncan have a look at these,' a wad of 23 repair cards clipped together. 'Come and see me with proposals of what needs to be done.' The RSF said 'it's at the bottom of 2 Road.' The cards were full of comments: 'Engine won't steam', 'Engine very weak', 'Ran out of coal at Watford' and so on.

The locomotive was 5XP 'Baby Scot' No. 45511 *Isle of Man*. After putting on 'Targets' (not to be moved boards), I opened the smokebox door and saw the daylight each side at the bottom of the smokebox. All the firebrick lining had gone. Noticed that the blast was all on the back side of the cowl, chimney and cowl was out of line with the blastpipe. Put the alignment pole in the blastpipe opening and looking down the top of the chimney opening. The chimney and cowl was 2" forward of the blast pipe. The DMPS climbed on top of the smokebox and asked, 'What do you say, Duncan, should be done?'

I said renew bottom halves of the smoke box, take out the chimney and cowl. Cut out the back half and build up the front of the opening on the smokebox. Rebrick the bottom of the smokebox and seal up round the opening where the outside steam pipes go through with asbestos.

The work was done by a Fitter, Boilermaker and Welder. A week later I was Examining Fitter on afternoons. 45511 was on 1 Road by the RSF's office, no repair cards in so I carried out an examination and brake test. Tried the blower full on, opened the firedoors about an 1" apart and it sucked my cloth in and lost over the brick arch. As I climbed down the Driver for the 11:18 fitted goods, Chester to Willesden grabbed hold of me, and said 'I don't know what you have done to this engine, I have never seen an engine steam so well on so little coal and water'.

All credit to the men who did the work. I was told that a few months before that, the locomotive had been in Crewe Works for a boiler change. Enough said!"

**BEST WISHES**  
**JOHN DUNCAN.**

*John was an engineering apprentice at BR (E) locomotive works at Gorton, Manchester from 1948-1953 and after service with the Royal Engineers at Longmoor and in Suez followed by three years with the Canadian Pacific Railway, went on to a career with British Railways where he had senior responsibility for steam and diesel traction from 1960 -1994. From 1992 -2002, he was Chief Mechanical Engineer (unpaid) for the Steam Locomotive Operators Association which, after 1994, became Mainline Steam Locomotive Operators Ltd.*

Dear Editor,

I am writing in response to comments made in Warrior 37 by members Bell, Lusby, Guise, Musset and Bennett. Like them I was disappointed with the options presented to the Membership and can therefore sympathise with their views. However I was present at the board meeting when it was decided which options would be voted on by the Membership and I would like to explain how the final choice was made.

It is important to stress that we are democratic society and it was a predetermined way in which a democratic vote would be taken by those present. Prior to this the Membership were asked for ideas for a replacement badge. Thirty seven members responded, some with multiple choices. The results were interesting and the top four ideas submitted by members can be summarised as follows:

<b>1st</b>	<b>The Death Plaque (Dead Man's Penny)</b>	<b>7 times (19%)</b>
<b>2nd</b>	<b>Verdun Crest</b>	<b>4 times</b>
<b>=3rd</b>	<b>LMS Crest</b>	<b>3 times</b>
<b>=3rd</b>	<b>Single Soldier (as on many memorials)</b>	<b>3 times</b>

At the board meeting in April those present were given the option of voting for any three of those thirty seven which had been submitted by the membership. As you have seen from those put forward to the full membership vote only one of the four submitted above made it to the final vote.

Disappointing for some, maybe, but that is democracy in action and we now need to move on.

**KIND REGARDS,**  
**DAVID HUGHES (VOLUNTEER CO-ORDINATOR), MEMBERSHIP NO. 144/04**

## MEMBERS' DAY - A THANK YOU

Hello All

Just a quick note to thank everyone for an excellent day at last Saturday's Members' Day. It must have been a tremendous amount of work for all those involved which, I'm sure, isn't always fully appreciated by all. Having been involved as an officer with many voluntary associations in the past I know how the bulk of the work falls on too few members.

Unfortunately, a combination of old age and disability prevents me (and my wife) offering our services and I have to take a back seat with this project. All I can do is to support your events and spend some money - membership, raffle tickets, shop purchases and my recent acquisition of a bespoke membership number of which I am very proud.

Carry on with the good work. Recent difficulties - the boiler, crest, invoicing disputes have stood in your way but you all keep plodding on to achieve your aim.

Best of luck.

**MARSHALL MORRIS (MR), HOLMIN, RUHDDLAN**  
**MEMBERSHIP NO: 45521/12**



## YET MORE MEMORIES FROM A SEPTUAGENARIAN

BARRY GREENER (MEMBERSHIP No. 664/05)

**As promised in Warrior 37, where I made mention of freight locos and footplate rides, and having already stated my admiration of large powerful locos I would like to add my love of small locos, plus those with wheel arrangements 4-4-0 and 0-6-0.**

As we mark the 50th anniversary of the end of steam, I recall that in those pre-1968 days of steam I travelled on many B.R main lines with passenger and mixed traffic locos of most types, mostly of power classification 4 to 8 both tender and tank many of which were 2-6-0, 4-6-0 and 4-6-2 (not so many rapidly disappearing 4-4-0s, more of which later).

Many branch lines had tank locos with power classifications 1 to 3 or upwards depending which line. I travelled on many with a surprising number going to seaside towns with wheel arrangements 0-4-4, 0-6-2, 2-6-2 and 0-6-0 pannier tanks. However, I have fondest memories of the following because of the diminutive and elderly locos, some from the 19th century; Tiverton to Tiverton Junction with a G.W. 0-4-2T dating from 1932, Wareham to Swanage (before closure) with a L.S.W.R. M7 0-4-4 tank (dating from 1897), Killin to Killin junction in Scotland with a C.R. 0-4-4 T (dating from 1895), branches in Kent with S.E.&C.R. H class from 1904, (0-4-4T) and L.B.S.C. A1X 0-6-0T (Terriers) on the Hayling Island branch (dating from 1872, with the lowest power classification of OP).

Other diminutive locos I most clearly recall are the station pilots at York, a N.E.R. J72 0-6-0T (which although they date back to 1898 possess the unique record of having been built for 54 years until 1951 by the L.N.E.R. and British Railways. Also a L&YR 2-4-2T (dating from 1895) at Liverpool exchange. Of course, some of the oldest and smallest locos were seen on freight and shunting for which I had a soft spot. The first I recall as mentioned previously was the M.R. 2F 0-6-0 at Coventry. My next favourite was the L&YR 0-6-0, first seen shunting at Rhyl as a boy in the 1950s. I had to wait for the preservation years

after 1968 for a ride behind one on the Keighley and Worth Valley Railway.

In my last article I mentioned that rides behind freight locos were rare, but the one that stands out above all others in my memory was when a loco failed at Stafford and an L.M.S. 8F 2-8-0 was put on to take the train to Birmingham. It went like the clappers and recovered considerable time. A run behind two pre-grouping S.E.&C.R. Class 2F 0-6-0s in Kent is another, though different memory. One of the many steam rail tours I went on used a L.N.W.R. 0-8-0 7F in the West Midlands and onto the Trent Valley Line. I saw and loved Caledonian Railway 0-6-0s, classes 2 and 3, of which I saw many, but had to wait until more recently to travel behind one on the Strathspey preserved line from Aviemore. On the other side of Britain I also loved the North British J35 and J36 0-6-0 locos and only managed to ride behind them on rail tours.

However, I have probably had more rides behind freight locos in the post steam era with locos running on preserved lines. These include a Great Central 04 2-8-0 (class dating from 1911) on the Great Central Railway, a Great Western 2-8-2T on the Gloucestershire and Warwickshire line, a Stanier 5F 2-6-0 (dating from 1933) on the Keighley and Worth Valley Railway and a North Eastern Railway Q7 0-8-0 (dating from 1919) on the North Yorkshire Moors Railway. The most recent ride behind a freight loco was when a Great Western 2-8-0 from the South Devon Railway visited the Battlefield Line in Leicestershire.

In issue 36 I mentioned the pleasure of cabbing locos at Coventry, but as I travelled further and was older, the natural progress was to ride on the

footplate and some memories include over-shooting a station while cabbing a 2-6-4 tank on the Chester to Birkenhead line, foot plating on the Scottish preserved locos on a rail tour in the early 1960s, travelling bunker first on a Fowler 2-6-4 tank on a frosty moonlit night from Leicester to Nuneaton, and whilst in France travelling in the cab of a Paris Gare Du Nord suburban train and also being on the footplate of a large 2-4-1 P at speed from Nevers to Clermont Ferrand in the Massif Central. In Coventry however in 1966, its last year of steam, I travelled from Gosford Green to Three Spires Junction, a freight only line, on the footplate of an L.M.S. 8F 2-8-0, and from Hawesbury Lane to Longford Power Station on the footplate of an L.M.S. 2MT 2-6-0 taking coal to the power station. I have in the post-1968 era travelled in the cab of a Peak Diesel and "somewhere" between Coventry and Birmingham the cab of a Pendolino.

In the years prior to 1968 I had a love of 4-4-0 locos and recall a rail tour in the Midlands which included the Coventry avoiding line and the closed line from Kenilworth to Berkeswell with a Midland Railway 2P. I can only recall one ride with a Southern Schools class on a rail tour and Gordon Highlander D40 on a Scottish tour. I saw only a couple of Great Western Dukedogs on the Cambrian in 1959 and had to wait many years for

a ride when *Earl of Berkeley* visited Tyseley to travel just a few yards! I have already mentioned City of Truro visiting the Severn Valley Railway. When I was in Scotland whilst travelling on the Waverley route I took time out to see the last North British D34 *Glen Lyon* at Hawick, but also managed a ride behind *Glen Douglas* on a special. The 4-4-0 I would most like to ride behind is L.N.E.R. D49 *Morayshire* which I saw on the Cavalcade at Shildon in 1975 as there were none left working when I was in Scotland.

For many years I have attended railway meetings in Coventry but the only two slide shows I have given was at Birmingham Central Hall in 1967 to R.C.T.S. members about the locos of the G.D.R. (East Germany) and 10 years later a public show at Coventry Technical College about the last years of steam in Europe, Iberia and Turkey.

Finally I never had a ride behind Coronation Pacific No. 46240 *City of Coventry* but saw it at speed through Atherstone on the Trent Valley Line with The Lakes Express. After the end of steam I did though travel behind the class 86 electric loco named *City of Coventry* from Coventry to Wolverhampton. Then more recently was invited by Virgin Trains to ride from Coventry to Milton Keynes on the Pendolino also called *City of Coventry* to promote the introduction of these trains replacing the electric loco hauled stock.

Dear Editor

Please allow me to add weight to Mr. Simpson's letter "Why not the poppy?" on page 46 of Warrior 37.

To my mind it is the obvious choice of a cast emblem on The Unknown Warrior's nameplate, painted red. I fail to see how the British Legion can claim sole rights on a flower!

Has any organisation sole rights on, say, The White Rose of Yorkshire or The Red Rose of Lancashire? Surely any person, or group, can use a wild flower as an emblem etc.

The poppy represents *all* who died in the two World Wars. The British Legion was not the sole owner of the poppy and I maintain that it still isn't.

It is simple and the perfect understated emblem and as such, ideal for the nameplates.

Do others agree?

YOURS SINCERELY,  
GRAEME WALTON-BINNS (MEMBERSHIP NO. 007/08)



# SPONSORED WALK OF THE LLANGOLLEN CANAL

PETER TILBURY (MEMBERSHIP NO. 1207/11)

Driving home from Llangollen after last year's AGM, an idea started to develop in my mind as to whether I could walk the length of the Llangollen Canal in order to raise funds for 'our engine'. The reasons for considering this canal were (1) it passes where 'our engine' is being built, (2) it is a contour canal with not many locks and therefore uphill or downhill sections, (3) it's length should be achievable over a long weekend, (4) I've been told the scenery is fantastic and (5) by finishing just beyond Llangollen, I'd have Members' Day as an extra backup day should I need it.



The start, Hurleston Locks



Wrenbury Bridge



Ellesmere Junction

After much planning, my challenge finally started at 10.55am on Saturday 26th May 2018 at Hurleston Locks (the point where the Llangollen Canal joins the Shropshire Union Canal). I was joined by my brother Martin, who stupidly had agreed to join me for the day's walk. Despite the weather conditions during the morning being overcast and muggy, we made good progress and by lunchtime we had completed approximately 6½ miles and had reached Wrenbury Bridge, which coincidentally was next to a pub. At this point the sun came out and other than a quick shower during the afternoon, the weather stayed good for the rest of the day. By the time we finished walking at 5.40pm, we had reached Platt Lane (bridge no 43) and had completed a distance of about 17 miles. Whilst driving back to Hurleston to pick up Martin's car, we were told that Snugburys Ice Cream (near Hurleston) was definitely worth a visit as the ice creams are excellent – unfortunately we arrived there ten minutes after they closed!

Over breakfast on Sunday, after some horrendous overnight thunderstorms and with heavy rain still falling, I did start to wonder whether it was a good idea to walk today. Eventually, I plucked up the courage to drive back to Platt Lane and see how far I could get today. On arrival at Bridge 43, the rain had almost stopped. However, 10 minutes into my days walk the heavens opened again, but fortunately this time the heavy shower only lasted for about 10 minutes. Shortly after this, just as I started making progress, I slipped on a muddy patch and ended up on my backside – who says walking is fun? After getting up slightly bruised and rather wet, I set off again in the direction of Llangollen, hoping the day

would improve! Not long after this, the sun came out and the conditions improved. By lunchtime, I was once again making good progress and as I passed Ellesmere, I knew that I was now about half way to Horseshoe Falls. As I headed towards Chirk, the weather once again changed, but this time for the worse! The sky was overcast and very black, with regular claps of thunder in the distance. At this point, my pace increased and approximately 30 minutes later, as I headed over Chirk Aqueduct and passed the 'Welcome to Wales' sign, the heavens well and truly opened. Fortunately, I only had Chirk Tunnel to get through before the end of the day and a lift back to the Premier Inn. Thank goodness modern mobile phones have a torch built into them, as my torch hadn't been put into my rucksack today as I didn't think I'd get that far and a 421m tunnel is no fun in pitch black without a torch! Despite the weather and the underfoot conditions, I thoroughly enjoyed this section of the canal and especially as the other canal users seemed to be more friendly and chatty today. By the end of the day, I had managed a very satisfying 18 miles.



Chirk Aqueduct



Chirk Tunnel



End of feeder to Horseshoe Falls



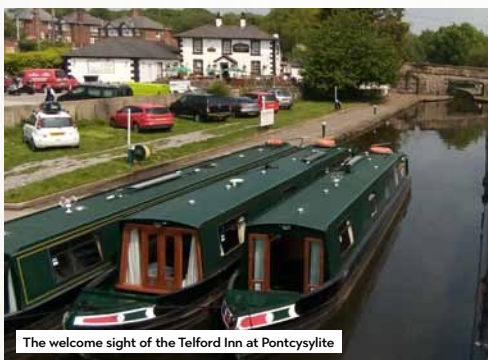
Horseshoe Falls

Unexpectedly the Bank Holiday Monday was a wonderfully sunny day and great walking conditions. Today I was joined by Gary, a friend who had driven up from Droitwich to walk with me. The route today was the most well-known and scenic section of the canal, which included the Chirk Aqueduct (this time in dry conditions) and the World Heritage site at Pontcysyllite. Although I have walked over it before, crossing the Pontcysyllite Aqueduct was certainly one of the highlights of the walk, which necessitated a pint of local brew in order to appreciate Thomas Telford's magnificent engineering achievement properly! Being a sunny Bank Holiday Monday, the towpath was very busy with pedestrians and cyclists. Walking along the tarmacked towpath today was certainly different underfoot from the previous two days, which had been the usual (muddy in places) canal side towpath. After passing behind the Chainbridge Hotel, we finally arrived at the end of the canal (or is it really the start of it?) at Horseshoe Falls at just before 4.00pm after three very enjoyable day's walking.





Pontcysyllte Aqueduct



The welcome sight of the Telford Inn at Pontcysyllte

I would like to thank Martin and Gary for their company, but more importantly I would like to thank my wife Sharon for dropping me off at the start of each day and remembering to pick me up at the end of my days walk!

Having now recovered from this challenge and raised a magnificent total of £1,355 (plus Gift Aid), I have now decided to extend my fund-raising efforts through to next Easter and see whether I can increase this total to at least £2,000.

I have now set myself another challenge which will be to walk the length of the Oxford Canal – a distance of about 78 miles – but this time it is likely to be over the winter months and on ad hoc days as work allows.

If anyone feels they are able to make a small donation towards my new target, please visit my fund-raising page at:  
[www.justgiving.com/fund-raising/Peter-Tilbury](http://www.justgiving.com/fund-raising/Peter-Tilbury)  
 (and please don't forget to Gift Aid your donation if you are able to).



A view from the roadside of the magnificent Pontcysyllte Aqueduct

Dear Sirs,

August 2018

The May 2018 Newsletter (another excellent publication) had a full page devoted to 'Project 2020', which proposed appeals to support this idea and highlighted the 'attitude' of Network Rail's Chairman.

I urge the Board to reconsider its approach to this. It is far too early to make any robust prediction that our engine will be complete by 2020, let alone approved to run on Network Rail. It is our experience that actual build progress regularly does not match our expectations, even in the short term. So there is a high risk of damage to our public credibility, both with external stakeholders and members, if things do not proceed as we hope

**Let me stress: this is not a criticism of the Project, which has to cope with the manufacturing and assembly realities.**

It is however a plea to learn from the Project 2018 debacle and not to make the same mistake twice. (There never actually was a Project 2018, in the normal sense of the word 'project'.)

Our fund-raising has exceeded all expectations, so I hope no-one thinks that a 'Project 2020' is vital to our funding.

What do I suggest? Stop the public promotion of this idea until we have completed the engine and have a credible, timebound plan for main line approval, underwritten by a Train Operator as the Duty Holder. In particular, it is naïve if anyone imagines that the attitude of the Network Rail Chairman will have any bearing on the progress of safety approval.

COLIN HALL, MEMBERSHIP NO. 900/10



I thought that you might like to see my model of The Unknown Warrior. The Patriot is a 7mm gauge loco by Tower Models, painted and weathered by myself. I have also scratch built the high sided tender. The Cavell Van is a Slaters model with added detail although I still have to manufacture the windows and window grills. The photos were taken at Preston O Gauge Club, Marsh Lane shed layout.

COLIN HUGHES, MEMBERSHIP NO. 326/02



No. 5500 *Patriot* leaving Crewe on a southbound service, date unknown.  
© MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.





# CAPTION COMPETITION

"I've stopped this loco from leaving with one hand, that's LMS power for you!"

JOHN SAUNDERS  
MEMBERSHIP NO. 1600/07

"Wandering off from the sales stand with his camera, that makes a refreshing change!"

ANDY COLLINSON

*A prize on its way to Mr. Saunders and no doubt a phone call on its way to Mr. Collinson!*



# ORDER YOUR BESPOKE MEMBERSHIP NUMBER

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



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

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

# WORD SEARCH 14 BATTLES

AISNE • ALBERT • ANCRE • ARTOIS • ARRAS • ARMENTIERE(S) • AUBERS • AVRE • BASSEE  
BELLEWAARDE • BAPAUME • BAILLEUL • BAZENTIN • BEAUREVOIR • BROODESEINDE  
CHAMPAGNE • CHIVY • CANAL D'NORD • CAMBRAI • CERIZY • COURTRAI • EPEHY • ESTAIRES  
ETREUX • GHELUVELT • GINGHY • IRLES • LANGEMARCK • LE CATEAU • LE TRANSLOY • LENS  
LOOS • LYS • MARNE • MESSINES • MENIN ROAD • MIRAUMONT • MONS • MORVAL  
NONNEBOSCHEN • PASSCHENDAELE • OURCO • PICARDY • PILCKEM • ROSIERES • SENSEE RIVER  
SELLE • ST. ELOI • ST. JULIEN • ST. QUENTIN • SOMME • THE SCARPE • SCHERPENBURG  
THIEPVAL • THILLOYS • SAMBRE • YPRES • VALENCIENNES • VIMY RIDGE

As ever, thanks to Tony A. J. Hewitt of Cheadle, Staffordshire Moorlands.

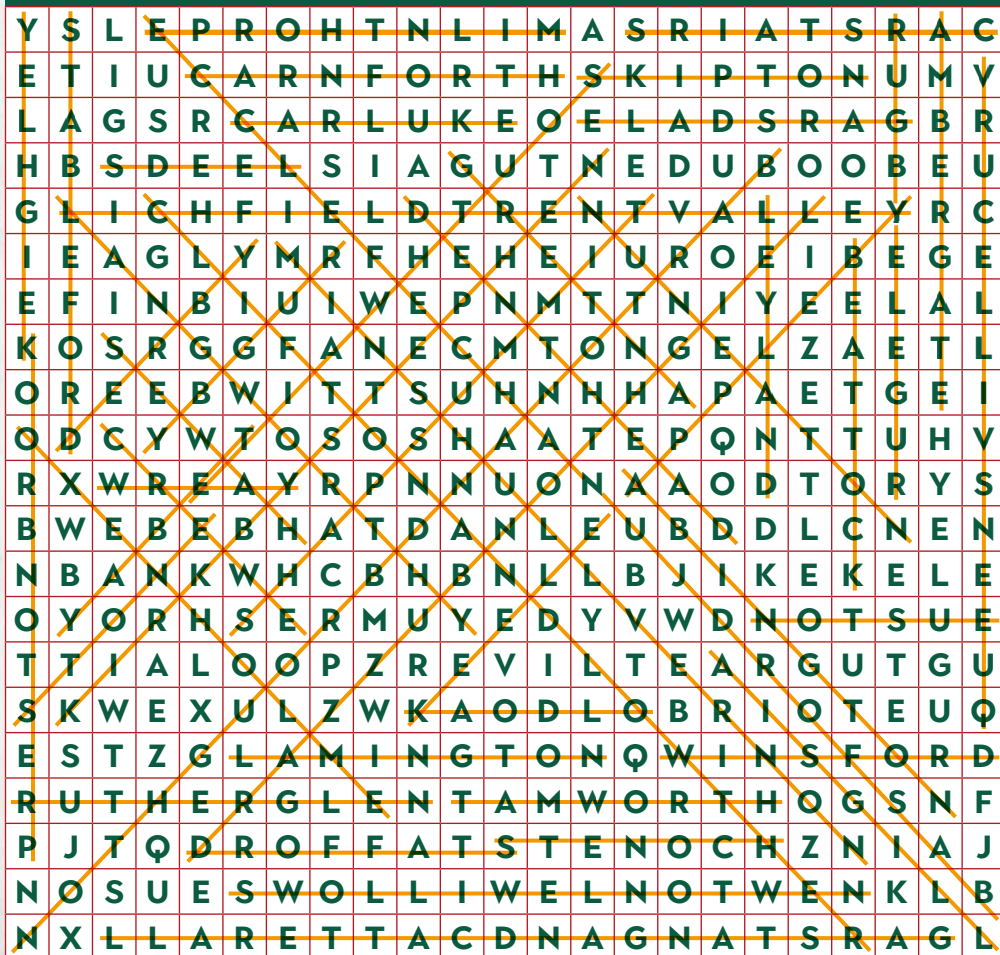




# ANSWERS TO WORD SEARCH 13

## LMSR DESTINATIONS (part 2)

ABINGTON • APPLEBY • AMBERGATE • AIS GILL • BARTON AND BROUGHTON • BASFORD JUN  
BEATTOCK • CARLUKE • CARNFORTH • CARSTAIRS • CLIPTON AND LOWTHER • CREWE  
DENTHEAD • DERBY • DENT • ECCLEFECHAN • EUSTON (EESTON) • GARSDALE • GREтна  
GARSTANG AND CATTERALL • HAWES • KEELE • KEIGHLEY • KIRKBY STEPHEN • LAMINGTON  
LEEDS • LANGWORTHY • LEIGHTON BUZZARD • LEYLAND • LICHFIELD TRENT VALLEY  
MILNTHORPE • MINSHULL VERNON • NUNEATON • NEWTON LE WILLOWS • OLD OAK  
OXENHOLME • PRESTON BROOK • QUEENSVILLE CURV(E) • RUGELEY x2 • RUGBY x2  
RUTHERGLEN • ST. ENOCH • STAFFORD • STABLEFORD • SKIPTON • STONE SOUTHWAIT  
SHAP SUMMIT • TAMWORTH • TEBAY • WINSFORD • WREAY



# The LMS-Patriot Company Limited

Creating the new National Memorial Engine – ‘The Unknown Warrior’

**Patron** Simon Weston, OBE

Company Registered in England and Wales No:  
6502248

**Registered Office:**

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

**Registered Charity No:** 1123521

**VAT Registration No:** 978 8801 48

**Account Details for Direct Donations:**

CAF Bank Ltd., Account no: 00092990

**Sort Code:** 40-52-40

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Llangollen Railway plc



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The LMS Patriot Co. Ltd.  
Company Registered in  
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Registered Charity No. 1123521.

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## Newsletter

Produced by The LMS-Patriot Project.

**Editor:** Pete Sikes – warrior-editor@lms-patriot.org.uk

**Design and Artwork:**

Pete Sikes – Accent Artwork Ltd. – 07831 394545

Printed by Taylor Bloxham Limited, Leicester.



No. 45516 *The Bedfordshire and Hertfordshire Regiment*  
photographed from a passing train in the Tring area on 17th April 1961.

PHOTO: JLS/THE TRANSPORT TREASURY.

