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The Warrior



THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



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Editorial

Shortly after Members' Day, I received the fantastic news that the Made in Britain campaign has agreed to support our Boiler Appeal by asking their members to donate up to £200,000 towards its construction cost.

This came about after John Pearce, CEO of the Made in Britain campaign, attended Members' Day and saw the excellent progress with the assembly of 'The Unknown Warrior' for himself. This is great news and shows the huge amount of support that there is from British companies towards seeing 'The Unknown Warrior' in steam and on the main line, read more about this on page 6.

Those of you who attended Members' Day will have seen the current progress of 'The Unknown Warrior' and many of the newly machined parts that are ready for fitting. Although the engine could not be seen on the day as a 4-6-0 as the front end was still being worked on, it was easy to see the huge amount of components that are needed to build a steam loco. Members also heard about our latest plans to have 'The Unknown Warrior' on display in central London and playing a leading role in the 100th anniversary of the Armistice commemorations in 2018. It was the best Members' Day so far and a big thank you goes out to all the Members who attended and supported it, a report appears on pages 24-29.

I hope you enjoy reading this issue of The Warrior and as we enter the final stages of the construction of 'The Unknown Warrior', thank you for your continued support.

Andrew Laws, Editor

Cover photograph:
Members' Day at Llangollen with attendees enjoying their lunch sitting on the train and next also to the beautiful landscape of the River Dee before the train departed for Carrog at 12.55.

PHOTO: ANDY COLLINSON

Chairman's Thoughts – Aug. 2016

Many of you will be aware of the retirement of Dave Owen, CME of the Llangollen Railway and I can do no more than reprint a copy of the letter I forwarded to Kevin Gooding, General Manager of the Llangollen Railway when he retired. Suffice to say I am absolutely delighted that he has decided to join the Project as a member and volunteer. His first task will be to project manage the fitting of the cylinder liners and then head a volunteer team to fit all the lubrication equipment.

Welcome on board Dave.

Dear Kevin,

Please accept my sincere apologies for not attending this well deserved tribute to Dave Owen on the occasion of his retirement but I am housebound following a hip replacement operation two weeks ago. I did toy with the idea of sending a selfie of the scar to prove that my reason is a genuine one but felt it might mar proceedings a little!

There are other representatives from the Project attending tonight who will I am sure express their appreciation for the contribution Dave has made to the construction of The Unknown Warrior but I would nevertheless like to add my personal thanks and those of the Board of The LMS-Patriot Project to Dave for his invaluable contribution to the success of the project.

I first met Dave many years ago when visiting Llangollen to discuss the conversion of the frames of Willington Hall to County profile for the recreation of No 1014 County of Glamorgan, which incidentally become a 4-6-0 for the first time in May. It was the professional way that Dave and his team tackled this task which led the newly formed LMS-Patriot Project choosing Llangollen as the location to build the engine, a decision we have not regretted for a minute.

Over the years Dave and his team have proved to be 100% reliable and extremely conscientious and have on a number of occasions literally 'saved our bacon'. All this has been carried out in a friendly and most professional way. We could ask for no more, so it was with considerable sadness that we found out only a few short weeks ago that he is hanging up his spanners (though not necessarily his shovel), this when The Unknown Warrior is only a couple of years away from completion. We do hope we can continue to call on his expertise for those little known bits of technical information which only experience can accrue.

In conclusion Dave, thank you for your support, commitment, attention to detail, friendship and professionalism over the past 11 years and our best wishes for a long, healthy and happy retirement.

For my final item I would like to highlight again our need for regular donors. We are making good progress toward our target of 500 and have 360 signed up to date – only 140 to go!! Please help us hit the target soon.

Kindest regards

David Bradshaw, Chairman

TREASURER'S REPORT

Financial Update to Quarter 1 (30th June 2016)

by Neil Collinson, Treasurer

Firstly, I would like to say a big thank you to those Members who completed a standing order form for regular donations at Members' Day on 25th June. A big thank you also to all those Members who took the forms away with them as they are now starting to filter back into the office, with 10 forms being received in the two weeks ended 15th July.

If you have not yet completed yours or responded to our appeal for regular donations please do so now as we will be hoping to increase the speed of the build in what is turning out to be a very critical year. I still have 152 blank forms in my possession from Members' Day, you can download one from the website or you can telephone the office and they will happily send you one. £10 per month is only £2.30 per week and we cannot, indeed we must not allow the issue of finance to slow the speed of the build, never mind your treasurers hair colour.

First thought for this quarter.
The quality of the fuel is improving.

Total Income for the period was £92,500 including an expected £13,400 in Gift Aid. Boiler loans totalled £250.

MEMBERSHIP

Membership income came to £5,896 for the quarter (including £1,083 in Gift Aid and included in the total above). There were 40 new members and two life members during the quarter. Renewals were down on budget.

DONATIONS

There have been 23 new regular donors during the quarter. Seven donations ceased due to death or change of circumstances. Three changed with an average increase of £5.00. The number of members making regular donations has increased to 348 from 334 at the end of March. The average amount per donation has been maintained at £15.59 per month with total income from this source £15,890 for the quarter or £5,323 per calendar month. Those will mathematical brains

will notice that £5,323 x 3 does not equal £15,890 because of the phased increases over the quarter.

The following table breaks up the boring statistics (again) and gives a comparative picture for the last five quarters. You will see a significant increase in the number of regular donors for the final two quarters of this last financial year and a £3,160 increase in the total quarterly amount in the last 12 months. I stuck my head above the parapet at the board meeting on 30th July, when our esteemed chairman asked me to forecast the next quarter. I put my finger in the air to say £16,500 to £16,750. No apologies for again asking those members who have thought about it or picked up a standing order form at one of our winter gala sales stands, stuck it in a pocket and forgotten about it and where it will remain until next winter. Search your pockets or ring the office for a new one.

2015/16 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q1	8	4 (avg. £5.75)	2	£12,735
Q2	10	10 (avg. £9.50)	7	£13,180
Q3	24	8 (avg. £8.57)	3	£13,633
Q4	28	3 (avg. £5.00)	9	£15,271
2016/17 Donors				
Q1	23	3 (avg. £5.00)	7	£15,890

ONE OFF DONATIONS

£42,000 for the quarter plus trustee donations of £1,754, including sponsorship appeals. Gift Aid in this section totalled £12,294. Grateful thanks to those members who donated/sponsored items to the tune of almost £2,000 on Members' Day.

Expenditure on the locomotive and tender was in excess of £123,000 for the quarter. It goes without saying that other expenses are kept to a bare minimum and were mainly on budget. Total spend on the locomotive and tender is now £1.38m.

Second thought for the quarter.
If income was £92,000 and spending on TUW was £123,000 how do we do it?

Simple, Bank Balance. We started the year with £110,000 in the bank and we were able to pay all the invoices we had from suppliers which were outstanding at the year end. Whilst the bank balance at this quarter end was £53,000, we have received a VAT refund of £24,700 and as mentioned earlier Gift Aid of £13,400. Whilst it now looks healthy, that amount of VAT is generated from supplier invoices received which have to be paid.

Third thought for the quarter.
Treasurer is now losing the grey hair he has accumulated in the last three years.

ANCILLARY STATISTICS

Finally, if you have got this far, we have resurrected the 'Donate by Text' (see page 15) method for those tech savvy individuals who would like to contribute to our coffers. This is what now heads our Facebook page and will feature in some future advertising. Thanks to a member who raised this at Members' Day.

And finally finally for this quarter, see my separate note (right) regarding the changes to UK taxation from 6th April 2016. It could affect your personal tax position and may result in you no longer paying UK tax. If you have declared that you are a tax payer in the past and we have claimed Gift Aid on your donations but HMRC advise you that you no longer pay UK tax please let us know.

IMPORTANT NOTICE REGARDING CHANGES TO UK TAXATION FROM 6th APRIL 2016

From 6th April 2016, most people can earn some income from their savings without paying tax.

This is called a Personal Savings Allowance. It applies to each tax year, from 6th April to 5th April the following year.

PERSONAL SAVINGS ALLOWANCE

If your total taxable income is £17,000 or less you won't pay any tax on your savings income.

Otherwise your allowance depends on which Income Tax band you're in.

Income Tax band	Tax-free savings income
Basic rate	£1,000
Higher rate	£500
Additional rate	£0

You'll pay tax on any income above this at your usual rate of Income Tax.

SAVINGS COVERED BY THE ALLOWANCE

- The allowance applies to interest from:
- bank and building society accounts
 - savings and credit union accounts
 - unit trusts, investment trusts and open-ended investment companies
 - peer-to-peer lending

- The allowance also applies to income from:
- government or company bonds
 - life annuity payments
 - some life insurance contracts

Savings already in tax-free accounts like Individual Savings Accounts (ISAs) and some National Savings and Investments accounts don't count towards the allowance.

For further information visit <https://www.gov.uk/apply-tax-free-interest-on-savings> or telephone HMRC

If you are advised that you will no longer be paying UK tax please advise us so that we can withdraw Gift Aid on your contributions to the Project.

MADE IN BRITAIN CAMPAIGN TO RAISE £200K FOR THE UNKNOWN WARRIOR'S BOILER

The Made in Britain campaign has announced that it is to back the assembly of the boiler for 'The Unknown Warrior' by asking its members to raise £200,000.

The boiler for 'The Unknown Warrior', which is currently being assembled at LNWR Heritage, Crewe, is the first all new British made boiler for a main line standard gauge steam locomotive to be built since 1962.

The Made in Britain campaign is a not-for profit organisation which was established in 2011. Over 600 British companies have applied to use the Made in Britain marque. The LMS-Patriot Project has become an Associate Member and has been using the Made in Britain marque since 2014, as you can see on the front page of The Warrior.



John Pearce, CEO of the Made in Britain campaign, became a Member of The LMS-Patriot Project this year himself and attended Members' Day at Llangollen in July where he saw 'The Unknown Warrior' for the first time. John has been so impressed with the progress of 'The Unknown Warrior' that he has masterminded a campaign to raise up to £200,000 from Made in Britain members.

The boiler has been budgeted at around £½ million and to date over half of this has been raised. The contribution from the Made in Britain Campaign will go a long way to helping complete the new boiler for 'The Unknown Warrior'.

David Bradshaw, LMS-Patriot Project Chairman said, *"The fundraising for the new boiler for 'The Unknown Warrior' has been greatly enhanced thanks to the Made in Britain members. This is a significant contribution and I would like to thank John Pearce for this fundraising initiative"*.

Visit www.madeingb.org for more information



LIVERY VOTE - THE DETAILS

by Richard Sant, Company Secretary

Voting papers will be sent out to all Members in early October along with the calling notice to the AGM. You will be given a choice of LMSR crimson lake, LMSR black/BR black and BR locomotive green. All liveries will be lined.

Voting papers will need to be returned to the office at least 48 hours before the AGM on 12th November and the count will take place at the AGM itself.

We will use the "first past the post" system we are all familiar with at local and general elections. So if the majority of votes are for red, then the votes for black or green have lost. The same for green. With black there are two options - LMSR or BR - and those votes will be aggregated. If the aggregated blacks have won, then both red and green have lost. Then we will count the numbers for LMSR black and BR black, and that will determine the final choice.

All these rules will be repeated on the voting slips and we will have an independent scrutineer. Passions will run high!

On pages 30 to 35 you can read the latest comments sent in by Members for their choice of colour. Thank you to everyone who took the time to write to us for this and the previous edition.

**THE LMS-PATRIOT PROJECT 2016 AGM
WILL TAKE PLACE
AT
CREWE HERITAGE CENTRE
SATURDAY 12th NOVEMBER, 2016**

PROJECT 2018 UPDATE HISTORY HAS GIVEN US A TARGET

by Richard Sant, Company Secretary

Our intention is to complete the locomotive so that it is ready to take a leading part in the 2018 events commemorating the 100th anniversary of the Armistice at the end of the Great War.

Currently the Royal British Legion is considering a number of our ideas and these have been put to them in order to help fill the national programme. I'm sure that we've all become more aware of the events that took place during the War, and during this year it has been the anniversary of the Battle of Jutland (both of the Royal Navy Admirals involved - Jellicoe and Beatty - were named as part of the Jubilee class) and the first day of the Somme, 1st July 1916.

Next year it will be Passchendaele.

ENGINEERING UPDATE

by Kevin West and David Bradshaw

ALL PHOTOS BY KEVIN WEST UNLESS STATED

APRIL-JULY 2016

LOCOMOTIVE FRAME ASSEMBLY

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

Work is progressing at Llangollen following on from the return of the locomotive at the end of March.



Members listen to the presentation during Members' Day at Llangollen Works, 25th June.



The Unknown Warrior in Llangollen works, June 2016.

The locomotive has been positioned in front of the Tender Frames in the shed at Llangollen, where it is now expected to stay until completion. The original idea was to lift the locomotive off the Driving Wheels for the next stage of assembly, but it has now been decided that this is not necessary.

This has allowed the Driving Wheel Springs to be trial fitted to the Axleboxes and Spring Hangers. Unfortunately, the Jubilee pattern springs that were purchased for the engine on advice given in the very early days of the project are not suitable and some re-working has been necessary.

The Motion Girders have been removed for some final machining for oilways. The Smokebox has been removed from the frames to aid access to the area around the Inside Cylinder and in anticipation that the Smokebox will move to Crewe to be married up with the Boiler Barrel.



The Chassis jacked up to allow work on the frame assembly. May 2016.

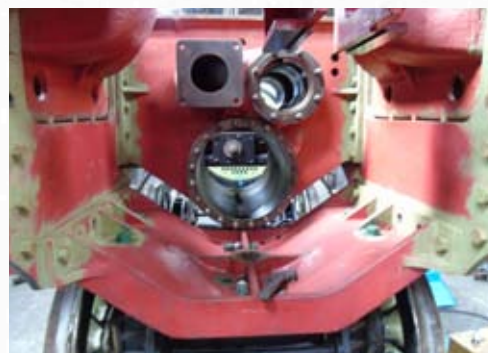


The above two images show the Main Springs during trial fitting in May.



A selection of the Hangers, Pins and fittings for the Springs during the trial fitting. May 2016.

The replacement Stretcher 4 has returned from remedial work and is being installed in the frames.



A view of the Inside Cylinder from between the Frames, June 2016.

After numerous casting failures the Cylinder Liners have finally been machined and work is in process for them to be shrunk into the Cylinders. The Front Buffer Beam has been removed to allow easy access to the Inside Cylinder for the liner to be fitted. Once the liners are in place the Rear Cylinder Covers can be fitted and the Slide Bars fitted and finally aligned.



The Cylinder Liners, following machining, June 2016

Other parts on site at Llangollen ready for fitting include the Sandboxes and Necks and the Bearings for the Main Reverser Shaft.



A selection of parts for The Unknown Warrior in Llangollen Works, May 2016.

BRAKE SYSTEM AND LUBRICATION SYSTEM

Manufacture of the locomotive Brake Gear components is underway with the Crossbeams, Bridges and Pull Rods due to be delivered to Llangollen in the next couple of weeks.



The flame cut blanks for the Brake Crossbeams at CMS Cepercor, May 2016.



The Pull Rod Bridges at CMS Cepercor, June 2016.



One of the Pull Rod End under manufacture at CMS Ceper, June 2016.

The Brake Cross Shaft under the Cab, will be a casting and final design work is underway.

Refurbishment of the Locomotive & Tender Brake Cylinders from 8F 48518 continues at Harco Engineering.

Design work focus on the chassis has now returned to the Lubrication System. The overhauled 16-feed Mechanical Lubricator has been moved to Llangollen from the Great Central Railway, Loughborough. The smaller 8-feed unit is now at Loughborough for similar attention.



LEFT:
The 8-feed Lubricator following delivery to Loughborough for refurbishment. The completed 16 feed unit is in the background, June 2016.

ABOVE:
The 16-feed Lubricator at Great Central Railway, Loughborough following refurbishment, June 2016.

Design work for the lubrication pipework runs, fittings and clips continues. Design work for the Oil Boxes is complete and quotations for the castings are being obtained. The Non-Return Valves for the Cylinders have been manufactured and delivered to Llangollen.

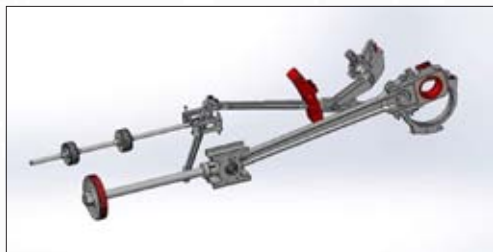


One of the Lubrication Drive Cranks. Just one part of the many parts required for the smaller systems on the locomotive, June 2016.

Dave Owen, the recently retired Chief Mechanical Engineer of Llangollen Railways has recently joined the Project as a member and has agreed to take on the fitment of the lubrication system as a self contained project. We are very grateful for Dave's offer and work will commence in the near future.

PISTONS, VALVES AND MOTION

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



CAD model of the Inside Motion.

The Eccentric Sheaf Halves have been finished machined and delivered to Llangollen and were on display to members on during Members' Day along with the associated Eccentric and associated bolts, nuts and cotters.

The Inside Eccentric Rod has been machined at CMS Ceper. Some final fitting work is required to associated Pins and Bushes before it is delivered to Llangollen.

Machining of the Big End Bearing castings is underway at CMS Ceper. These are the final parts required for the Inside Connecting Rod Assembly. The other parts are also at CMS and will move to Llangollen as a single unit once complete. Only the white metalling of the bearings is required at Llangollen to complete these parts.



The Eccentric Sheaf Halves and a selection of other motion parts at CMS before delivery to Llangollen.



The Inside Eccentric Rod at CMS Ceper, June 2016.

The new Inside Crosshead casting is still at Tyseley, and will move to CMS Ceper for initial machining once the design has been finalised, before returning to Tyseley for finishing. The Inside Valve Gear drawings we hold are not complete and a little work is underway to establish the exact position of the trailing pivot point of the Union Link in relation to the Crosshead centre.

The CAD work for the inside Combination Lever and Union Link with associated Pins and Bushes is complete and await drawings to be completed before they can be sent out for quotation. The Valve Crossheads and associated Slide Blocks, Pins and Bushes are also in progress.

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



The Valve Guide Brackets and Eccentric Bushes and Bearings at Llangollen Works.

Llangollen Railway Engineering are continuing the manufacture of the Coupling Rod Bushes and Brasses.

CAD work for the outstanding Outside Motion parts is also underway. Preliminary work on the Outside Eccentric Rods is finished along with the Pins and Bushes.

The Piston and Valve Head castings are at Tyseley ready for machining. Tyseley will also produce the Piston and Valve Rods to supply complete assemblies ready to fit to the locomotive.

The Cylinder Relief Valve Body castings are at CMS for machining, but we are waiting for the final drawing before work can start.

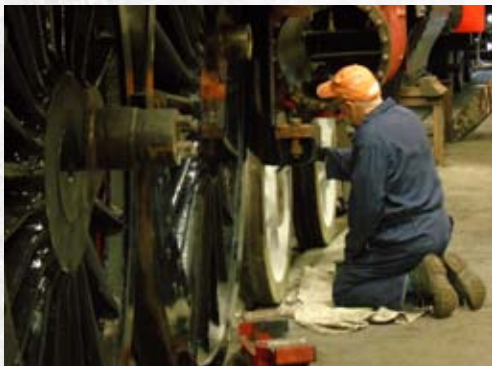
The castings for the Valve Spring Holders are also to hand. The valves will be ordered next.



The Cylinder Relief Valve castings at CMS for machining.

BOGIE

The completed Bogie is at present under the locomotive. The Bogie wheels have been receiving the attention of our volunteer painting gang to bring them up to the standard achieved on the Driving Wheels. The painting gang has also worked on the Bogie Frame while the Bogie was run out from under the chassis to allow work on the Frame Stretcher above the Bogie.



Work in progress painting the Bogie wheels at Llangollen Works.

BOILER

The Firebox Doorplate has been formed at Tyseley Locomotive Works and moved to LNWR Heritage Crewe.



The Outer Firebox Doorplate at Tyseley Locomotive Works.



Progress on the Throatplate has not been as rapid as promised due to a variety of technical issues between Tyseley and LNWR. These, we believe have finally been resolved and we expect the formed plate will be complete and delivered to Crewe in the near future.

The Boiler Barrel sections have been assembled and riveted at LNWR Heritage, Crewe.



The Boiler Barrel sections being riveted at LNWR Crewe, May 2016.

The Foundation Ring welding is in progress with completion expected in the next few days.

Following a meeting that was held between the projects engineering team, LNWR Heritage and our boiler inspectors, drawings for our revised Dome design have been prepared and passed to the insurance company for approval. We are waiting for their reply before we can arrange for the dome parts to be manufactured.

We have also established the build plan and the inspection requirements to cover the final stages of the boiler build up to completion.

TENDER

Work on the refurbishment on the Tender Frames has been underway following their arrival from Rowlescourt Engineering in March. They have been set up behind the locomotive in the shed. The volunteer painting gang have started work on the replacement plating to bring them up to the high standards of finish they have set.



The Outer Firebox Wrapper at LNWR Crewe.



The Tender Chassis at Llangollen.

The Llangollen Engineering staff started to replace a number of rivets that have wasted heads and preparatory work to rivet the Drag Boxes into the Frames. The rear Buffer Beam was removed as part of this work which showed up severe corrosion in the inner faces of the Outer Frames and the Outer Rear Drag boxes between the inner and outer frames. The corrosion was severe in places reducing the frame thickness to almost 50% of the original. There was also previously known wastage where the springs are fitted that was due to be corrected by welding. Bearing all this in mind, rather than replace just the rear section it has been decided to replace the whole of the Outer Frame Plates.



The new Tender Frames following delivery to Llangollen.

The new plates have been delivered to Llangollen and work is underway to install them on the chassis. The profiled plates for the new Outer Drag Boxes are also on site and have been welded ready for machining and fitment into the chassis. A new rear Buffer Beam has also been ordered, as the original was also severely corroded on the internal face.

This additional work was slightly disappointing as the chassis had been surveyed by our VAB whilst at Rowlescourt Engineering and had not been highlighted, although the areas that have been found were not easily visible before the rear end was dismantled.

All the Horn Guides and Spring Hangers have been removed from the original frames and work is underway to refit onto the new plates.



The original Frames showing the Horn Guides and Spring Hangers have been removed.



The Horn Guides and Spring Hangers removed from the original Frames.

Our hunt for a pattern for the Axlebox Bearing Brasses has been fruitful with one being found with the London Midland Society who are restoring 4F No. 44123 at Bitton. We are placing an order for the six we require plus another six for a related project.

Design work on the new tank which will be of welded construction with dummy rivets is continuing, taking into consideration the requirements for new main line

running regulations. Discussions with various locomotive groups to ascertain what they would suggest in the light of their main line experiences have been taking place.

FUTURE WORK PLANNING

Future work on the locomotive at Llangollen is expected to include permanent fitting of the growing number of finished parts.



David Hughes works on cleaning the Tender Guard Irons while in the foreground the Sandbox Necks and Tender Axlebox Covers have been primed ready for fitting.

PHOTO: KEVIN WEST

VOLUNTEERS REPORT by David Hughes

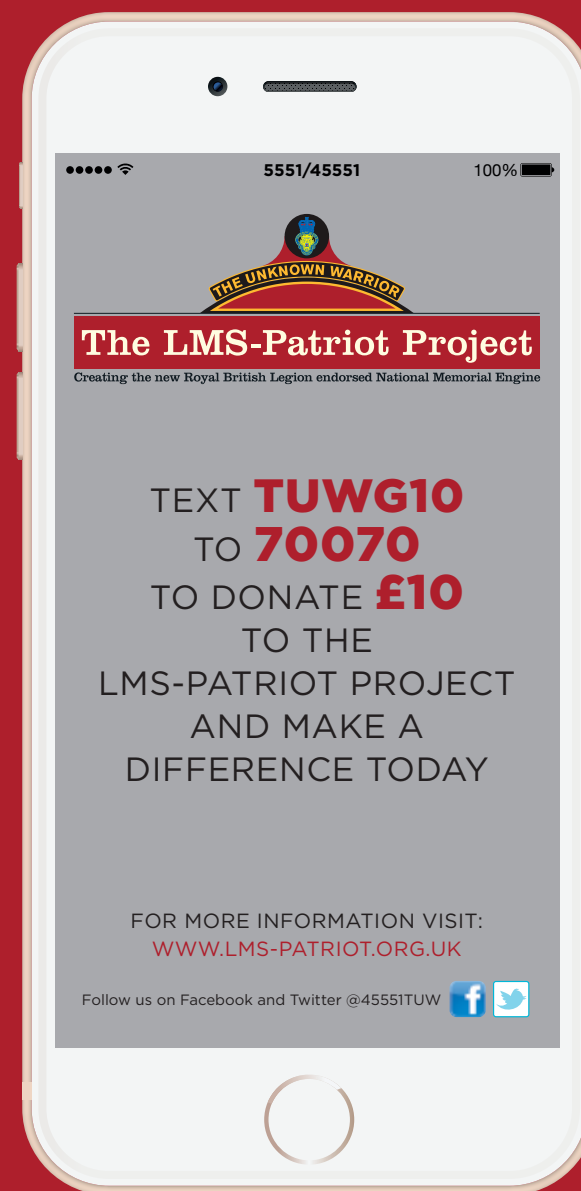
The major work for the team has centred on the inner tender frames and the four bogie wheels. From my previous report you will recall the battle we were having with the removal of the mill scale from the inner tender plates.

I am pleased to say that this time consuming and difficult task has been completed. The four sides of these plates have now received two coats of green primer and two coats of black primer. The replacement outer plates have been cut to correct profile by the workshop staff and are currently awaiting collection for grit blasting to remove the dreaded scale. This will make our painting work a lot easier when they are refitted to the tender.

Since Members' Day the bogie wheels have received three coats of grey filler/primer, a further

coat of black primer and two coats of undercoat. Each coat has been rubbed down to improve the final finish when the black gloss is applied. Other work on the locomotive has been restricted to the inner frames where further areas have had a coat of vermilion gloss paint applied.

Finally the tender springs have been tidied up by degreasing, de-rusting and an application of black primer. Work has also continued on other sundry parts such as the tender guard irons, axle box covers and parts of the inside motion.



IF YOU WOULD PREFER TO SPONSOR A PART PLEASE SEE THE SPONSORSHIP LEAFLET INCLUDED WITH THIS ISSUE FOR AN EXTENSIVE LIST OF ITEMS AVAILABLE.

Spotlight on Dave Owen

This issue of The Warrior spotlights Dave Owen, who has just retired as CME of Llangollen Railway Engineering and who has agreed to take on a new role with the LMS-Patriot Project.

Where does your interest in steam locomotives come from?

I come from a railway background with my grandfather and father both being footplatemen and it was inevitable that I should be interested in steam. I recall many Sunday mornings accompanying my father when he went to Croes Newydd shed (Wrexham) to do MIO classes for enginemmen. I was instructed to sit at the back of the mess room and told to keep clean – it never happened!

What is your favourite class of steam loco?

I have to say the Manor class.

What locomotives do you remember seeing in steam days and where would this have been?

Growing up near Croes Newydd shed it was mostly Western stuff – 16xx pannier tanks, 56xx 0-6-2 tanks, 28xx and 38xx freight engines. In later days ex-LMS Black Fives and Stanier 8F's.

What was your route to becoming an engineer?

I started at Brymbo Steelworks in 1970 as an apprentice I did ONC HNC and latterly as Engineering Foreman until the works closed in 1990.

Did you always want to be an engine driver?

No not really, as a kid I was just fascinated by them –

I only became a qualified steam driver in 1981.

How did you get involved with the Llangollen Railway?

I saw an article in a local paper that a group of volunteers were interested in restoring Llangollen Station with a view to setting up a steam tourist railway – I joined in 1975.

How long had you been CME at Llangollen?

I was appointed CME in May 1984 and held that role until spring 2016.

Did you ever envisage the amount of new build steam loco projects that are currently in progress, many of which you have been involved with at Llangollen?

I never dreamt that there would be four new-builds – Grange, Patriot, 4709 and B17 – not to forget that we modified the frames of No. 7927 for conversion into a County.

What has been the hardest part of working on 'The Unknown Warrior'?

The most difficult issue has been the lack of original engineering drawings. Kevin West has done a magnificent job in getting information from a limited number of General Arrangement drawings to produce

detailed drawings suitable for manufacture. The beauty of ex-GW engines is that 99% of the original drawings survive.

Why do you think 'The Unknown Warrior' has caught the public's imagination in the way that it has?

This is down to great publicity from day one, the engine has remained in the public eye ever since. The connection to the Royal British Legion was a master stroke.

Do you see a point that will come when life expired steam loco boilers will be replaced by new ones?

I certainly do, the cost of major repairs to existing boilers is rising all the time as they get older. We will soon reach the point where dismantling and repair will overtake the cost of building new. Some ex-Barry locos have had at least three 10 yearly repairs carried out, so there really can't be much of the original left.

Why do you think there is so much public interest in steam locomotives, such as Flying Scotsman, which has brought out crowds in large numbers?

Flying Scotsman is unique and the attention paid to it is way above any other steam engine, this puts it in a class of its own. Steam generally attracts all ages and it has something to do with the fact that they appear to be living and breathing with their own individual personalities.

What is the biggest threat to running steam locomotives on the main line?

Having to conform to Network Rail's requirement for provision of on board signalling, safety devices etc. In addition there is the need to ensure that the loco fits within the new restricted loading gauge – in particular height and width over cylinders.

Apart from the Llangollen Railway, do you have a favourite steam railway in Wales?

As I have family living in Porthmadog, I have to say the Ffestiniog – the run to Blaeneau is always spectacular.

Is Welsh coal the best coal for steam locomotives?

The supply of Welsh Coal is undoubtedly environmentally friendly though it does have a tendency to burn through firebars at an alarming rate.

Background

My father was a fireman then driver at Salop (Shrewsbury), Croes Newydd and latterly Chester having started as a cleaner at Salop in 1944. His father, my grandfather, also had a footplate career starting in Salop in 1915. During my childhood both were active at Croes Newydd and during my early teens the shed became like a second home to me. Due to ill health my grandfather came off footplate

duties and was redeployed to the stores, an 'Aladdin's Cave' of locomotive equipment which in today's world would command a fortune in the marketplace. In 1967 Croes Newydd closed to steam, my grandfather had passed on and my father had moved to Chester as a diesel driver. I had no interest in modern traction so my interest died until an article in a local Wrexham Newspaper indicating that a group of people were interested in building a steam railway at Llangollen. I went to the then deserted platform, signed up and joined in the summer of 1975.

I left school in 1970 and started an apprenticeship with the local steelworks at Brymbo. I had visited the steelworks many times before but always with my father on a 28xx, 56xx or in later years an 8F or 9F. Why these Western Region men preferred the GWR types to the later types I will never know. After completing my apprenticeship as a fitter I worked in the melting shop where the steel was made. Following that there followed five years in the drawing office, followed by a mechanical foreman's position and finally as a shift engineer. Brymbo Steelworks closed in the Summer of 1975.

Having an engineering background and an interest in steam locomotives proved useful in these early pioneering days at Llangollen. I became the railway's CME in 1984 which I held for over 30 years, and with the closure of the steelworks I was asked by the board if I would become a full time employee and jumped at the chance. I have thoroughly enjoyed the role throughout my career with Llanrail Engineering.

I decided earlier this year to step down from my role with the railway. With four grandsons aged 3-13, a 5 inch Manor to complete and various other tasks around the house which have always had an excuse not to do, I felt the time was right to step away from full-time employment. Earlier this year I was offered a part-time role with Eaton Hall Estates, home of the late Duke of Westminster to manage the 15 inch railway that runs through the estate. The line originally ran from the Hall for seven miles to the GWR main line at Balderton where there were interchange sidings. The line was lifted in the 40s but the Duke purchased a replica steam loco to the original design and had coaching stock built in the Hall's workshop. My job is to look after the loco and coaches and track as well as driving the loco on open days.

I continue to volunteer at Llangollen as a driver and I recently joined The LMS-Patriot Project and am willing to help in any way I can. My first job will be to manage the fitting of the cylinder liners followed by the installation of the rather complex lubrication system which incidentally will mirror that found on the later Jubilee class rather than the Patriot. I have also been asked to join the No. 4709 project as resident Engineer. Retired? From full-time paid employment yes, but not from the Heritage Railway movement!



Graham Elwood (left), new Llangollen CME at Members' Day with Steve Blackburn, Kevin West, David Bradshaw and recently retired and new Project member, Dave Owen.

PHOTO: ANDY COLLINSON

LMS SOCIETY VISIT TO LLANGOLLEN

By John Hastings-Thomson.

Following the LMS Society AGM at Crewe on 23rd April 2016 a group of LMS Society members visited Llangollen Works to view progress on The Unknown Warrior, ably hosted by Jordan Leeds and Matt Jervis.

All the members were extremely impressed by the progress of the Project and the knowledge, enthusiasm and youth of Jordan and Matt coupled with their obvious enthusiasm for, and knowledge of the LMS.

The LMS Society have now formally committed themselves to support the Project in any way they can. To quote Michael Bing, Chairman of the Society, "The recreation of an LMS Patriot class locomotive as the country's railway memorial engine is to be applauded and supported to the hilt."

The LMS Society's massive contribution to LMS literature will be familiar to many of our members and I expect that many of you have books written by Bob Essery, David Hunt and John Jennison on your shelves. John Jennison has recently produced a detailed history of The Stanier Class Five in two volumes in the RCTS Locomotives of the LMS Series and his next volume on the Princess Coronation Class Pacifics is expected to be available at Warley this year. He is now turning his attention the Patriots with a view to publication in 2018 which would be ideal for us. He is looking to the project for support in compiling the volume which he hopes will include a chapter on the building of The Unknown Warrior. We will thus be able to contribute to what I expect to be the definitive book about the LMS Patriot Class.



GRAHAM FARISH
by BACHMANN



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Model with weathering effect applied Features 6 pin DCC Socket Fitted with directional lighting Features NEM Couplings

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'Passchendaele' marks the centenary of the Petone Flagpole Anzac Service

by Andy Collinson

During a recent three week holiday to New Zealand, I couldn't resist the opportunity to visit Steam Incorporated in Paekakariki, the home of New Zealand War Memorial locomotive Ab 608 'Passchendaele'. After a scenic forty five minute journey on the Kapiti Line Metro along the coast from Wellington on Monday 14th March 2016, I received a warm welcome by the staff at Steam Incorporated to take a closer look at our overseas counterpart whilst also enjoying a look around the depot at their impressive selection of preserved locomotives and rolling stock.

Number 608 is an Ab 4-6-2 Pacific Class locomotive and was built by the New Zealand Railways Department in the Addington Railway Workshops entering service in October 1915. This locomotive was to become the first of 141 similar locomotives built between 1915 and 1927 by various builders in New Zealand and in the United Kingdom for NZR.

In 1925, the railways minister for New Zealand at that time, Gordon Coates, agreed to name a steam locomotive "in memory of those members of the New Zealand Railways who fell in the Great War". This honour fell to Number 608 and the locomotive was subsequently named 'Passchendaele'. This name was chosen after considering the locations of other famous World War 1 battles such as Somme, Le Quesnoy and Ypres.

Ab 608 was retired by NZR in October 1967 when its boiler required heavy repairs. The locomotive was subsequently donated to the New Zealand Railway and Locomotive Society for preservation. In 1993, it was agreed that Steam Incorporated would restore it to operational condition for use on the main line and the restoration team commenced the overhaul in 1997. After a painstaking and extensive restoration, the locomotive was fittingly rededicated as a war memorial on Friday, 25th April, 2014 – Anzac Day. Anzac Day is

the solemn day of remembrance of those Australian and New Zealand Army Corps soldiers who fought and died at Gallipoli in 1915. It is also a day of remembrance for all soldiers who have fought and died for their country.

Since rededication, 'Passchendaele' has worked on a number of rail tours across the New Zealand rail network. A highlight was achieved in October 2015 when both locomotive and its preserved carriages were transferred from the North to the South Island via ferry where Ab 608 undertook a series of tours to commemorate its centennial year.

One of the first anniversaries of the Gallipoli landings took place on New Zealand soil on 25th April 1916 and to commemorate the occasion, railwaymen from Petone Workshops and Hornsby, New South Wales, Australia, exchanged flags. At Petone on 25th April 1916 an Australian Red Ensign was unfurled from a commemorative flagstaff, the top section made from kauri and the bottom from Australian hardwood to symbolise "the unity of Australian and New Zealand railwaymen in peace and war". Monday 25th April 2016 marked the centenary of the Petone Flagpole Anzac service and also of the first public Anzac day service in New Zealand. To commemorate this occasion, KiwiRail organised a traditional dawn service where Steam Incorporated provided

'Passchendaele' to participate in the commemoration at Petone station. Following the service, 'Passchendaele' ran to Wellington where it performed a series of shuttles to Taita.

Whilst it would have been fantastic to see the locomotive in steam, a future return visit will definitely be planned to coincide with a rail tour!

With thanks to Steam Incorporated and contributors for their kind permission to publish the Anzac Day commemoration images. For more information on Steam Incorporated and for further details of the restoration of Ab 608 'Passchendaele', please visit www.steaminc.org.nz



1. No. 608 inside the shed at Steam Incorporated, Paekakariki.
2. The Steam Incorporated workshops at Paekakariki.
3. On the footplate of 'Passchendaele'.
4. 'Passchendaele' awaiting its next turn following a steam test the previous week.
5. 'The Unknown Warrior' meets 'Passchendaele', future twinning maybe?
PHOTOS: ANDY COLLINSON - 14.03.16
6. No. 608 'Passchendaele' at Wellington Station.
PHOTO: JOHN BOVIS - 25.04.16
7. No. 608 'Passchendaele' arrives at Petone Station for the Flagpole Anzac Service.
PHOTO: MARK COOTE - 25.04.16
8. & 9. No. 608 'Passchendaele' in action on the Taita to Wellington shuttles.
PHOTOS: KIRILL LUKYANOVICH - 25.04.16



MEMBERS' DAY REPORT

SATURDAY 25th JUNE, 2016



The 6th Annual Members' Day took place at the Llangollen Railway on Saturday 25th June. This proved to be a splendid day, as those Members who attended will no doubt agree. A superb sunny, summer Saturday with a record turn out of 240 Members made this probably the best Members' Day so far.

The morning started with Members being greeted at the entrance to Llangollen Station by our Patriot welcoming team including Shirley and Mike Dunne, Peter Whittaker and John Hastings-Thomson. Members were then allocated into their respective Groups A to F.

Teas and coffees were then served in the Robertson Suite before the first train of the day departed at 10.40am with Groups A, B and C on board. Group F then had a tour of the Llangollen Works where Kevin West gave a very informative talk about the latest progress with 'The Unknown Warrior' and Members could see the in-progress 'Patriot' for themselves.

Group D then gathered in the Robertson suite to hear Richard Sant, our Company Secretary and Neil Collinson, our Treasurer outline the latest plan that will involve 'The Unknown Warrior' playing a leading role in the 100th Anniversary Armistice Commemorations in central London in 2018. There was also free time for Members to visit our Sales Stand on Platform 2 where Neil and Karen Kinsey together with Mike Paine and Chris Ainscough were kept busy selling the latest LMS-Patriot Project merchandise.

Lunch was collected from our food marquee which was superbly organised by Shirley Dunne, with help from Sue Collinson, Margaret Whittaker and Jo Baddock. All the groups then had lunch on the 12.55 departure from Llangollen to Carrog along the beautiful Dee Valley on our specially chartered train hauled by GWR Large Prairie 2-6-2T No. 5199. The superb Patriot fundraising team of Gavin and Kirsten Shell and Andy Collinson went through the train selling raffle tickets. This raised a fantastic £538 for the Project. A big thank you to all the Members who participated in the raffle. Some Members were asking why we were only travelling as far as Carrog even though normal Llangollen Railway trains run through to Corwen which is the current end of the line. The reason is that the timetable doesn't currently allow charter trains to run through to Corwen as there isn't enough time within the current timetable for this. Together with the lack of run round loop at Corwen and normal trains being operated in top and tail mode with an extra loco being attached at Carrog, the current timetable just doesn't have any slots for charter trains beyond Carrog.



The afternoon saw the reverse of the above itinerary with Groups D, E, and F travelling on the afternoon train.

The day ended with our now annual evening finale - 'The Patriot Plaiice'. 70 Members rode aboard the final train of the day - again our largest numbers so far - where they were served the customary fish and chip supper.

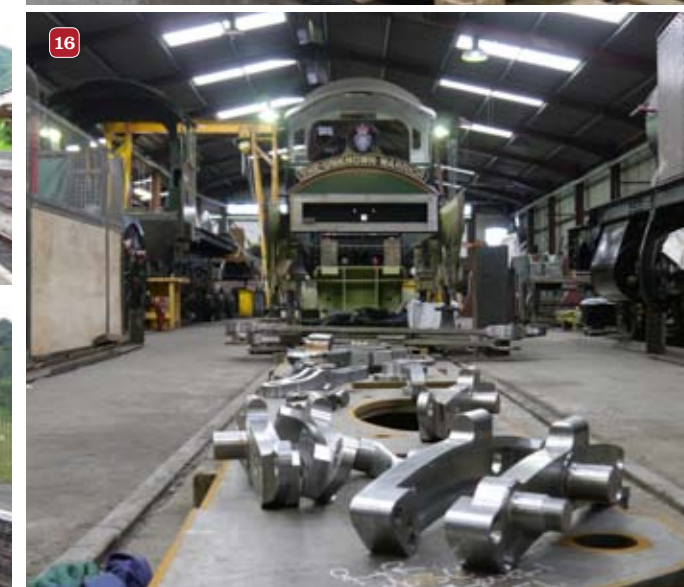
A big thank you to all the Members who attended this year, it was great to chat to many familiar faces and also to some new Members. It was also great to see our Chairman, David Bradshaw, albeit slightly less mobile than normal as he was still recovering from a hip replacement operation only a few weeks before. It was also a pleasure to

welcome John Pearce from the Made in Britain campaign to Llangollen (see news story on page 6) Thanks to you, our Members, we are pleased to announce that income for the day included a fabulous £2,518 from sales and £1,973 from donations.

1. GWR Class 78XX 4-6-0 No. 7822 'Foxcote Manor' and our engine for the day, Class 5101 2-6-2T No. 5199, are prepared for their days' work at Llangollen shed.
2. With our Chairman, David Bradshaw, recently having had a hip operation he received special treatment from the Llangollen Railway staff.
3. Kirsten Shell and Jo Baddock ensure a warm welcome to our Members with a cuppa and smile on arrival.
4. Richard Sant and Neil Collinson conduct one of their informative talks on the progress and plans for the Project.
5. Margaret Whittaker and Sue Collinson happily prepare the food for the lunchtime train.

ALL PHOTOS: ANDY COLLINSON





6. With the first train having departed for Carrog the volunteer team sort out the tea/coffee tent ready for the lunchtime rush.
PHOTO: PETE SIKES
7. A view of the sales stand taken from Platform 1.
PHOTO: PETE SIKES
8. GWR class 6400 0-6-OPT No. 6430 tops up with water before departing for Corwen.
PHOTO: ANDY COLLINSON
9. A busy scene on Platform 2 as Project Members collect their lunch in time for the departure of the lunchtime train to Carrog.
PHOTO: ANDY COLLINSON
10. No. 5199 leaves Llangollen with the afternoon Project charter train to Carrog.
PHOTO: ANDY COLLINSON
11. Michael Greenwood generously donated his original oil painting of a Patriot which was purchased by John Laws, with all proceeds going to the Project.
PHOTO: PETE SIKES
12. No. 5199 runs round at Carrog.
PHOTO: CHRIS WILSON
13. CME, Kevin West gives another informative progress report on the parts produced and engine build progress.
PHOTO: ANDY COLLINSON
14. The Cylinder Liners posed with the engine.
PHOTO: ANDY COLLINSON
15. The smokebox sits in front of the frames to allow access to the inside cylinder.
PHOTO: ANDY COLLINSON
16. A low-level view of the tender, nameplate and engine with the newly-cut tender frames topped by a selection of newly-cut parts in the foreground.
PHOTO: ANDY COLLINSON



The Unknown Warrior awaits its visitors on the morning of Members' Day. With the tender frames now situated behind the engine it gives a true scale of the size of the loco.

PHOTO: PETE SIKES

THE PATRIOT LIVERY DEBATE

Why The Unknown Warrior should be painted LMS express passenger black

by Andrew Kennedy

When the raison d'être of the LMS-Patriot Project was purely to build one of the much loved Fowler 'Patriot' 4-6-0s, as all 52 were scrapped, then the first livery of the engine was, in my mind at least, a lesser issue. However, when it became apparent that this new-build locomotive was to be named The Unknown Warrior, carry the Royal British Legion crest and become the National Memorial Engine, then other considerations came to the fore.

Having watched and filmed the progress of The Unknown Warrior since the frames were cut in March 2009, I have increasingly become aware of its place in history, and with this in mind I believe wholeheartedly that LMS Lined Black should be the first livery to be worn by No 5551 and that this should be carried through to the end of 2018, so that it is suitably adorned during the 2018 period of Remembrance.

Looking back to Remembrance in 2014, it was unusual in that the 100 years marked on 11 November took us back to a period of ongoing conflict, with four years of fighting still ahead. However, the upsurge of public interest in the war offered a suggestion of what lies ahead for November 2018, 100 years since the fighting ceased – such interest will undoubtedly reach unprecedented levels, and one of the key events of that anniversary will be the brand new National Memorial Engine entering the consciousness of the entire nation.

OUR PLACE IN HISTORY, AND A LIVERY TO MATCH

The lineage of our locomotive harks back to the loss of 3,719 London & North Western Railway employees in the Great War, and the naming of a brand new 'Claughton' as Patriot – In Memory of the Fallen L&NWR Employees 1914 1919 in 1920, and such was the sacrifice of these men that a subsequent L&NWR memorial at Euston was unveiled by Field Marshall the Earl Haig. After 1937, with the ex-L&NWR Patriot by now just a

memory, the first of Henry Fowler's so-called 'Rebuilt Claughtons', a class already more commonly known as 'Baby Scots', took on this mantle of Remembrance when new curved nameplates with the same 'Patriot' wording were applied to No. 5500, and thus the 'Patriot' class was born.

Tragically, the period of peace after the 1919 Treaty of Versailles was woefully short, just over 20 years, and from 1942 wartime economies saw the traditional LMS express passenger livery of Crimson Lake replaced by black – so you may think that this is the livery I prefer, but actually no, as this was aesthetically improved upon as new hope dawned, and I'm a 'glass half-full' person. From 1946, with the war fresh in mind, the rather austere plain black livery had a major upgrade, with full lining, and No. 5551 was amongst the sixteen 'Patriots' to carry this attractive livery. The cab number was placed high enough to allow room for the '5XP' power rating to be carried below; in block style, the straw-coloured numerals were relieved by an inset thin maroon line. The lining complemented this – straw, edged in maroon – while the letters 'LMS' on the tender were likewise coloured straw with the maroon line inset, and the first and last boiler bands were maroon with straw lining on each side, as was the platform angle from the front buffer beam all the way to the cab.

Primarily black, but 'lifted' with subtle additions of crimson, this livery has rarely been seen in



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

preservation, but it is a splendid one that warrants a revival. In a few years there may be many active new-build locomotives at work on Britain's main lines and preserved railways, but there will only be **ONE** Royal British Legion-endorsed National Memorial Engine. As the stated aim to complete this locomotive in time to take a leading role in the 100th anniversary commemoration of the 1918 Armistice has, I believe, been key to the rapid progress made by the LMS-Patriot Project, and thus they are intertwined, a wartime-inspired livery is without doubt appropriate. Some say, "it's only a coat of paint" and ordinarily I'd agree, but not for this 'moment in time'.

WHY NOT CRIMSON LAKE FOR 2017/18?

A beautiful livery, there is no doubt, and with many variants, and stepping back to the post-Grouping years of C.J.B. Cooke's 'Claughton' class, these 4-6-0s began to receive LMS Crimson Lake from 1923. However, ex-L&NWR No. 1914 PATRIOT In Memory of the Fallen L&NWR Employees 1914-1919, despite being renumbered as LMS No 5964 in June 1926, remained in black until September 1928. Nearly a decade had passed since the end of fighting, but significantly it was noted then that many ex-L&NWR employees thought the repaint of their War Memorial locomotive from black to Crimson Lake was inappropriate.

WHY NOT A BRITISH RAILWAYS LIVERY FOR 2017/18?

There is no doubt in my mind that The Unknown Warrior will become a National icon in 2018, not just as the National Memorial Engine but also for its often overlooked status as a product of British engineering. Its moments of glory will be beamed

through to television sets, computers and tablets across the world, and while there is a case for BR mixed-traffic black livery – effectively the L&NWR livery revived, thus harking back to the first dozen (pre-war) 'Claughtons' and some post-war repaints – and BR green – for its near universal application across the fleet and use in later years – I discount these for now because the project is not the BR-Patriot Project, it is the LMS-Patriot Project. The letters 'LMS' on the tender will reinforce the achievements of this relatively small group of people and be easily grasped by the media – so LMS it has to be when No. 5551 takes its rightful place in the limelight; there is **NO DOUBT** in my mind.

A COAT OF BLACK

It is true that new life on the battle-scarred Flanders fields inspired the poppies that we all wear each November, but when I go to a Remembrance service I always look out my best black coat, suitably adorned with a poppy to remember the Fallen – I know already what I will be wearing 'at the eleventh hour on the eleventh day of the eleventh month', and it will be black.

Fowler 'Patriot' No. 5551, the very locomotive that we are seeing reborn, gained LMS lined black in 1946, just as Great Britain was coming to terms with the end of another devastating war. In the safe knowledge that other favourite liveries will follow, I hope you agree with me when I say that the livery The Unknown Warrior should sport for the 100th anniversary of the Armistice is LMS lined black, the company's standard post-war express passenger livery – **VOTE LMS LINED BLACK!**



MY EARLIEST MEMORIES

My earliest memories of train spotting was catching the double header on the embankment at Ravensthorpe and Thornhill on the Calder Valley line. The lines from Leeds and Wakefield met at this point going west towards Mirfield. The Lyr had four tracks and the L&NWR from Leeds had two and often they snaked across the slow lines at the junction. In the late forties, things were rather shabby and sooty well before the Clean Air Act. My friends and I would sit on top of the fence, notebooks at the ready, with not a tree in sight to spoil the view.

Then the bell in the signal box over the bridge would ring and there would be the 'clunk' of the points changing, the signals on the gantry would clonk to go with caution, while the approach from Mirfield went to danger. From the Dewsbury direction the first wisp of steam until we could see the train slowing as it approached the station. Anticipation of a new cop! Through the bridge, steam enshrouded, bursting into the full sunlight (it always seemed sunny then) this magnificent locomotive at the head of the train. A red Patriot, with a black Jubilee behind. The train - Newcastle to Liverpool Lime Street - written on boards above the coaches. Fourteen carriages crowded with folk. A wonderful sight even though the crimson lake was a little dull and worn the staff

at Holbeck had given the engine a good wipe over. Then there was real pride in being a railway worker.

My other recollection was on a Choir Trip to Liverpool and New Brighton. We travelled as a treat on the Overhead Railway before heading via the tunnel to the sands on the Wirral. On our return we quickly scoured the station looking for a Duchess or a Princess but to no avail. However, to our surprise standing with its train at the buffers was a red Patriot. I am not sure whether it was named or not but it made a lasting impression on my young memory.

It would be a wonderful tribute to Derby if the new The Unknown Warrior was red, since they built and developed the original two from the Claughtons. Not only that but poppies are red, the symbol of Flanders, which we still wear every November to commemorate the First and Second World Wars. The red signifies all the blood spilled for freedom in all the wars even in the present day. Finally red engines always look great at the head of a train of maroon coaches or even carmine and cream, and it would be a real joy to relive those childhood memories.

TREVOR BUTLER - MEMBERSHIP No. 507/05

TO THE EDITOR

Having read the latest edition of the Newsletter I have to say what a brilliant job you are doing. This is far better than the email version which I did not and could not read!

I note the AGM is to be at the Heritage Centre in Crewe. I attended the last one here but it was a sheer waste of time as the acoustics were appalling. Those speaking were entirely inaudible from a point beyond the first half dozen rows. Please tell the Secretary that some amplification is vital - it is a factory not a meeting room!

I would also like to commend the article by Graham Dawson on his trainspotting days on and around Derby Station. I could have written the same article word for word except I travelled to Tamworth on my bike! My prize cop was No. 6249 in mint condition on its way to Sheffield to receive its nameplate.

I shall vote for Crimson Lake livery when the time comes.

Best wishes

ROGER BROWN - MEMBERSHIP No. 045/10

LIVERY FOR 'THE UNKNOWN WARRIOR'.

I have read with interest the pieces in the latest Warrior magazine concerning the first livery of 'The Unknown Warrior'. Having given the matter some thought I come down in favour of LMS Crimson Lake, with a second preference for BR Lined Green.

In my spotting years (mainly 1952 to 1962) the Patriots were, of course, green and that is why I make green my second choice. That's how I remember them.

However, when it comes to the preservation scene, there are already many locos in BR or Great Western green. There are very few that can authentically wear a red livery but the Patriots truly can. It would make 'The Unknown Warrior' specially distinctive, so LMS Crimson Lake is my first choice. Black, for me, is not in the running at all. Again there are already many preserved locos in black, many of them freight engines where black is the norm. A Patriot is more glamorous than that and deserves a more distinctive livery.

I hope this opinion meets with general approval and send my best wishes to those who are actively working to build the engine. I hope to see you at the open day on June 25th.

A. JAMES BRYAN - MEMBERSHIP No. 215/07

OPEN LETTER

It is good news that Simon Weston has become Patron of the LMS-Patriot Project.

It is important to acknowledge the fact that the original LMS locomotive to carry the First World War plaque of remembrance was an LMS engine. The employees of the L&NWR, a composite company of the LMS raised the funds to pay for it. It must therefore be fitting and appropriate to acknowledge this in use of the Company's renowned Crimson Lake - how else are members of the public to distinguish the Patriot No. 45551 from The Flying Scotsman or Tornado or Oliver Cromwell?

It would be a grave disservice to not signify the role of the LMS Company, which in a largely post BR world, generations born after the 1960s would not have an easily distinguishable signifier. Unlike Tornado *et al*; the Patriot hasn't/doesn't get national TV coverage.

Therefore a readily recognisable LMS 'colour' should be the scheme.

Yours sincerely

TONY HEWITT - MEMBERSHIP No. 540/00



My father was a signalman at Lampport, midway between Northampton and Market Harborough and during the 1950s I spent many happy hours in the 'box'. One regular working was a train of iron ore tippler empties from the Northampton direction, the loco would run round at Lampport and then return them to Pitsford where they were propelled into the ironstone sidings for loading. As a keen 'spotter' I was overjoyed one day to find an unrebuilt Patriot on this train. Not only was it the first one I was to 'cop' but it was named, appropriately, Bradshaw. I have since scratchbuilt a 1:100 (TT scale) model of this loco which runs on my layout. Because of this memory and because I never saw one in any other colour I would love to see The Unknown Warrior in BR lined green.

TONY BRIDDON - MEMBERSHIP No. 027/00

Thank you for the latest magazine, both high quality and with lots of good news about No. 45551. In relation to the Livery Debate my vote will be for BR Green. Whilst part of the reason lies in the fact that my memories of steam start at around 1955, my principal reason is that 45551 will be working with BR Mk 1 coaches for most of the time, whether this is on the main line or visiting heritage railways. The only railway that can put together a rake of LMS coaches is the Severn Valley which happens to be a GW line. No doubt that No. 5551 would look most impressive in Crimson at the SVR hauling the LMS rake, but elsewhere the historic illusion is compromised. The Crab has been restored to a very high standard in Crimson but seeing it haul blue and grey Mark 1s was disappointing to say the least!

I can see that there is an argument for restoring No. 45551 to Crimson or Black in 2018 for the actual 100th WW1 Anniversary, and would be interested to know whether the British Legion would have a preference as to which of these two colours would be more appropriate.

DAVID SMITH - MEMBERSHIP No. 609

BRITISH RAILWAYS LINED BLACK

I would like to see 45551 in British Railways mixed traffic black livery. Whilst I never saw a 'Pat' in this livery, judging from the photos I have seen they looked extremely handsome. I was disappointed to see the black option

shown as LMS black in the last 'Warrior' as I just don't think this has the same charisma. It probably wasn't helped by the model being finished in satin black, whereas 45551 would be gleaming in polished black, as epitomised by the Jonathan Clay watercolour painting and prints.

A beautifully turned out black engine with all encompassing BRITISH RAILWAYS or crest on the tender would be a fitting tribute to the commemorations.

MICHAEL GREENWOOD - MEMBERSHIP No. 12260



WHAT ABOUT THE PAINT FINISH?

Hello Fellow Members

Whilst there's much talk about liveries for our new loco, what about the paint finish? All too often groups like ours use a high gloss paint thinking that it will look the most impressive. Unfortunately, the reverse can actually be true as high gloss shows up manufacturing imperfections in sheet steel. Such things as welded and ground joints, minor dints and hollows, bend press creases and hammer marks are all emphasised by high gloss.

A less glossy paint will still look good but help hide these imperfections. It will reduce maintenance as the lower gloss level will require less polishing. Also it will reduce the "mirror effect" on large panels so that photographs will not show reflections of the photographer, other people, lights etc in the vicinity.

Have a look at the models on the right that featured on pages 19 to 21 of The Warrior, Issue 29 as this is the gloss level that I'm suggesting. This opinion is based upon years of experience in the design and build of machines with sheet steel panels.

Regards

BERNARD A. OLDFIELD - MEMBERSHIP No. 1154/08



LOGIC OR SENTIMENT?

Fortunately, the livery question is not an 'in-or-out' issue. In due course, we will most likely see all four options which will satisfy most of the people most of the time. So the question about The Unknown Warrior's first livery, depending on your view of how to decide, is a balance of both logic and sentiment. Like many members, this has taxed the little grey cells for a while and in my case the argument comes down to this:

1. Crimson is a striking livery that probably has the widest appeal to the general public. It is also a minority colour for the present UK steam heritage fleet, so would make this locomotive easily recognisable. Crimson probably would be the choice of the younger generation.
2. Green is the express livery which we - the trainspotting generation - remember best from our personal experiences. It is a durable option for keeping any locomotive looking smart. But it is a little 'more of the same' for Mr & Mrs Public.
3. Black, a common colour, always looks very smart when fresh and supports a very dignified and 'serious' message. The unique appeal of The Unknown Warrior and its link to the Royal British Legion define the whole 'raison d'être' for the public side of project. For me, this clinches the choice of livery as black by giving the right stance on its 'first-impressions' outings.
4. So, all that then remains is - which scheme of black? Historically LMS is 'closer' in time to the Great War. But, as the Patriot message is one of a nation's pride in remembrance of the struggle to maintain civilised values in times of great adversity, it seems that BRITISH RAILWAYS on the tender would give that subliminal sense of national unification. Who would have thought when the project began that this would become even more relevant today?

GRAHAM LAWRENCE - MEMBERSHIP No. 740

SALES REPORT by Neil Kinsey, Sales Director

It's good to know after eight years of trading that sales remain steady. We are of course not a sales led organisation and it is commonly known that you don't build a loco by selling things, however it creates a steady income stream that helps offset administration/marketing costs and brings in a small surplus.

One of the major benefits is that many folk are now to be seen out and about wearing clothing and carrying goods bearing our now familiar logo. This is something we would like to become instantly recognisable, so please continue to sport our brand and spread the word.

Once again we made lots of sales on Members Day. It was the most rewarding of days though somewhat hectic at times. Thank you to all who bought from us and don't forget to have a good look through the sales pages in this newsletter.

Thanks also to all who supported our on train raffle which raised £538! Our gratitude goes to Colin Wright who donated a framed print of 'A Brush with the Past' and to Matthew Cousins who produced 'Winter Warrior', a superb original watercolour study of 5551 at Whitmore Troughs. Keep an eye out in the near future for Christmas cards bearing this image. This is the first year that

we will be producing our own branded cards. We have two new items on offer, our 2017 calendar featuring fabulous paintings from some of Britain's best known artists, thanks to all of them for allowing the use of their images. The other new line is a coal model of 'The Unknown Warrior'. See separate features below and right.

A big thanks once again to those who donated items for sale. These of course return 100% profit, and more if you are a UK taxpayer, as we can claim Gift Aid on the money raised which can be treated as a cash donation.

Finally I'm sure you would all like to join me in saying thanks and well done to all of our sales volunteers without whom we could not transport and staff not one, but two regular sales stands at many events throughout the year. Please come and say hello and make a purchase or donation if you see us out and about.

PATRIOT COAL MODEL

Our latest sales item is a finely detailed coal model of 'The Unknown Warrior' by Unity Gifts.

The model is priced at £25.00 + £3.75 p&p. Included with the model is a pair of smokebox number plates, one LMS 5551 and the other BR 45551 so that you may choose to have either version. Cabside numbers and tender logo transfers are readily available at model dealerships if you wish to complete the look.



ON
SALE NOW

2017 PATRIOT CALENDAR



ONLY
£8
PLUS
£3.75 P&P

The LMS-Patriot Project has produced a superb A3 size calendar featuring 12 different 'Patriot' paintings from renowned railway artists including Philip D. Hawkins, Eric Bottomley and Colin Wright.

Visit: www.lms-patriot.org.uk/shop to order your calendar

PATRIOT MERCHANDISE

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

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

1

2

3

4

5

6

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8

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10a

10b

11a

11b

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13

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15

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17

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23a/b

24

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26

27a

27b

28a

28b

29

30a/b/c

31

32

33a/b/c

34

35

The LMS-Patriot Project – Sales Order Form

Item No.	Item Description	Size	Quantity	Cost £	P&P £	Total
1	2017 Calendar – 12 paintings by renowned railway artists			8.00	3.75	
2	Patriot Coal Model			25.00	3.75	
3	5551 Pin Badge			4.50	1.75	
4	45551 Pin Badge			4.50	1.75	
5	'The Unknown Warrior' branded 19 litre backpack			23.00	4.00	
6	5551 Baseball Cap – Maroon			8.50	3.50	
7	45551 Baseball Cap – Green			8.50	3.50	
8	Multi Pocket Waistcoat/Gilet (S, M, L, XL, XXL)			27.50	4.50	
9	00 Gauge Nameplate Set			8.50	1.25	
10a/b	'The Unknown Warrior' Profile Badge – LMS Red or BR Green			4.50	1.75	
11a/b	'The Unknown Warrior' Nameplate Badge – LMS Red or BR Green			4.50	1.75	
12	The LMS-Patriot Project T-shirt – Maroon			15.00	3.50	
13	The LMS-Patriot Project Line Drawing Mug			6.00	4.50	
14	The Book of the Patriot 4-6-0s – Graham Onley			12.95	3.50	
15	'The Unknown Warrior' Cap – Black			8.50	3.50	
16	'The Unknown Warrior' Cap – Maroon			8.50	3.50	
17	'The Unknown Warrior' Tea Towel			5.00	2.00	
18	'The Unknown Warrior' Logo Mug – Red			6.00	4.50	
19	Jonathan Clay Unknown Warrior Mug – Lined Black			6.00	4.50	
20	Colin Wright Unknown Warrior Mug – BR Green			6.00	4.50	
21	Colin Wright Unknown Warrior Mug – Red			6.00	4.50	
22	Colin Wright Limited Edition Print – BR Green			55.00	4.95	
23a	Colin Wright – A Brush with the Past B2 Print – LMS Red			40.00	5.00	
23b	Colin Wright – A Brush with the Past B3 Print – LMS Red			20.00	5.00	
24	Jonathan Clay – Unknown Warrior in BR Black – A3 Print			20.00	5.00	
25	Royal Signals & Semaphores at Birmingham New Street – Print			8.00	5.00	
26	Unknown Warrior Tie			12.00	1.75	
27a	The UW Polo Shirt – Burgundy (S, M, L, XL, XXL)			17.00	3.50	
27b	The UW Polo Shirt – Black (S, M, L, XL, XXL)			17.00	3.50	
28a	The UW Sweatshirt – Burgundy (S, M, L, XL, XXL)			22.00	4.50	
28b	The UW Sweatshirt – Black (S, M, L, XL, XXL)			22.00	4.50	
29	The UW Fleece – Burgundy (S, M, L, XL, XXL)			30.00	4.50	
30a/b/c	Unknown Warrior Beanie Hat – Maroon, Black or Green			8.50	2.50	
31	Steam Memories – LMS Patriots			9.99	2.50	
32	Claughton & Patriots 4-6-0s Book – G. Toms and R. J. Essery			16.95	2.50	
33a/b/c	Steam Sounds of the Sixties CD – Volumes 1, 2 or 3			6.00	2.00	
34	Air Freshener (pack of 3)			4.50	1.75	
35	Branded Tote Bag			4.00	1.75	
				TOTAL		

Ordered by:

Delivery Address:

Post Code:

E-mail Address:

Telephone number:

Membership number:

Please indicate size required when ordering garments. Make cheques payable to: **The LMS-Patriot Company Ltd.**

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

31.08.2016



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0151 334 1237

Supplier of paint for
'The Unknown Warrior'

PATRIOT SALES STAND 2016

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

September

Llangollen Autumn Gala
Fri 2/Sat 3/Sun 4

Great Central 50th Anniversary of Closure Gala
Sat 3/Sun 4

Telford O-Gauge Show
Sat 3/Sun 4

Statfold Barn Enthusiasts' Day
Sat 10

Nene Valley Southern Gala
Sat 10/Sun 11

Tyseley Open Weekend
Fri 16/Sat 17/Sun 18

October

Wigan Model Show
Sat 1/Sun 2

Great Central Autumn Gala
Thu 6/Fri 7/Sat 8/Sun 9

Keighley & Worth Valley Autumn Gala
Fri 7/Sat 8/Sun 9

Midlands Model Engineering Show, near Leamington
Thurs 13/Fri 14/Sat 16/Sun 16

Swanage Autumn Gala
Fri 14/Sat 15/Sun 16

Mid Hants Autumn Gala
Fri 21/Sat 22/Sun 23

Bluebell Giants of Steam, Horsted Keynes
Fri 28/Sat 29/Sun 30

Merseyside Model Railway Exhibition
Sat 29/Sun 30

November

Great Central Season Finale Gala
Fri 4/Sat 5/Sun 6

Severn Valley Gala
Fri 4/Sat 5/Sun 6

Warley Model Railway Show, NEC
Sat 26/Sun 27

SALES STAND VOLUNTEER HELP NEEDED

If you are interested in helping on our Sales Stand, especially in the south of the country, at the many fundraising events and galas listed on this page please get in touch with our Events Co-ordinator, Robert Wells. These events are also listed on our website www.lms-patriot.org.uk in the Calendar of Events section. Robert Wells can be contacted on 07788 664113 or email robert.wells60@gmail.com

Railway Chapels and Churches

by Richard Sant

We are aware of a number of religious buildings with connections to the early days of steam and this article will concentrate on three of them.

Tebay is on the Lancaster and Carlisle Railway (opened 17 December 1846) and the South Durham and Lancashire Union – 44 miles – which was opened on 7 August 1861. This was later absorbed into the Stockton and Darlington Railway, then part of the North Eastern Railway. In early years services were held at the Endowed School at the nearby village of Orton, but with the increasing number of railwaymen and their families the need for a church and a burial ground became apparent. Land for a church, vicarage and burial ground in the centre of Tebay was endowed by Lady Bedine of Underley Hall, near to Kirby Lonsdale. Both the London & North Western Railway and the North Eastern Railway subscribed handsomely. This was appropriate as the men were employed on the mainline to Scotland and the line over Stainmore to the North East. St James' church was consecrated by the Lord Bishop of Carlisle in July 1880 and opened in the same month. The church architecture was based on contemporary railway architecture of yellow brick with red trim. The pews were like those found in railway waiting rooms and the font took the form of a railway engine wheel. The working men of Tebay, by their own efforts, purchased the organ at a cost of £150, and a bell was placed in the church turret for £50. The railway connection continued and the LNER (sic) installed a new boiler in 1919. The war memorial, in the west end of the south wall,

was usual in that it took the form of a stained glass window glass window with three lights. These depicted St George, Christ blessing the fallen and a knight in armour. The names of the fallen are given on a scroll at the feet of Christ. During the Great War they fell in places as far away as Thiepval, Longueval, Gallipoli and Gaza. The Anglican authorities decided in 1977 that Tebay should revert to the ancient parish of Orton. St James' centenary was celebrated in July 1980 and among the events was a railway exhibition in the church and vestry.

St Thomas's Church in Stafford was built on land owned by Lord Stafford, close to the station. Stafford was on the Grand Junction Railway, opened in on 4 July 1837, linking Birmingham and Warrington. The company amalgamated with the London and Birmingham Railway (initially for goods in February 1838) to form the London & North Western Railway on 16 July 1846. The Stafford and Uttoxeter Railway was opened on 23 December 1867, later becoming part of the Great Northern railway in 1881. In the Census of 1861 there was a local parish population of 800 – but no school or church. The church was consecrated on 6 January 1866, and the neighbouring school for 150 children was built in 1863 and closed in 1926. In the early days scholars were required to bring one old penny per week for their education. Most of the breadwinners were employed by

the railway, and although a subscription list was opened it did not progress very far. Then a large shareholder in the London & North Western Railway, James Tyrer from Tixall Hall offered to build and endow the church at his own cost – for the welfare of the railway workers and the town of Stafford. The railway carried the stone (from Shrewsbury and Burnley) over its metals, free of charge. Careworn and blackened by soot from the railway and engine sheds St Thomas's became redundant and was demolished in 1972 and a new Parish Church was built elsewhere in Stafford at Doxey, dedicated to St Thomas and St Andrew. A stained glass window was saved for incorporation in the new church.

Capel Coch congregational chapel was built in Corwen, at the junction of three of the original locally promoted railway companies of the 1860s; the Llangollen and Corwen Railway, the Corwen and Bala Railway and the Denbigh, Ruthin & Corwen Railway (later passing under L&NWR control), while the other two became part of the GWR route from Ruabon to Dolgellau. When the latter railway reached Corwen in 1865, it brought with it many workers whose religious faith was non-conformist. They worshipped in temporary buildings until £800 could be raised to build this chapel in 1879. It was built from Ruabon brick, which also arrived by railway. The foundation stone was laid by Mr Thomas Barnes JP,

Chairman of the Lancashire and Yorkshire Railway. Barnes had been MP for Bolton and was a cotton manufacturer who lived at Weston Rhyn near Chirk. In use for 85 years as a chapel, the building was rescued after closure and converted for community use in 1993, funded by the Welsh Office. Initially the building was a “tele-cottage” used for internet access before this became widespread. It then had a number of uses before being taken on by the Edeyrnion Heritage and Cultural Society as a museum. There is a display upstairs which features the Patriot Project which we hope might be developed further by 2018.

There are some common features – note the use of railways in the early/mid nineteenth centuries for moving heavy building materials – the influence of local dignitaries,



and that railways felt that their business included the spiritual well being of their workforce or perhaps the fear of the “navvies”. And finally that the various churches also played a part of educating the children before



Board schools were introduced after the Forster Act in 1870.

With grateful thanks to Frank Walmsley who supplied the material on the Tebay and Stafford churches and Norman Jones who did the same for Corwen.

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MEMBERS' CORNER

Hello Members' Corner.

I am member no 215/07 and have just received the latest copy of 'The Warrior'. Seeing your interest in members' photos prompted me to scan one of my old photos – the only one I have of an unrebuilt Patriot.

It is No. 45537, Private E. Sykes V.C. arriving at Rugby on the line from Northampton, and passing under the girder bridge carrying the old Great Central line. This bridge has now been demolished of course, but spending a summer Saturday spotting at this location remains one of the magical memories of youthful days.

One could see a constant stream of both London Midland and ex-LNER trains. I think I would have taken the picture taken sometime between 1959 and 1961. If you consider the picture to be good enough and of interest, please be free to use it.

Meanwhile, I am intending to increase my monthly donation to the project from £20 to £25. Perhaps you could kindly ensure that this information is passed to the appropriate record keepers. Gift Aid will continue on this amount.

I wish you every success in the ongoing work to finish 'The Unknown Warrior'.

Best Wishes,
A. James Bryan.



THANK YOU

Hi Pete

Thank you very much for sending me a copy of 'The Warrior 29' newsletter, which I received yesterday. I am very pleased with the way my article appears (The Patriot's Design History – An artists view – p30-32) and I thank you for your hard work to make it look so good.

While it is a pleasure to see the continuing engineering progress being made with the new locomotive, I am glad my article appears in an issue that has other great images of superb models of Patriot locomotives, showing the livery options and member opinions as to which one should be applied first on the new 'Patriot' being built. There are other great photos of long gone Patriot locomotives at work in the issue too.

This issue is a feast for my eyes, and I am very glad to be part of it.

Many thanks!
Guy Maishman – Atlanta, U.S.A.

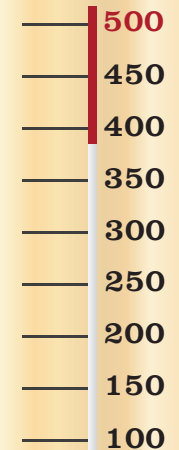
SEND IN YOUR PATRIOT STORIES AND PICTURES

We are keen to hear from you, our Members, so please send us any experiences, stories and photos connected with Patriots, the railways in World War 1 and World War 2, family members who worked on the railways, etc. that you think may be of interest so that we can publish them in future editions of The Warrior. Please email any material you may have to: memberscorner@lms-patriot.org.uk or post to the Stafford office. Suggestions of how we could improve the magazine are also welcome.

REGULAR DONATIONS

By the end of July 2016 we had increased our regular donors to 360, thanks to those who have recently signed up and those who continue to donate regularly. However, we are still 140 donors short of our target of 500, so we would like to ask those of you who have not done so yet to consider signing up for the remaining period of the build (until December 2018). It is so important that we are able to forecast our income accurately so any way that we can strengthen our finances is very welcome.

DONATING MEMBERS



THE UNKNOWN WARRIOR

SPOTTING AT EUSTON

Attached is a picture of a rebuilt Patriot taken by my late father at Euston Station in the 1950s, precise date unknown but we made several annual trips there to help return my great aunt to her home at Fenton, Stoke-on-Trent. Probably taken in 1955, 1956 or 1958 in view of crest on the tender. I was with my dad on all those occasions so probably saw other Patriots as well, but being aged in single figures I cannot remember. Frustratingly my dad managed to get a lineside telephone box partly blocking the most important bit of the number. We had several family holidays living in my Great Aunt's house during the 1950s, the back way opening out to overlook the Stoke - Derby line via Uttoxeter where I spent much time observing trains. I have no number records and don't recall seeing named engines, but perhaps some Patriots came by from Derby shed. Anybody know if they were a regular sight along there?

You asked whether members had family members working for the railway and I had three in total. My great grandfather Ephraim Hothersall 1839 - 1914 was a Blacksmith, (sometimes described as Engine Smith on the census) for the North Staffordshire Railway. He had FOUR daughters including my grandmother and the above aunt, and another daughter married a William Draycott, 1868-1935, who was an electrician for the North Staffordshire Railway. One of his jobs, which kept him occupied for a long time, was converting gas lighting to electric lighting on NSR passenger stock. The final relative was Alfred Barrowdale 1883-1951 who started as an engine cleaner at Aintree Loco shed and finished his railway career as a loco driver at Edge Hill shed in 1948, both Liverpool depots. Being born in 1952, I missed meeting them all!

JOHN BARROWDALE



ONE FOR THE LADIES

Here is Robert Wells - Station Master at Toddington Station on the Gloucestershire and Warkwicksire Railway. Robert is the LMS-Patriot Events Co-ordinator and was on the Patriot sales stand the previous days for the Gala 28th-30th May. I got him to stop working for two minutes for this photo. Doesn't he look good!

Don't we just love a man in uniform!

Shirley Dunn



THE LAST TIME I FIRED A PATRIOT

My name is Godfrey (Geoff) Bartlett. I began my railway career in June 1945 on the LMS at Canklow loco shed situated on the Midland Old Road between Chesterfield and Rotherham Masborough. I started as a firebox lad, then on to cleaner. Passed cleaner/fireman, passing for driver in August 1960.

Canklow was mainly a freight depot. Passenger work was football, theatre, Cadbury's and seaside specials. We had summer time weekend work to the coast plus to places like York and Birmingham. We often had Patriots, mainly on the New Street jobs. Other times we had Patriots were pea specials to Leicester, plus any problems on the West Coast we may have a Patriot.

My last trip on a Patriot was in September 1960. One Friday I was signing on when the list clerk called me into the office. He told me there was a lodge job to London on Saturday morning and were struggling to get a fireman. I asked who the driver was he said it was George (Brust) Avill, Brust was a near neighbour of ours. I had fired and drove for him many times, he was a good engineman, so I agreed to do the job.

Next morning I met Brust and we walked to Canklow to sign on at 6.00am. We read the late notices and Joe Sharp, the foreman, told us our loco was stood at the coal stage. I went and mashed a can of tea then we walked to the coal stage only to see Patriot No. 45511 'Isle of Man' looking splendid. The tender was nicely stacked with coal; the loco looked in tip top condition. Fully prepared, all we had to do was put our gear away, take off the handbrake, ring the signalman at Canklow and away we went, light engine tender first to Mexborough.

So in between making up the fire I was looking out for signals on my side. Arriving at Mexborough, our train was stood in the platform, so we crossed over at the north end, set back to the train and the shunter coupled us up. I put the lamps in express position, the guard gave Brust the loading, I think we had eleven on. Whistling up, off we went.

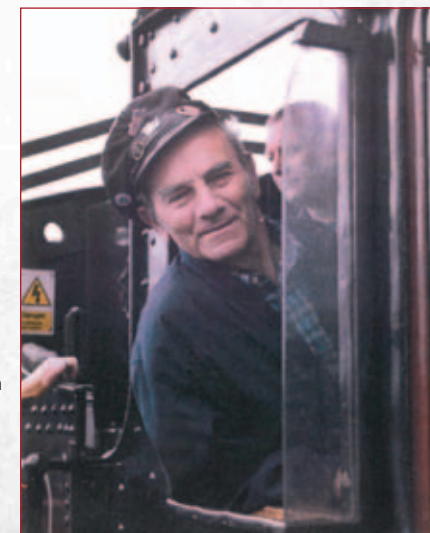
At Swinton we were signalled slow line to Masborough, where we stopped to pick up and then on to Sheffield where we topped up with water. Up the bank we sailed no problems, she steamed like a good 'un. Next stop Chesterfield, then right away St. Pancras, pick up water at Loughborough and Oakley, to be right time into Pancras. After being hooked we went light engine tender first to Kentish Town loco, leaving her on the coal hopper road.

We signed off, got our lodging tickets, then walked to the lodge, signing on at 11.00pm. There was no Patriot in sight we had a 5XP. The trip home was far rougher. Give me a Patriot any time!

Keep on steaming!

G. BARTLETT - MEMBERSHIP No. 253/09

P.S. I retired in 1991 and decided to put together an album of old photos, not of locos but of men that worked at Canklow. I have quite a collection now but sadly not one of myself. The one accompanying this letter (right) was taken not long after my retirement at Kidderminster during a day out at the Severn Valley Railway.



LETTER FROM

Bill Ashcroft

Lostock Hall

Preston

30th November 2015

Dear Sir,

The Patriot Project

The Patriot 4-6-0s were always a favourite of mine and in days when I carried a camera I tried not to let them go by without a record. As a result I have about 54 photos of the class, mainly at work and mostly in the North West.

I cannot wait to see your project reach conclusion, and I hope I last that long!

I am not in a position to make a large donation but can spare £50.

What I can do however, with the help of a friend who has put all my pictures on disc for me, is to send you a copy of the disc for your use. I store my negatives in numerical order of locos and my friend copied a number of pictures of rebuilt Patriots - not all of them! - and rather than delete them have included them for you. You may use them free of charge for publicity purposes, without further reference to me, and retain any publication fees that arise. All I ask is credit for the photo something like 'The LMS-Patriot Project - Bill Ashcroft Collection'.

I hope you can use them to make some money. Please keep me in touch with progress if possible.

Yours sincerely,

Bill Ashcroft

No. 45502 'Royal Naval Division' is pictured working a fitted freight at Farrington, April 1959. Look out for more superb images from the Bill Ashcroft Collection in future editions of The Warrior.

©THE LMS-PATRIOT PROJECT - BILL ASHCROFT COLLECTION



MEMBERS' DAY RAFFLE WINNERS



Kirsten Shell, Andy Collinson and Gavin Shell (left) pose with the raffle prizes prior to selling raffle tickets on the Members' Day Lunchtime train to Carrog where Driver, Gareth Owen (below left), kindly drew the winning tickets.

The raffle was won by James Scott (below, top) who chose the Colin Wright 'Brush with the Past' print. Second prize was won by Roy Horrocks (below, bottom) who collected the original watercolour painting of the forthcoming Christmas card by Matthew Cousins.



WHITMORE GAP MEMORIES

Thank you for another excellent Warrior. I've enclosed an open letter with regard to the locomotive livery debate (see page 35). My grandfather only survived the First World War to pass away at the age of 60. He took my father, as a boy, to watch the LMS expresses storming through the Whitmore Gap north of Stafford. He recalled the streamlined maroon and gold of the whole diagram. We should celebrate the lives of our military personnel who did not live to see the peace and remember them as the individuals known to family and friends and not as an amorphous mass of dead. And as I've pointed out, it was an LMS locomotive and should reflect this fact in its livery - no black whatsoever!

Yours sincerely

TONY HEWITT - MEMBERSHIP NO. 540/00

WHERE IN THE WORLD?



In response to your request for members pictures around the world promoting the Patriot Project, here is a photograph of myself (John Cartwright) taken at Lake Bennett during a trip on the White Pass and Yukon Railroad in Alaska. Whilst in conversation with the guard, he was very interested about the project and was going to view the website and pass on information to his friends and colleagues.

Kind regards, John Cartwright



Events Manager, Gavin Shell (above) wears his Patriot T-shirt while at Zeus Cave, Mount Ida, on the island of Crete, Greece. According to mythology the location where the god Zeus was born. I was having a relaxing holiday away from work although I did have withdrawal symptoms from railways as there aren't any on the island!

ADMIN VOLUNTEERS REQUIRED

We are looking for volunteers from the Stafford area or surrounding areas to work for a half day or a full day each week in our friendly Admin Office in Stafford. If you are interested please contact:

Shirley Dunn
Office Manager
The Hub, 17 Eastgate Street
Stafford ST16 2LZ

or email
office@lms-patriot.org.uk

WORD SEARCH 6

LMS HOTELS

The LMS owned many hotels, can you find those listed below:

ADELPHI • AYR • BIRMINGHAM • BRADFORD • BELFAST • CREWE (x2) • DERBY • DORNOCH
DUMFRIES • EDINBURGH • EUSTON • FURNESS ABBEY • GLASGOW CENTRAL • GLENEAGLES
GREENORE • HOLYHEAD • INVERNESS • KYLE OF LOCHALSH • LARNE • LEEDS • LIVERPOOL
LMS (x7) • LONDON • MANCHESTER • MIDLAND • MORECAMBE • NORTH STAFFORD
PORTRUSH • PRESTON • RAILWAY (x4) • STAFFORD • STATION • STRATFORD-ON-AVON
(ST.) ENOCH • SHEFFIELD • STOKE-ON-TRENT • STRATHPEFFER • TURNBURY

HOW MANY HOTELS ARE CALLED MIDLAND?

Thanks to Tony A. J. Hewitt of Stoke-on-Trent.



The LMS-Patriot Company Limited

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

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Board of Directors and Trustees

Chairman:

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

Company Secretary:

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

Treasurer:

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

Andrew Laws (Marketing and Publicity)

marketing@lms-patriot.org.uk

Kevin Finnerty (Governance and Archive)

governance@lms-patriot.org.uk

Steve Blackburn

(Engineering and Quality Management)

engineering@lms-patriot.org.uk

Richard Sant (Membership and Donations)

membership@lms-patriot.org.uk

Neil Kinsey (Sales)

sales@lms-patriot.org.uk

John Hastings-Thomson (External Relations)

corporate@lms-patriot.org.uk

Project Support

Financial Administrator:

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

Engineering Design Team:

Kevin West, Fred James, Jack Cross

Documentary Video:

Andrew Kennedy – Oakwood Visuals

Events Manager:

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

Events Co-ordinator:

Robert Wells – robert.wells60@gmail.com

Events Listings:

John Barrowdale – john_barrowdale@hotmail.com

Marketing Support:

George Jones, Bob Sweet

Sales Support:

Neil, Sue & Andy Collinson, Karen Kinsey, John Barrowdale, David and Carol Hancox, David Hughes, John Lancaster, Brian Johnson, Godfrey Hall, Robert Wells, Mike Paine, Colin Hall, Bev King, Chris Ainscough, Shirley and Mike Dunn, Marcus Marston-Grimley, Chris Shell, Kirsten Shell, Peter Whittaker, Pete Sikes

Volunteer Co-ordinator:

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

Office Manager:

Shirley Dunn – office@lms-patriot.org.uk

Locomotive Assembly

Dave Owen – Llangollen Railway plc

Project Addresses

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

Administration Office/Membership Enquiries
Tel. 01785 244156

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

Website: www.lms-patriot.org.uk

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