



FEBRUARY 2017  
Issue 32 £2.00



# The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



## Contents

Chairman's Thoughts	3
Treasurer's Report	4-5
Engineering Update	6-18
Tenner for the Tender Appeal	19
Spotlight on Neil Collinson	20-21
Volunteers Report	22
Members' Day 2017	23
Engaging with the Royal British Legion	24
In Grateful Remembrance	25-31
Picture Gallery: 45551 - but where?	32-33
Volunteers Christmas Lunch	34
Spotters Books	34
First Livery	35
Become a Regular	36
Sales Report	38
5551/Patriot Merchandise	39-41
Sales Stand Venues 2017	42
Book Review: Garratts & Guitars	44
Magazine Review: Steam Days	45
Easy Fundraising	45
Picture Gallery: 45515 at Manchester Exchange	46-47
Members' Corner	48-60
Word Search 8	61
Membership Certificates	62
Project Contact Details	63
Picture Gallery: 5551 at Hartford	64



# Editorial

## Welcome to issue 32 of the Warrior. I hope you enjoy another bumper filled edition!

In November this year, the Royal British Legion will begin a 12 month period of activities to commemorate the 100th anniversary of the end of The Great War. We will be part of these commemorations with 'The Unknown Warrior' and details of our involvement will be announced when confirmed.

In this issue you can read how we formed our association with the Royal British Legion to create the new National Memorial Engine along with many other interesting articles, including one from the November 1969 edition of the Railway Magazine. The Members' Corner section seems to grow more popular and this is due to you, our members. Thanks to all of you for sending in your letters and photos - keep them coming!

Thank you to all members who have sponsored a part, supported our 'Tenner for the Tender' appeal, signed up as a regular donor or continue to make monthly donations. With your help we will have another record year of fundraising as we come towards the completion of 'The Unknown Warrior'.

Completion of the locomotive carrying its LMS crimson lake livery will be an achievement that we can all be proud of as we approach 2018.

Andrew Laws, Editor

Front cover:

A year has passed since The Unknown Warrior was fitted with its front bogie and rolled out for the cameras at Tyseley Locomotive Works on 3rd February 2016.

PHOTO: KEVIN WEST

# Chairman's Thoughts – Feb. 2017

As our self-imposed deadline of November 2018 looms ever closer, I was relieved to see the most difficult and most expensive single item for the new boiler has now been completed by Tyseley Locomotive Works. Whilst the parts still need welding together to complete the throatplate, the component parts which make up this very complex piece of platework are now complete and will have arrived at Crewe by the time you read this.

The throatplate is the final piece in the jigsaw which will see the first large traditionally built boiler to be constructed in the UK since 1962 begin to make rapid movement forward. Photographs taken of the finished items are shown in the Engineering Report in this edition of The Warrior but there is now nothing major to slow its progress.

On the chassis front, we have now taken delivery of, or have ordered, about 95% of the components required to complete this other major part of the locomotive. As forecast and mentioned in the Treasurer's Report this will put major strain on our finances during the remainder of 2017 and the early part of 2018.

With that in mind I am delighted to see that we are moving ever closer to our target of 500 regular donors to the project.

At the risk of being boring this is a hugely important area of our fundraising as it gives a high degree of certainty lacking from irregular but still very important donations. Please help us reach that target sooner rather than later.

With the new livery and detailing now agreed we are moving ahead with a range of merchandise which will reflect The Unknown Warrior in its initial guise and having seen the 'Crab' 2-6-0 at the East Lancashire Railway in action recently I am convinced that 5551 will look fantastic - a much over used word but in this context entirely appropriate.

I am confident that Members' Day on 8th July this year will be one to savour.

Thank you for your continued support.

Kindest regards

David Bradshaw, Chairman

# TREASURER'S REPORT

## Financial Update to Quarter 3 (31st December 2016)

by Neil Collinson, Treasurer

I will start this quarter's report by thanking all those members who voted for my re-election to the board at the AGM in November. I mean that most sincerely friends although I did invite additional nominations from the floor but there were no takers. There was one hand raised against but that was Mrs. C. so here I am again with my quarterly report on the current financial results of your locomotive build.

*First thought for the quarter.  
I am still here. Another three year stint planned as treasurer.*

I was also delighted to meet those members who attended the AGM that I have either spoken to on the phone or exchanged emails with and also those members who I had met before, either on the sales stand or at Members' Day. Great to put faces to names. Right, enough of that. On with the results that were reported to the board on Saturday 28th January and what a quarter it has been. We have broken a number of records set in previous quarters.

### INCOME

**Total income** for Quarter 3 was £137,000, including £13,539 in Gift Aid. **A new record.** This does not include boiler loans received in the quarter, which amounted to £4,000, increasing the total to £141,000. The total amount raised so far for the nine months to 31st December is £314,000. **Another new record...**

*Second thought for the quarter.  
Your boiler needs you!*

*The boiler loan scheme is still open and if you feel that you can help in this way please contact the office for our brochure and application form.*

**Membership income** for the quarter came to £9,662 (including gift aid of £1,775 and included in the total above). We have already achieved 150% of the annual target set for the number of new members who pay annually and 162% for the number of life members. Renewals have also held up well.

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

### DONATIONS/SPONSORSHIP

The total amount received (including Gift Aid) was £112,000. **Another record.** The board would like to express their grateful thanks to all those members who have instigated a regular standing order during the quarter and to those members who have increased their monthly contribution. The number of members making a regular donation has increased from 360 to 404. **Another record.** Only 96 to go to hit the target of 500. Special thanks to the member whose company is sponsoring the cost of two fitters at Llangollen by a standing order of £5,000 per month. Other company sponsorships are most welcome.

**Regular.** There have been 36 new regular donors during the quarter. **Another record.** We did not lose any regular donors. **Another record.** The average amount per donation has increased by 48 pence. **Another record.** The average now stands at £16.13. **Another record.**

The increase in the total quarterly amount has also been maintained at £18,202 from £16,571. Based on the results for Quarter 2, my forecast for regular donations for this quarter was £17,250 so we exceeded that by approximately £1,000. The monthly amount being received at the end of December is £6,311. Based on this figure, my prediction for Quarter 4 is, say, around £20,000. **Please sign up if you have not already done so.**

The chart shown on the next page gives a comparative picture for the last seven quarters.

2016/17 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
<b>Q1</b>	<b>23</b>	<b>3 (avg. £5.00)</b>	<b>7</b>	<b>£15,890</b>
<b>Q2</b>	<b>21</b>	<b>7 (avg. £7.00)</b>	<b>2</b>	<b>£16,657</b>
<b>Q3</b>	<b>36</b>	<b>16 (avg. £6.98)</b>	<b>0</b>	<b>£18,202*</b>

\*Excludes £15,000 from our company sponsor.

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

### One off donations including sponsored items.

Worthy of special mention is the number of one-off donations/sponsorships we receive. This can be when members renew their annual subscriptions, donations in the buckets at sales stands and responses to various appeals in the railway press. We received almost £66,000 this quarter making a total of almost £145,000 received in the current financial year.

**Sales** of our branded merchandise, books, DVDs, CDs and of donated items make a significant contribution to our income and receipts for the current year amount to £36,000. This includes raffles, Members' Day and the sale of surplus engineering parts that we have acquired but are no longer needed. We are fortunate in having a number of donated items including books, model railway engines, coaches, wagons and track, not forgetting the big railway paraphernalia that turns up from time to time. Without treading on Neil K's toes, it is fair to credit him with trying to get the best price for donations by using social media and ebay, where appropriate.

*Fourth thought for the quarter.  
I am certain that other similar organisations would give their right arms for the financial support that we get.  
Thank you.*

### EXPENDITURE

#### Locomotive

Expenditure on The Unknown Warrior amounted to £113,000. Total spend on 5551 now amounts to approximately £1.5m and £53,500 on the tender.

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

### BANK

We ended the quarter with only £31,000 in the bank. However, a VAT repayment of £18,000 and Gift Aid of £13,500 has been credited to our account in January which will help cashflow management. We have kept our suppliers happy by paying them, but invoices outstanding, together with orders placed amount to £286,000. Another very busy quarter ahead methinks.

*Final thought for the quarter.  
Many thanks again for your support.  
Onwards and upwards together.*



For more information about our Boiler Loan Scheme telephone the office on **01785 244156** or write to: **The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**



# ENGINEERING UPDATE

by Kevin West

ALL PHOTOS BY KEVIN WEST UNLESS STATED

UP TO 31st DECEMBER 2016



The Unknown Warrior outside the shed at Llangollen waiting the removal of the Crank Axle on 14th December 2016.

## LOCOMOTIVE FRAME ASSEMBLY

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

Following on from the last report work has continued on a number of fronts on the chassis at Llangollen.

The sample new Driving Wheel Spring has been fitted and approved. The remaining five are now in production for delivery in early 2017.



The new design Driving Wheel Spring trial fitted to the locomotive chassis.

Installation of the replacement Stretcher 4 has almost been completed. We are just waiting for the supply of the last Fitted Bolts to enable this task to be completed. As previously found an order can be placed with a supplier and we assume all is progressing as expected. When the parts delivery

does not happen as expected and enquiries are made we get told, sorry, I can't get the material spec you want, or the machines are busy on other work. Very frustrating. These Fitted Bolts are now to hand along with new studs for the Cylinder Covers. This releases Llangollen to finish the fit of Stretcher 4 and start on lining up and fitting of the Slide Bars.

The Motion Girders are also ready for final fitting. Once again the special bolts required have been ordered. The bolts required for the Front Buffer Beam have also been ordered. This has been done by a procedure that we have instigated following Dave Owen's start as a volunteer on the locomotive. Rather than rely on using Llangollen Engineering stock of fastenings we are ordering in direct a stock of fastenings that we require. This will speed up assembly as we will not have to wait for parts when the stock is exhausted.

Permanently riveting the platform sections in place has been started and was due to be completed before Christmas.

One job that we had not expected was the removal of the Crank Axle for some rectification work at the South Devon Railway. On a trial fitting of the Inside Motion Eccentric an issue was found with the keyway in the axle.

The axle was removed from the chassis on 15th December and transported to Buckfastleigh shortly after along with the wheel sets from LNER D49 *Morayshire* which is undergoing an overhaul at Llangollen. A repair method has been agreed and we expect a quick turnaround and return to Llangollen for the axle assembly.

A start has been made on fitting the mounting brackets for the Lubrication System Oil Boxes. Dave Owen has also signed up the services of the regular pipe fitter at Llangollen to install all the pipe runs on the locomotive.

The Intermediate Reverser Shaft Bracket is being machined at Harco Engineering along with the associated Bearing Bronzes and Bearing Caps.



Left Hand Trailing Axle Guide Oil Box Bracket trial fitted to the locomotive chassis.



Intermediate Reverser Shaft Bracket undergoing machining at Harco Engineering.

The parts for the cab Reverser have been put out for quotation. The first parts for the unit have been cast, the Pivot and the distinctive sculptured Reverser Wheel. These have been delivered for machining.



The Reverser Pivot casting.



The pattern for the sculptured Reverser Wheel.



The Inside Cylinder Exhaust Pipe has been machined and is ready for delivery to Llangollen.



The Inside Exhaust Pipe after machining.

### BRAKE SYSTEM AND LUBRICATION SYSTEM

Work is continuing on the assembly and polishing of the Oil Boxes and acquiring the fittings required for the Lubrication System. The first batch of pipework has been delivered to Llangollen and we anticipate that a start on fitting will be made in 2017.

The atomiser has been completed and delivered to Llangollen.



Two of the Oil Boxes following polishing



The finished Atomiser.

Fittings acquired over the last couple of months include the non-return valves for the Driving Axleboxes.

Manufacture of the locomotive Brake Gear components is complete and the parts are due to be delivered to Llangollen in the week before Christmas. This will allow David Hughes and the painting team to prepare the paint finish before a trial fit of the gear is made in 2017.



A selection of the Lubrication fittings recently acquired.



Another selection of fittings including for the Driving Axlebox Non Return Valves, bottom left.

The Brake Cross Shaft under the cab was originally a forging and discussions are under way with our approvals body to see if we can use a casting or fabrication. A decision is awaited on this before final design work is completed and quotations to supply can be sent out.

Following discussions with our approvals body we have decided to fit a brand new 10½" Brake Cylinder instead of refurbishing the 12" Cylinder from 8F No. 48518. The 8F class were the only class of LMS locomotive fitted with the 12" cylinder. To use this on The Unknown Warrior would have involved either sleeving the cylinder down to 10½" and making a new Piston, Cover and Sleeve, or making adjustments to the Brake Gear layout to reduce the brake force applied to the wheels. The news that a new cylinder was available at a very advantageous cost made the decision very easy.

We expect the new cylinder to be delivered to Llangollen in the first few weeks of 2017 for trial fitting, the mounting assembly for the Cross Shaft is out for quotation and we expect to place the order in the next couple of weeks.

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

### PISTONS, VALVES AND MOTION

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

All parts for the Inside Connecting Rod Assembly are completed at CMS Cepcor. These will move to Llangollen for white metaling of the bearings and final boring at Llangollen to complete this assembly.

The two Outside Eccentric Rods have been machined by CMS Cepcor and are ready for delivery to Llangollen.



A selection of parts recently completed at CMS, including the two Outside Eccentric Rods and Brake Gear Pull Rods.

An order has also been placed with Robert Stephenson & Sons of Manchester for the manufacture and supply of the Return Cranks.

Orders have been placed for the Main and Intermediate Reverser Shaft castings. Quotations for machining these are out with our preferred suppliers.

The Inside Crosshead casting has been moved to CMS Cepcor for initial machining. The final machining will be undertaken at Tyseley in conjunction with the fitting of the Piston Rod.

The new Inside Combination Lever plus associated

bushes and Oil Caps has been ordered for delivery in February.

The new Union Links we require, one Inside and one Outside, along with their associated Pins, Collars and fittings are out for quote.

Castings for the three Valve Crossheads have been ordered and final design work is underway on the Valve Crosshead Guides. We need to wait until the Outside Valve Guide Brackets have been fitted to the Motion Brackets. We will then be able to get exact measurement of the distance between the bracket mounting face and the centre of the Valve Rod to enable the Valve Guides to be finally machined.

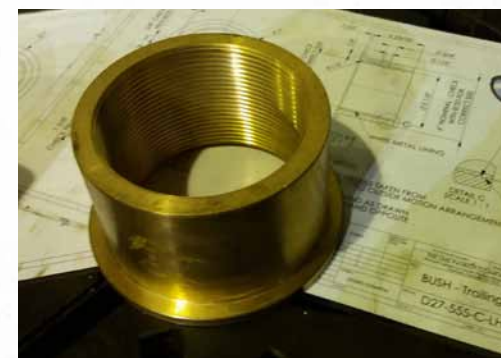


The Valve Guide Brackets being prepared for painting at Llangollen.

The two Outside Crossheads are due to move from Llangollen to Tyseley for refurbishment prior to fitting to the Piston Rods.

Work continues on the final design of the Piston Rods and Valve Rods. Apart from the Inside Radius Rod, which is undergoing final detail design all the Valve Gear Parts will be to hand.

At Llangollen, work is progressing on the manufacture and fitting of the new Bearings and Brasses to the Coupling Rods and Connecting Rods. Once complete we can expect an early trial fitting of the Coupling Rods to the chassis.



One of the Coupling Rod Bearings under manufacture at Llangollen Railway Works.



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

Castings for all the Cranks and Levers required have been delivered and quotes are being obtained for these to be machined, along with all the Operating Rods, Pins, Collars and associated parts.



The Cranks, Levers and Bracket castings for the Drain Cock Gear.

On the Cylinder Relief Valves, the Valve castings have been obtained and sent to the machinist along with the Valve Cage castings. Quotations for the Valve Springs have been obtained and will be ordered shortly.

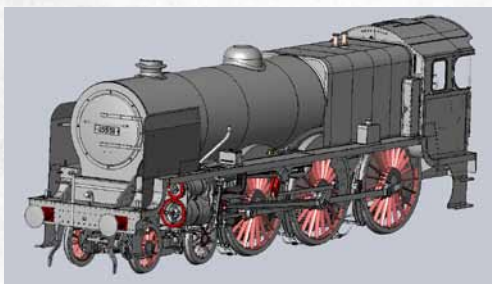
The three Drain Cocks we require have been ordered, we already have six originals, and should be available for fitting in the late spring of 2017.

On the Sanding Gear the four front Sandboxes have now been mounted onto the locomotive chassis and are ready for the Sandbox Necks to be installed.



The Leading Sandboxes in position in the locomotive chassis.

The Rear Sandboxes that are mounted on the Platforms alongside the Firebox have been ordered from R. D. Moore Ltd. along with the parts for the Gear Nozzle Mounting Brackets and Plates.



CAD image of Rear Sandboxes in position on chassis.

The Sand Traps and Nozzles are about to start being refurbished by our Llangollen volunteers.



A Sand Trap and Nozzle prior to refurbishment.

### FITTINGS

The castings for the Injectors being manufactured for us by Tyseley Locomotive Works were spotted at CMS Cepercor for machining on a recent visit.



Injector body casting alongside an original injector.

### BOILER

The Outer Firebox Doorplate has been drilled at LNWR Heritage, Crewe and the internal stiffening plate has been fitted. All the pads for the fittings on the Backplate have been made and are ready for riveting and welding in place.

Forming the Outer Throatplate at Tyseley Locomotive Works is progressing with the top section complete. Forming this top section is a two stage process using first a female former to form the flange that will fit to the barrel. Once this has been completed the plate is turned over and bolted to a second former that will create the flange for the Wrapper.



The Outer Firebox Doorplate undergoing drilling at LNWR, Crewe.



Throatplate Top 2  
Heating another section of plate before hammering can begin.



The Stiffening Plate mounted inside the Doorplate.



Throatplate Top 3  
Alistair Meanley works on another section of the flange.



The Barrel flange former with the wedge shaped used to support the bottom section placed on top.



Throatplate Top 4  
The finished top section of the Throatplate. The only section of plate that is in the same plane as the original sheet are the two sections in the corners where the two fixing holes have been welded.



Throatplate Top 1  
The plate bolted to the second stage former.



The lower section has been started with the flange that fits to the barrel formed. When the plate was moved onto the former that will be used to form the side flanges it became apparent that the former had distorted during casting, so some additional work was required on the former to allow the plate to sit correctly. This was disappointing, but work is now almost complete and the side flanges are due to be formed in the first week of January.

The Foundation Ring has been welded and tested and is now ready for fitting to the Boiler Assembly.

The Angle Ring which is the joint between the barrel and the Front Tubeplate has been delivered to LNWR Crewe.

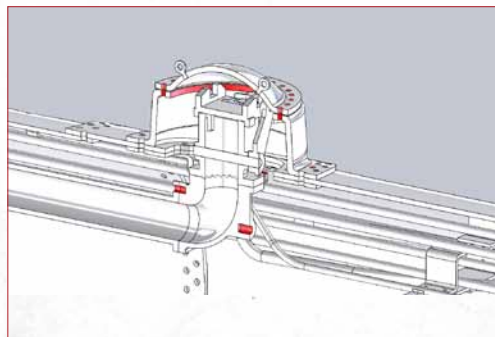
The Inner Firebox Assembly is also progressing with work underway on preparations for riveting.



The Dome casting at Premier Patterns.



The Dome Cover casting and Reverser Wheel casting at Premier Patterns.



CAD image of the 8F Regulator and J Pipe in the Boiler.

The Superheater Header pattern is in manufacture with casting due in the first couple of weeks of 2017.

The final selection of base plates for the Smokebox have been made by R. D. Moore Ltd.

The Exhaust Seals have been cast and are away for machining.



The casting for the Right Hand Main Steam Pipe at Premier Patterns. The square flange seen is the mounting for the Snifting Valve.



The Exhaust Seals during machining at Harco Engineering.



David Hughes painting some of the Smokebox Floor Plate at Llangollen Works.



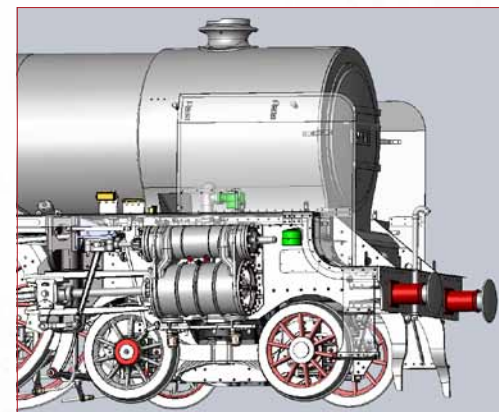
One of the Snifting Valves from Jubilee 45596 Bahamas at Tyseley Locomotive Works.

Investigations are continuing about the manufacture of the complicated Main Steam Pipes. We are discussing this with several other locomotive groups and railways who also require pipes for their locomotives.

A start has been made on the design of the Snifting Valves. These valves are fitted to the steam feed into each cylinder. When the regulator is open the steam pressure keeps the valves shut, but when the regulator is closed and the locomotive is coasting, the valves open and allow air to flow through the cylinders and stops a vacuum forming in the steam pipes and cylinders.

The valves for the Outside Cylinders are mounted on the Main Steam Pipes above the cylinders and the one for the Inside Cylinder is mounted on the right side of the cylinder itself under the platform.

The original chimney from No. 5539 *E. C. Trench* that the project acquired several years ago has been repaired and re-painted ready to be returned into the workshop as a donation collecting stand for the Project.



CAD image of the Snifting Valves (in green) in position on the right side of the locomotive.



The Inner Firebox Assembly at LNWR, Crewe.

The Dome and the Dome Cover castings have been delivered and quotations for machining are being obtained.

Final design for the mounting of the 8F Regulator is underway. The regulator unit itself is presently on the Chief Engineer's patio for measurement and will be returned to Crewe for refurbishment soon. The new J Pipe which connects the bottom of the Regulator to the Main Steam Pipe has been cast and will be going for machining soon.

### SMOKEBOX

The Main Steam Pipe Castings have been delivered, quotes for machining will be obtained in the next few weeks.





The repaired chimney from No. 5539 E. C. Trench.

#### TENDER

Work on the refurbishment on the Tender Frames continues as work on the locomotive allows. The replacement Outer Frames are being prepared for attachment to the refurbished Inner Frame Assembly. This work will be undertaken as fall back work from the Locomotive Chassis when required over the coming months.

The order for the Tender Axlebox Brasses has been placed. Once delivered they will be machined ready for wheeling the chassis.



The Chief Engineer's Dining Room with a selection of parts from The Unknown Warrior in storage under the table!

Design work for the tender tank is in hand. We need to get the proposed changes approved by our approvals body before detailed drawings are prepared and quotations obtained for the profiling and delivery of the plate work.

#### FUTURE WORK PLANNING

As Christmas approached our Chief Engineer was coming under increasing pressure to move a number of locomotive parts that had found storage under the Dining Room table. The splasher and nameplate had been on display at the AGM and was waiting to be taken back to Llangollen. All parts were eventually moved to where required and domestic bliss restored!

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

**JANUARY 2017**

#### LOCOMOTIVE FRAME ASSEMBLY

Unfortunately, I have to start this report with some very unwelcome news. Chris Collins, one of the two Llangollen Railway engineers working on The Unknown Warrior has suffered a heart attack and has subsequently spent some time in hospital. I am sure everyone will join us in wishing Chris a speedy recovery and look forward to seeing him back at Llangollen as soon as possible.

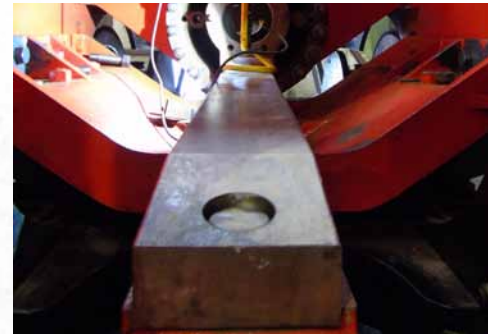
Work has continued on a number of fronts at Llangollen in the last month.



The Unknown Warrior inside the shed at Llangollen waiting for the return of the Crank Axle.

Following dispatch of the Crank Axle to the South Devon Railway in late December, a meeting was held at Buckfastleigh in early January and the rectification work was agreed. The axle is due to return to Llangollen this month to be refitted in the frames.

The space released in the Frame Assembly while the Crank Axle was removed has been used to advantage to allow work on fitting the Inside Rear Cylinder Cover and Slide Bars.



The Inside Slide Bars in process of being fitted.

The Outside Cylinders have had the same work completed with Rear Cylinder Covers and Slide Bars now fitted.



The right hand Outside Cylinder with Rear Cover in place and Slide Bars fitted.

The Outside Valve Crosshead Brackets have been fitted to the front of the Motion Brackets. This has allowed the distances to be measured and confirmed from the mounting faces to the centre of the Valve Rods to allow the Valve Crosshead Slides drawings to be finished and the parts ordered.



Outside Crosshead Bracket in position.

Installation of the replacement Stretcher 4 and the Motion Girders has been completed following delivery of the required fitted bolts. The bolts ordered for the Front Buffer Beam are also to hand, although it is not expected to be fitted in the near future as access to the area around the inside cylinder is much easier with it removed.

Riveting of the Footplate Platforms is almost complete with just a few rivets near the front needing to be completed.

**MORRIS**  
**LUBRICANTS**

[www.morrislubricants.co.uk](http://www.morrislubricants.co.uk)



## BRAKE SYSTEM AND LUBRICATION SYSTEM

The Oil Boxes have all been machined and polished where they will be visible and are ready for mounting onto the locomotive. The majority of pipe fittings required are to hand and the actual fitting of the first pipe runs is expected to start in the next couple of weeks.

The locomotive Brake Gear components, Cross Beams and Pull Rods have been delivered to Llangollen and the painting volunteers are working on them. The new 10½" Brake Cylinder is due to arrive at Llangollen in early March followed by the Cross Shaft and its associated support structure. All the pins and bushes required have been completed by Llangollen Engineering. This will allow the whole brake gear system to be assembled to the locomotive and checked. Only the Brake Blocks themselves are required to finish the whole system.

Our approvals body have agreed that the Brake Cross Shaft under the Cab can be fabricated instead of the original forging. A forging for this part would be very expensive and time consuming, so getting approval for a fabrication is a saving in both time and cost.



The detailed view of the Cross Beam, Bridle and Pull Rods.



The Brake parts in undercoat. The two polished rods are the Outside Combination Levers formally fitted to Jubilee Class Achillies.

The drawings have been sent out for quotation and an order will be placed in the next couple of weeks.

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

## PISTONS, VALVES AND MOTION

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

The two Outside Eccentric Rods and the Inside Eccentric Rod have been delivered to Llangollen along with their associated bushes. A start has been made on painting the Inside Rod.

Last month I reported that all parts for the Inside Connecting Rod Assembly were completed at CMS Cepcor, ready to move to Llangollen. Unfortunately, I was misinformed and some final reaming of the taper pin holes was required. This should now have been completed and the parts readied for delivery to Llangollen. Once at Llangollen the bearings can be white metallised and final machined ready for fitting to the Crank Axle Pin.

Work continues on the manufacture of the remaining motion parts we have on order, including Inside Combination Lever, Union Links, Crosshead, Main and Intermediate Reverser Shafts, Return Cranks, Valve Crossheads and the Cab Reverser Assembly.



The Locomotive Brake Gear laid out on the floor at Llangollen Works. The third Cross Beam should be in the Pull Rod clevis in the foreground.



The Outside Eccentric Rods following delivery to Llangollen.



Rod Ends showing Oil Cap.

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

All the parts of the Drain Cock Operating system including machining of cast Cranks and Levers and manufacture of Rods and Pins and fittings is progressing for delivery to Llangollen at the end of March. The Brackets and associated mountings for the Sanding Gear has been delivered to Llangollen and will be painted before being fitted to the locomotive chassis.

The four front Sandboxes have now been permanently mounted onto the locomotive chassis and the Sandbox Necks are being installed. The Sand Traps have been refurbished and the front four have been fitted to the Sandboxes.

The Rear Sandboxes are expected to be finished in the next couple of weeks.



The Leading Sandboxes in position.



The Inside Eccentric Rod.



## BOILER

The final forming of the Outer Firebox Throatplate has been completed at Tyseley Locomotive Works and the parts delivered to LNWR Heritage at Crewe.

Work is progressing at Crewe on the Inner Firebox Assembly and the Barrel assembly. Now all the Outer Firebox parts are on site is expected that assembly of the Outer Firebox will start in the next few weeks. A meeting to map out construction to completion is to be held in the coming days.

## TENDER

Work on the refurbishment on the Tender Frames continues as work on the locomotive allows.

## FUTURE WORK PLANNING

Areas of existing design work include, Cylinder Cladding Sheets, Cab Footplate structure and tender tank.



A side view of the Throatplate showing the 11/16" step below the Barrel flange at Tyseley Locomotives Works.



The two sections of the Throatplate at Tyseley Locomotives Works. In the foreground the Top section and behind the Bottom section standing upside down.



A view of a section of the Throatplate during heating before being hammered over the former. Each heating cycle takes 7 to 8 minutes to get the sheet hot enough for 30-40 seconds of forming.



The bottom section of the Throatplate following forming at Tyseley Locomotives Works.

# A TENNER FOR THE TENDER



At 11.00am on 11th November 1918 The Great War was finally over. 10 million souls were lost, 886,000 of these were British. Nearly 100 years later our tribute and memorial to the fallen is well on the way to completion, but we need your help.

We have raised just short of £10,000 towards our intended target of £50,000. The money raised will be spent on materials and labour to enable the tender to be completed and run behind **The Unknown Warrior**. As well as necessary modifications to the original tender we are in the process of designing a new tank which will incorporate changes to the original so that the water capacity can be increased for main line running. With your help, we can then order the new profiled plate work and start assembling the new tender tank.

We launched our **Tenner for the Tender** appeal to do just this. You really can make the difference. Please send your donation to: **The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ** or call the office on **01785 244156** and indicate your donation is for the tender by stating **10TEN/TW2**. You can also donate via the button on the home page of our website, **www.lms-patriot.org.uk**

**Thank you for your support.**





# Spotlight on Neil Collinson

In this issue the spotlight falls on Company Treasurer, Neil Collinson.

## Where does your interest in railways come from?

I was born in Colwyn Bay and my secondary school was situated alongside the main line from London to Holyhead. More on that later, but my interests go back to before I became a teenager, as my father used to take me with him to stay with his sister in Saltney, near Chester. Her husband, my uncle, was a driver based at 6B Mold Junction and long before the days of health and safety he used to take me down to the shed and let me accompany him on the footplate. As well as shunting around the yard I distinctly remember accompanying him on the footplate taking a locomotive down the line to Chester General. I must have been 8 or 9. It's a long time ago now so the memory is a bit sketchy, but I think we returned to 6B with the locomotive that was taken off at Chester.

## Do you have a favourite steam journey memory?

That's a hard question, it's hard to choose between two really so I am going to mention three. Firstly, narrow gauge. It has to be the Ffestiniog/Welsh Highland, (that's two). Scenery, Steam and Snowdonia. What more do you need? Well I am Welsh. I love the Double Fairlies which you can't experience on the main line and the run from Porthmadog to Caernarvon on the WHR is fantastic.

I have done quite a few main line runs over the years behind various steam locomotives. The Jacobite was a wonderful experience but for me just edging that was 'The Welsh Mountaineer' to Blaenau Ffestiniog a couple of years ago behind The Great Marquess. I took my video camera and just to hear the locomotive making the run up the gradient from Betws-Y-Coed is spine tingling as the line is bordered by trees.

## Which is your favourite heritage railway?

No contest really as I live just a short walk from the GCR's Loughborough station and shed. I have



Neil lineside at his favourite preserved railway, the GCR.

been a 'Friend' since moving to Loughborough in 1994 and have experienced the installation of the double track, the remodelling of Swithland, the Mountsorrel Branch and the exciting prospect of the bridge over the Midland main line.

No other heritage railway can do a gala like the GCR does with the extensive locomotive fleet it has amassed.

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

Referring to my opening comment about my secondary school, we used to be let out at 3.45 and I would stand by the signal box on East Parade and wait for the 4.20 down and the 4.30 up expresses. These two workings were invariably headed by Scots, Jubes or Coronations. Occasionally Pat's were rostered so my home town was probably the only place I saw them. I distinctly remember looking towards Penmaen Head tunnel and was so excited when I saw the distinctive lines of an original 'Pat' burst out into the bay. Sadly, my old school was demolished to make way for the A55 expressway and I have very often driven over where my classroom used to be and reminisced about my early 'spotting' years.

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

It was seeing appeals for volunteers in Warrior 16 in November 2012. There were two appeals, firstly for a volunteer treasurer and secondly for

someone to assist with clerical/admin. work. Having been a member since March 2009 I thought that having had a career in administration and finance and loving what I had seen about the Project, why not volunteer to do a bit of clerical work. As quick as a shot, Richard Sant invited my wife Sue and I over to Stafford for a little chat with him and Claire, the financial administrator. Within a few weeks, I was co-opted on to the board as Treasurer. The rest is history as they say.

## What is the biggest challenge with your work for the LMS-Patriot Project?

Without doubt, it is trying to keep our suppliers happy by paying them on time. The last thing I need is for them to stop work because we have not paid them. I do not want to be responsible for causing delays in the Project.

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

Firstly, we are building a locomotive to commemorate the fallen in all conflicts. That fits in well with the centenary commemorations of the end of the First World War and our target for completion in November 2018. Secondly, it is a complete all-British new build - that amazes some people I talk to when volunteering on our sales stand. Finally, we have an extremely supportive membership who are digging deep to ensure that we continue to progress. As the build continues at speed, the general public's confidence in the project grows. Success breeds success, increases the number of members and increases the cash coming in, which makes my job easier.



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

Without a doubt it is being part of a great team of people, across the board, who are totally committed to the cause. Yes, we all have our own opinions but we all successfully work together.

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

Frankly, no.

I was of the firm belief that the 15 Guinea Special was the last. What a joy to be part of it.

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

Firstly, I would like to see it follow Tornado and come to the GCR for high speed testing. I would be down there every day it was running. This is my personal opinion and not necessarily the opinion of The LMS-Patriot Project in general. When certified for main line running my first choice would be the North Wales Coast as far as Llandudno Junction, then down the Conwy Valley. I would love to hear it bark up the gradients from the support coach. Second choice would be the west coast main line over Shap.

## Do you think there is a long term future for steam on the main line?

I certainly think so. It might be restricted for whatever reason in the future, be it gauging, faster speeds on the major routes or other reasons dreamt up by Network Rail, but there will certainly be enough other lines available to make it interesting for the public.

LEFT: Neil and wife Sue (also a volunteer) are pictured at Vilamoura Marina, Portugal wearing their Patriot merchandise and no, it's not their yacht in the background!

RIGHT: Neil with collection bucket in hand during a very busy Great Dorset Steam Fair in August 2014.





# VOLUNTEERS REPORT by David Hughes

We now have a magician in our midst – Kevin West – who keeps conjuring up many new parts for us to prepare and paint, most of which I cannot identify, but I am learning! No doubt all will be revealed when I see them going on the engine. These parts typically require five or six coats of paint so with the drying time it can take some while to complete them. Recently the arrival of the brake gear produced something I could recognise and this is currently being painted prior to trial fitting and now having received a third coat of paint.

A rearrangement of the contents of the container (a big clear out!) produced a small respite, before the space was quickly filled again. The same with the box van, which of course encourages the arrival of more mysterious parts for painting and these are also on their third coat.

A number of long outstanding jobs on the frames have been completed with the final fixing of the bolts to the front stretcher and bogie bolster. This has enabled these areas to be cleaned up, degreased and a start made on the painting regime. Also in this category is the riveting of the running plates as a precursor to the commencement of the lubrication system and these have been painted for protection. The four sandboxes got knocked around a bit when they were fitted so remedial paintwork is in hand. Whilst the front wheelset has been removed the opportunity has been taken to refresh the gloss paint on this area of the frames.

During the repositioning of the various components the two outside connecting rods and four coupling rods were removed from areas of unsatisfactory storage which had caused them to deteriorate and undo the many hours of work previously carried out on them. The frustrations of

being a volunteer! These have now been set up for working on and significant progress has been made to improve their appearance.

It is important to remember that the majority of these rods are heritage having seen service on Jubilees and Patriots in the past. As a consequence we have to take care not to over restore them by removing metal which would impinge on their structural integrity. As a result they will continue to show signs of use in harsh operating and storage conditions but should still look good. The backs are being painted for protection.

The volunteer work is not confined to Llangollen and with the impending start on the lubrication system the rough castings of the oil boxes have been brought up to fully polished condition. This has involved a considerable number of hours of hard work in home workshops or kitchens! Volunteer, Gerry Paulson has made a superb job with his batch of oil boxes. Now that the sandboxes have been fitted attention has turned to the heritage sand traps and ejectors. Again, as a homework job, these have all been thoroughly cleaned and refurbished leaving just minor repair work to be carried out before fitting.

## WHICH TENDER?

As a former tender officer of a previous attempt to build a Patriot, I would be interested to know which of the two tenders, Nos. 3446 or 3918 will form the basis of The Unknown Warriors' tender. I would also suggest that as 45551 was one of four Patriots to run with the Fowler flat high-sided tender and the new tank will carry more water, it might be a good idea to design it with this type of side, therefore also increasing the coal capacity. Enclosed is a cheque for £50.00, equal to five 'Tenners for the Tender'.

REGARDS, ERIC J. MUCKLEY (MEMBERSHIP NO. 1054/12)

See Eric's trainspotting reminiscences on page 60 in the Members' Corner section.

# MEMBERS' DAY AT THE LLANGOLLEN RAILWAY

## SATURDAY 8th JULY, 2017

Please note that our Members' Day will take place on Saturday 8th July 2017 and we sincerely hope that you can join us. Please be aware that the Llangollen Eisteddfod takes place from 3rd-9th July so would advise booking accommodation early if you were thinking of staying over. Below there is a small list of hotels and B&Bs in the surrounding area, please note that these details are given in good faith and are not recommendations.

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

- Ramada Plaza, Wrexham  
01978 291400
- Premier Inn, Wrexham Town Centre  
0871 527 9422
- Premier Inn, Wrexham North  
0871 527 9190
- Holt Lodge Hotel, Wrexham  
01978 661002
- Wynnstay Arms Hotel, Wrexham  
01978 291010
- Travelodge Wrexham Hotel  
0871 984 6116
- Buck House Hotel, Bangor-on-Dee  
01978 780336
- Moreton Park Hotel, Chirk  
01691 776666
- Bryn Howell Stables, Llangollen  
01978 860331
- The Hand Hotel, Chirk  
01691 773472
- Abbey Grange Hotel, Llangollen  
01978 860753
- Chainbridge Hotel, Llangollen  
01978 860215
- White Waters Country Hotel  
01490 412115
- Edge House, Corwen  
01490 413007



- Oswestry to Llangollen – 13 miles
- Wrexham to Llangollen – 11½ miles
- Chirk to Llangollen – 7 miles
- Ruabon to Llangollen – 6¼ miles



# ENGAGING WITH THE ROYAL BRITISH LEGION

A number of members have been in touch about this issue and there has been correspondence in the railway press. So as we begin to engage with the approach to the centenary of the Armistice in November 2018, let's go back to the beginning of The LMS-Patriot Project – which for new members was 2008.

Two rounds of balloting among railway enthusiasts led to the name of our new locomotive being agreed as *The Unknown Warrior*. Previous conversations in 2009 with the Legion's former Director of Corporate Communications Stuart Gendall led him to specifically support our charity's aim with the strapline "Creating the new Royal British Legion endorsed National Memorial Engine". Stuart allowed us to use the Legion's 1971 membership crest which is mounted above the nameplate. This is entirely in keeping with the tradition of the original Patriot locomotives, many of which had regimental crests or town council crests mounted similarly.

In November 2009 we carried out a frames dedication ceremony at Llangollen. And later we presented an



Left to right: Andrew Laws, Colin Wright, Stuart Gendall and Richard Sant.

original signed copy of Colin Wright's painting of the locomotive to Stuart Gendall at the Legion's London Head Office at Haig House.

Stuart then left the Legion and it took until late 2013 to build a new contact with Tom Robin, their Centenary Manager.

We all know the nickname of Baby Scots which the LMS railwaymen gave to the Patriots as they very much resembled the original 1927 parallel boiler Royal Scots, and that before Stanier rebuilt them all with his taper boiler, one was rebuilt with an

experimental high pressure boiler which tragically exploded. This engine (6170) was later named *British Legion* at Euston station on 12 November 1935 by Admiral of the Fleet Earl Jellicoe in his capacity as a vice-patron of the Legion.

*"As a matter of history we have a special relationship!"*

Richard Sant

The local Llangollen Royal British Legion dedicate the frames of *The Unknown Warrior* in a ceremony at Llangollen Works on 2nd November 2009.

PHOTO: BOB SWEET



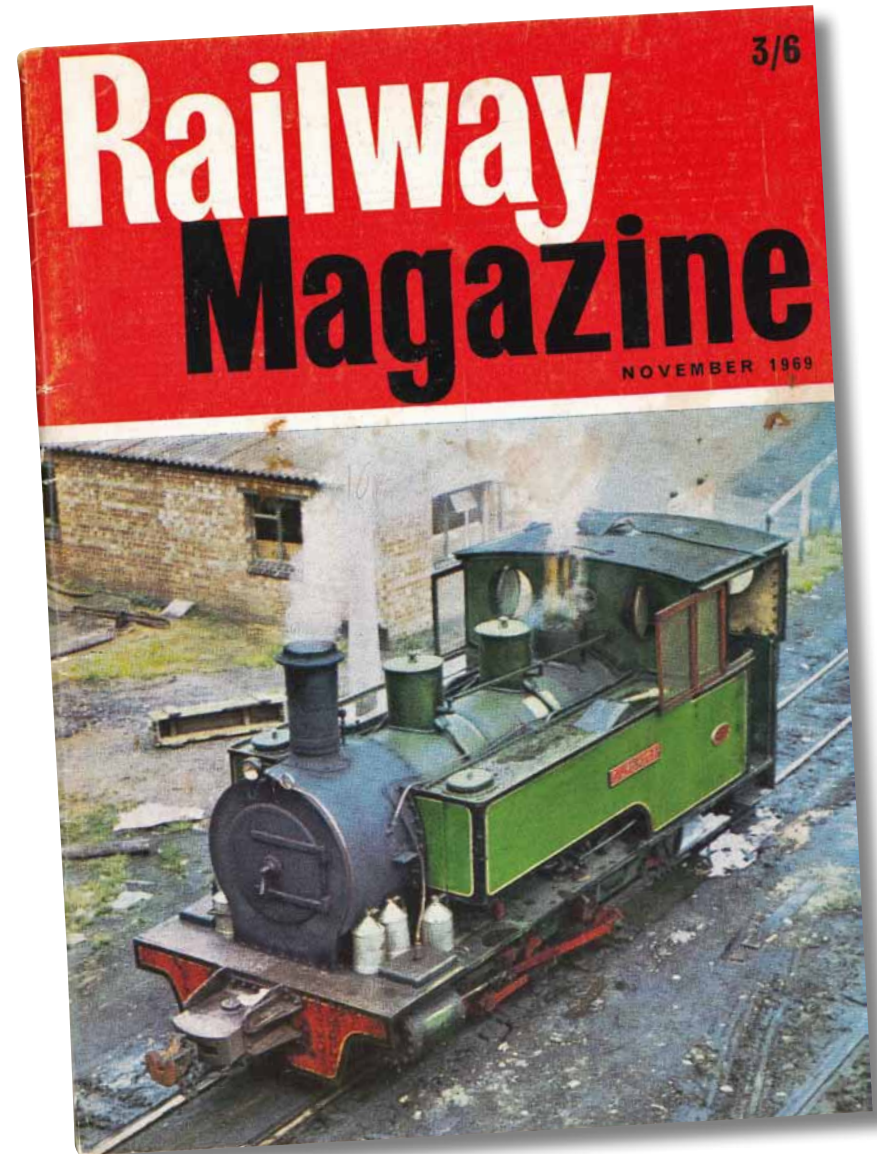
PHOTO: PETE SIKES



# IN GRATEFUL REMEMBRANCE

Sales Director Neil Kinsey came across an article about memorial engines by J. A. Lines in the November 1969 copy of *Railway Magazine*. It is reproduced here in full with the kind permission of Mortons Media Group Ltd., ©The Railway Magazine.

The caption for the front cover reads: Outside-cylinder 0-6-2T 'Superior', built by Kerr Stuart in 1920, at Bowaters Paper Mills, Sittingbourne, Kent. Part of this 2ft 6in gauge system is being leased to the Locomotive Club of Great Britain for preservation with public passenger operation.







London, Brighton & South Coast Railway 4-6-4 tank engine No. 333, "Remembrance", in pre-grouping livery, as built at Brighton Works in 1922

## IN GRATEFUL REMEMBRANCE

Three locomotives named in honour of fallen railway employees after the first world war

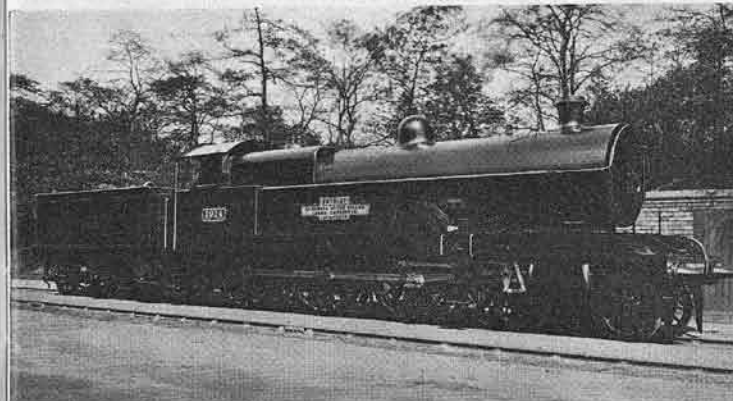
J. A. LINES, M.A.

AT the end of the first world war the London & North Western Railway paid tribute to its former employees who had died in battle by naming a locomotive in their honour. Shortly afterwards two other companies followed its example. In retrospect it can be seen that a remarkable tribute was thereby unconsciously paid to the locomotives themselves. That mere machines should have been required to play such an exalted rôle will probably astonish those who do not remember the tremendous prestige which steam locomotives used to enjoy. Appropriately *Patriot*, *Valour* and *Remembrance* were the largest and most powerful express passenger locomotives which the L.N.W.R., Great Central and the London, Brighton & South Coast Railway possessed. As such it is interesting to compare them. Moreover, in their design they reflected the conditions and taste of the society which produced them and are therefore of value to students of engineering, social history and industrial design alike.

They had much in common: all three had moderately pressed parallel boilers with Belpaire fireboxes, roughly equal tractive effort

and driving wheels of the same diameter, 6 ft. 9 in. *Patriot* and *Valour* were 4-6-0s; *Remembrance* was a Baltic tank engine initially but was later brought into line with the other two when she was converted into a 4-6-0 tender engine.

The first two had still more in common and suffered from similar mechanical ailments. They belonged to the "Claughton" and "Lord Faringdon" classes which were alike in having the same number of cylinders (four) of identical size (16 in. x 26 in.) surmounted by piston valves of an unsatisfactory design, liable to leak; also their ashtrays were so formed that they easily became choked at the rear, stifling the fire. Consequently they acquired indifferent reputations in service, tended to run short of steam when hard pressed and were eclipsed in general efficiency by earlier two-cylinder 4-4-0s—the "George the Fifths" and "Directors". Yet they were capable, on occasion, of outstanding feats, some of the finest being performed by *Patriot* and *Valour*. The L.N.W.R. locomotive was a renowned "puller" in her early days and was entrusted to work the "Scotsman" regularly between Euston and Crewe, acquitting herself



First "Claughton" 4-6-0 to emerge from Crewe after the war. No. 1914, painted unlined black and named "Patriot—in memory of the fallen L. & N.W.R. employees 1914–1919". As L.M.S. No. 5964, it later ran in red livery

Photo: Museum of British Transport

well with loads often in excess of the permitted maximum; that of the G.C.R., even in her later years, was capable of extraordinarily fine work. Poor results were recorded chiefly when the engines were running on "foreign" metals after the grouping, driven by Midland and Great Northern men who were not particularly sympathetic to them.

A superficial glance at the boilers of this locomotive triumvirate reminds one of an old poster depicting three faces covered by varying degrees with shaving soap and bearing the recommendation "not too much", "not too little" but "just right". Of *Valour's* boiler there certainly was "too much"; *Patriot's* boiler looked "too little" but was not actually so; *Remembrance's* was "just right".

The boiler of *Valour* was unusually long (17 ft. 3 in., yet the grate area was only 26 sq. ft., fractionally smaller than that of the "Director" class 4-4-0s). The position of the chimney, well to the fore of the centre line through the bogie, showed this clearly and increased the locomotive's immensely powerful appearance. In providing such a long boiler, it seems that Gorton wished to extract the maximum amount of heat from the hot gases as they passed from the firebox to the smokebox, but it is almost certain that any benefits obtained were outweighed by increased resistance to draught.

Because of the inadequate grate area and firebox heating surface, shortage of steam was experienced when the engine was worked hard and pressure could be maintained only by burning an exorbitant quantity of coal. Indeed the appetite of the "Faringdons" was such as to render them all monuments to the valour of their firemen! Consumption sometimes averaged as much as 80 lb. per mile. That, at least, is the customary judgement passed on *Valour* and her sisters. But the testimony of one who fired and drove the whole series of Robinson

four-cylinder 4-6-0s should perhaps be set against it. He found that at no time, on any class of work, did any difficulties such as poor steaming or indifferent performance occur. High praise indeed!

Because of the long wheelbase required to enable connecting rods of reasonable length to be inserted between the cylinders and the first driving axle, *Patriot's* chimney lay somewhat to the rear of the conventional position on the centre line through the bogie. This enhanced the Sphinx-like dignity of her appearance but gave the casual observer the impression that the boiler was smaller than usual. Now it is true that Crewe had originally intended to provide a larger one but had been circumscribed by weight restrictions imposed by the Civil Engineer. Furthermore the "Claughtons" frequently ran short of steam when fully extended. Therefore, when *Patriot*, in common with most of the later members of the class, was built with 15½ in. cylinders instead of 16 in. like the prototype, it was generally assumed that the change had been made to tax less heavily the resources of an undersized boiler. It has since been calculated, however, that *Patriot* and her sisters with smaller cylinders would actually have performed better with larger ones, 17 in. in diameter.

The L.M.S.R. inherited the "Claughtons" and, also labouring under the illusion that the boiler was too small, provided some engines of the class with larger boilers having a greater maximum steam producing capacity. In fact, however, the shortage of steam was caused by the prodigious wastage of steam in the steam-chests. When this was discovered and stanching the original boiler was found to be quite large enough: *Patriot* retained hers until withdrawn but the larger boiler was incorporated in Fowler's engine of the same name. *Remembrance* always had plenty of power in reserve and clearly possessed a boiler as well pro-



portioned internally as it was in external appearance.

The leakage of steam which could so badly affect the performance of the "Claughtons" was no isolated phenomenon. It also plagued the "Faringdons" and was caused by the adoption of piston valves of the type recommended by Schmidt for use in conjunction with his superheater. Each head had a single broad ring which permitted "blow through" when it and the liners became worn. Moreover the L.N.W.R. double-admission trick ports and Robinson's patent pressure relief device, incorporated in the valve heads, were complications typical of early twentieth-century practice which cannot have helped to keep the valves steam tight.

A cure was discovered, incidentally, when some "Claughtons" and "Faringdons" were rebuilt with Caprotti valves when savings in fuel consumption of 20 and 16 per cent. were achieved. *Patriot* never received this treatment and *Valour* escaped it through the intervention of the second world war.

The alternative remedy was less drastic yet astonishingly effective: the original piston-valve heads were replaced with a type having several narrow rings instead of a single broad one. Unfortunately *Patriot* was not modified in this way, but Gresley fitted *Valour* with Knorr valves having four  $\frac{1}{8}$  in. rings; Robinson's pressure relief device was eliminated at the same time.

Although *Patriot* and *Valour* both had four cylinders with valves actuated by only two sets of valve gear the layout was quite different in each case. Cylinders of the L.N.W.R. engine were in line and all four drove the leading coupled axle so that perfect balancing of the reciprocating parts was achieved, resulting in complete absence of hammer blow on the track. Two sets of Walschaerts valve gear actuated the outside valves directly and the inside valves

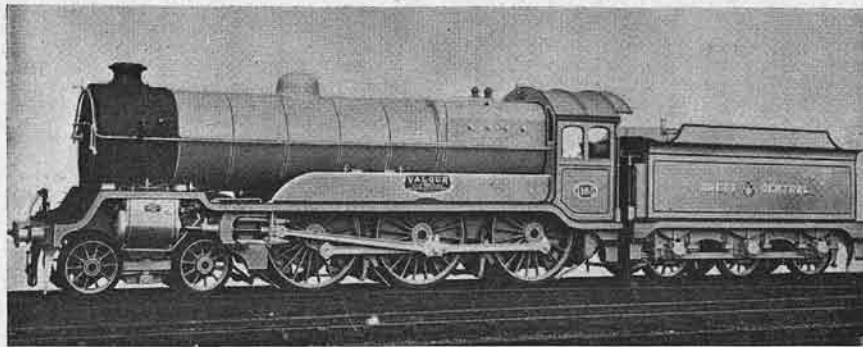
indirectly through rocking arms. A deep valance under the raised platform covered a large part of the mechanism and so the advantage of accessibility which outside valve gear afforded was partly lost and slots had to be cut in the valance to make it possible to get at the cranks when they had moved behind it.

In common parlance a valance is a short curtain and the purpose of *Patriot's* valance seems to have been to screen the working parts from view. It typified a curious attitude then prevalent towards the purely functional elements of a machine which commentators on the period have likened both to snobbery and prudery. Working parts were hidden from sight in much the same way that servants were banished "below stairs" and to attics, while in Scotland even table legs were sometimes draped reputedly in the interests of misplaced modesty!

Inside cylinders of *Valour* drove the leading coupled axle; the outside cylinders drove the middle one. All four connecting rods were made of equal length to balance, as much as possible, the reciprocating masses. Therefore the outside piston rods had to be considerably extended, passing through tubular guides formed in the U-shaped brackets which supported the slide bars. The spindle of each outside valve moved in unison with the spindle of its adjacent inside valve but the driving cranks were set at 180 deg. to each other. Therefore, as the inside valves had inside admission, the outside ones had to have outside admission. All four were only 8 in. in diameter.

Two sets of Stephenson's link motion were arranged between the frames, the only instance of the exclusive use of inside valve gear in the locomotives now under discussion. The arrangement looked neat and accorded well with the massive simplicity of the locomotive's general appearance but the mechanism was difficult to maintain in that inaccessible position.

Before the 1914-18 war that would not have



Great Central No. 1165, "Valour", of the "Lord Faringdon" class, completed in 1921. Under L.N.E.R. renumbering it became 6165

Photo: Museum of British Transport

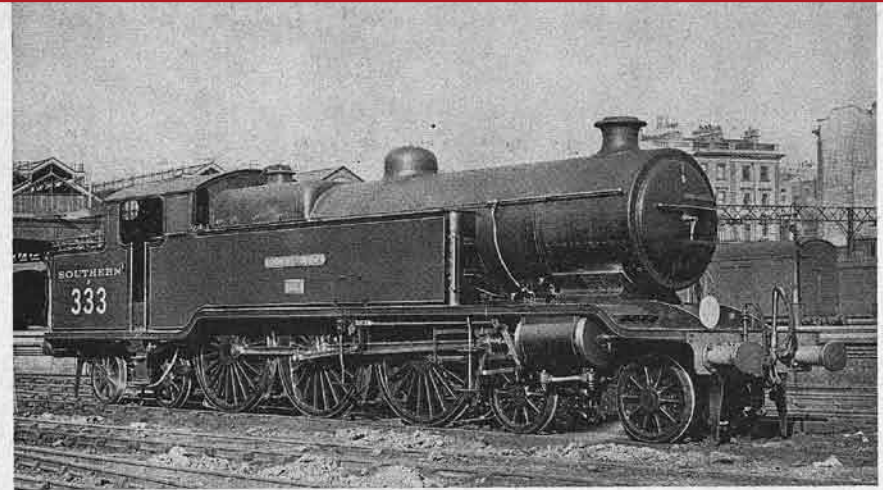
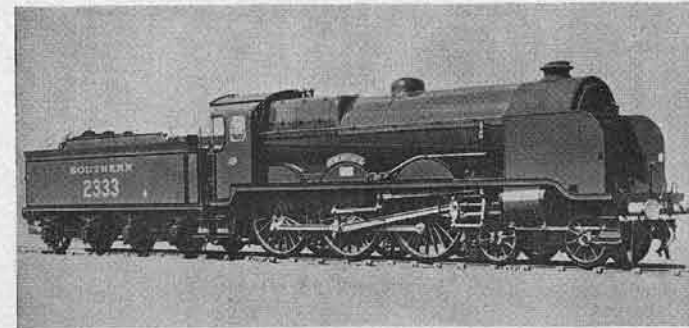


Photo: W. J. Reynolds



"Remembrance" in Southern Railway livery and (left) as rebuilt as a 4-6-0 tender locomotive in 1935

Photo: Museum of British Transport

mattered very much for labour was cheap and plentiful. So was coal for similar reasons, and *Valour's* high fuel consumption would not have been a cause for undue concern. Moreover, a social system which enabled engineers to design locomotives which required many man-hours to be spent in maintaining them and devoured vast quantities of coal had a parallel, during the war, in a battle strategy which required the deployment of a phenomenal number of men—the so-called "cannon-fodder" for which the first world war was notorious, *Valour* was thus unintentionally a memorial to a way of life which the war brought to an end and which, by modern standards, had been sustained by a rigorous exploitation of human resources.

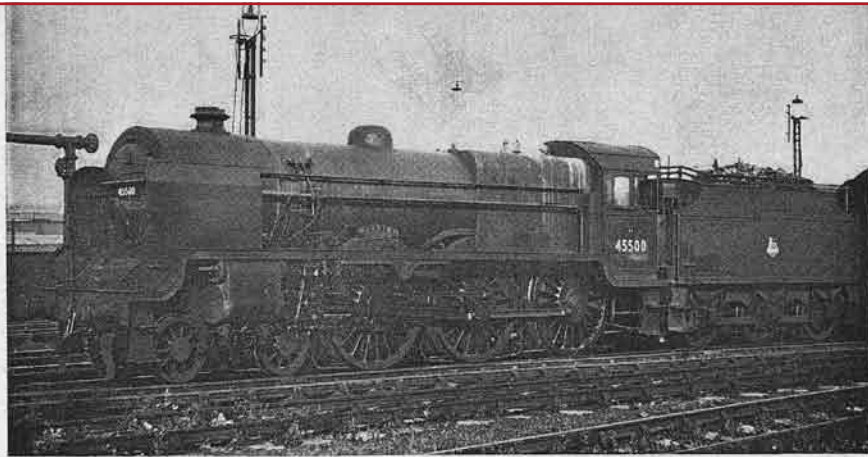
The L.B.S.C.R. Baltic had completely accessible outside Walschaerts valve gear and only two very large outside cylinders, 22 in. in diameter. In this the design was remarkably modern but the placing of the piston valves between the frames was not so forward-looking. Larger valves would have made *Remembrance* a faster engine although she had an adequate turn of speed for the work she was built to do. In fact, however, the boiler pressure was raised

and the cylinders reduced in diameter when she was rebuilt in 1935. This was done to obtain a smarter performance, low boiler pressure and large cylinders making for economical but comparatively sluggish running. It was found that there was sufficient margin of safety to raise the pressure from 170 to 180 lb. per sq. in. without altering the original boiler. The 10-in. piston valves had been given  $\frac{1}{8}$  in. exhaust clearance for freer running and, by inserting liners in the cylinders, it was possible to reduce their diameter to 21 in. so that the tractive effort remained much the same as before.

No. 333, *Remembrance*, was the last of the "Magnificent Seven" Baltic tank locomotives built at Brighton between 1914 and 1922. She was a masterpiece of industrial design and small wonder, for her designer, L. B. Billinton, was well aware of the value of good proportion to the appearance of a locomotive and attached considerable importance to the shape of the chimney among smaller features.

The general proportions of *Remembrance* were impeccable and the chimney followed the pattern evolved by that fastidious artist-engineer B. K. Field when he was Marsh's chief draughts-





British Railways No. 45500, rebuilt by the L.M.S.R. in 1930 from L.N.W.R. locomotive "Croxeth" as the prototype "Baby Scot" 4-6-0 and renamed "Patriot" in 1937

Photo: Photomatic Limited

man. Other details such as the safety-valve casing and smokebox saddle were also beautifully contrived while the graceful curves of the platform and main frames represented a perfect fusion of Great Northern and earlier Brighton styles. The smokebox door and bogie design was also of Great Northern origin. Despite her vast size, *Remembrance* was commendably simple in appearance. A purist might quibble at the fact that the upper part of her tanks, like the upper storey of St. Paul's Cathedral, is false, constructed purely for appearance's sake; nothing lies behind. The eye is satisfied, however, and the rise is surely justified.

When the Brighton and Eastbourne lines were electrified *Remembrance* and her sisters became redundant. She was therefore stripped of her tanks and bunker and supplied with an L.S.W.R. tender to enable her to work longer distances on the Western Section of the Southern Railway.

Considering the exceptional artistic merits of the original design it is regrettable that no particular attention was paid to appearances during the reconstruction. Locomotive engineers, like medieval builders, adopted the current idiom even when it clashed with their predecessors' work. It was not to be expected that a traditional Brighton cab would have been provided but it is a pity that the platform took an ugly bite out of the cab side instead of descending in graceful reverse curves to match those at the front of the engine as on Gresley's "Sandringhams" or L. B. Billinton's "K" class Moguls. It would have been better, too, if it had lined up externally with the tender platform. Happily the general proportions of the machine, unaffected by these minor ineptitudes, remained inviolable. And it must be admitted that the backward extension of the cab roof was beautifully managed and looked much more attractive than the narrow segment bolted onto *Valour's* cab roof which could be removed to make room for lifting tackle.

The new cab, like many features of Maun-

sell's engines, was designed in the Midland style imported from Derby when James Clayton left there to assist Maunsell. Later the compliment was returned when Derby was given access to the drawings of Maunsell's "Lord Nelson"; Fowler had the cab copied for his "Royal Scot" and "Patriot" of 1930.

The rebuilt *Patriot* and *Remembrance* provide further evidence of the interchange of ideas which took place between the L.M.S. and the S.R. in that both were equipped with smoke deflectors of a type which the distinguished industrial designer Raymond Loewy criticised as inefficient and poorly related, artistically, to the rest of the design.

Fowler's *Patriot*, No. 5500, was a nominal rebuild not of the L.N.W.R. war memorial engine withdrawn in 1934 but of a sister locomotive, *Croxeth*, No. 5971. Only the wheel centres and radial bogie of the original machine were incorporated in the new design, however. The boiler was of the enlarged type designed with re-proportioned tubes and inner firebox to improve the steaming capacity of the "Cloughtons". It was mounted on the "Royal Scot" type of chassis and the combination proved a great success.

The new *Patriot* provided an example of yet another cylinder arrangement. The choice of three cylinders probably reflects the influence of Gresley who strongly advocated that number. Three sets of Walschaerts valve gear were used, however, instead of two sets for the outside valves and a derived motion for the inside one, as was Gresley's practice.

Some engines of the class to which Fowler's *Patriot* gave a generic title were rebuilt in 1946-8 with tapered boilers, but *Patriot* herself remained in her original condition until withdrawn. In fact neither Fowler's *Patriot* nor the earlier one designed by Bowen-Cooke were substantially altered at any time; hence neither locomotive ever realised its full potential.

The very first locomotive to bear the name *Patriot* was actually constructed at Crewe in

1917 and number 2097 (works No. 5375). But her nameplates were removed in 1920 when No. 1914 (works No. 5502) was built and christened "PATRIOT-IN MEMORY OF THE FALLEN L.&N.W.R. EMPLOYEES 1914-1919". No. 1914 was the first "Cloughton" to be built after the war and was painted in unlined black as a form of mourning until passing into L.M.S.R. ownership, when the colour was changed to red with yellow lining. Every year she took part in an Armistice service at Rugby. It was here that she was stationed in her last days, being withdrawn in 1934.

Fowler built L.M.S. No. 5500 in 1930 but new nameplates bearing the name *Patriot*, together with the same inscription as before, were not fitted until 1937. She was the longest lived of the war memorial engines, remaining in service until March 1961.

No. 1165, *Valour*, was constructed between 1920 and 1921, as part of a batch of five locomotives of the "Lord Faringdon" class, during the superintendency of J. G. Robinson. She wore no special livery but was painted in the splendid Great Central Railway's Brunswick Green with Indian-red splashers and brass beading. The nameplates incorporated the dedication "IN MEMORY OF G.C.R. EMPLOYEES WHO GAVE THEIR LIVES FOR THEIR COUNTRY 1914-1918". They were wreathed in laurel at the annual Armistice Day ceremony performed at Gorton and remained so adorned when *Valour* worked the train to Sheffield later in the day. She rendered service during the second world war but was withdrawn immediately before nationalisation.

The L.B.S.C.R. painted *Remembrance* grey with black and white lining and lettering. Even the buffer beam was grey. As a Southern locomotive she appeared in green: the dull green used after the first world war and the bright Malachite green adopted for a short time after the second. Beneath the name was a plaque bearing the words "IN GRATEFUL REMEMBRANCE OF 532 MEN OF THE L.B.&S.C. RLY. WHO GAVE THEIR LIVES FOR THEIR COUNTRY, 1914-1919". *Remembrance* was withdrawn in April 1956.

As has been seen *Patriot*, *Valour* and *Remembrance* were more than war memorials; they provided a fascinating commentary on their times. By their very nature, as machines subject to obsolescence, they could not share the permanence of monuments in stone and bronze so that they are themselves in danger of becoming forgotten. Perhaps this *resumé* of some of their most striking characteristics will help to prolong their memory a little longer.

The author is grateful for help and information in the preparation of this article from Messrs. P. V. H. Banyard, A. Brown, E. S. Cox, M.I.Mech.E., M.I.Loco.E., Norman Harvey, H. Holcroft, O. S. Nock, B.Sc., M.I.C.E., M.I.Loco.E., and W. A. Tuplin, D.Sc., F.I.Mech.E., and also from British Railways.

## FIFTY YEARS AGO

From "The Railway Magazine" of November 1919

As readers are well aware, since the publication of our October issue the greatest railway strike in British history has taken place. The call to the railwaymen to cease work took place with startling suddenness on Friday, September 26, and the struggle came to a dramatic close on Sunday, October 5. At the beginning of the conflict neither the public nor the railwaymen possessed any clear idea of what the trouble was about, but the people as a whole, quickly concluded that an attack was being made upon them by the workers in the railway industry, and the way in which the public rallied to the support of the Government was no less surprising than the solidarity of the railway workers' response to the strike order issued by the National Union.

★ ★ ★

In the June RAILWAY MAGAZINE the great landslide at the Warren, Folkestone, was described, this disaster causing direct railway communication between Folkestone and Dover to be entirely closed since December 19, 1915. With the war at an end it became possible to take steps to restore the track between Martello and Abbotscliff Tunnels, a distance of nearly two miles, and the railway was reopened for traffic on Monday, August 11, as between Folkestone Junction and Dover Town, a total distance of 5 miles 53 chains.

★ ★ ★

The Cambrian Railway Company have remodelled their winter train service, and the journey from London, the Midlands and North, also from South Wales to Aberystwyth and the Cardigan Bay Coast has been considerably accelerated. Trains leaving Paddington at 10.15 a.m., Birmingham 12.55 p.m., Liverpool (Lime Street) 11.40, Manchester (London Road) 11.50, Cardiff 10.55 a.m. will be due to arrive Aberystwyth 5.15 p.m., 65 minutes earlier than last winter. On the return journey a new fast train will leave Aberystwyth at 10 a.m., due Manchester 3.35, Liverpool 3.35, Birmingham 2.45, Paddington 5.25 p.m., a reduction of two hours in the journey from Aberystwyth to London. The service to and from Aberdovey, Twyn, Barmouth, Criccieth, Pwllheli, &c., is correspondingly improved. Tea will be served on these trains on the Cambrian Line during October, between Whitchurch and Welshpool and Aberystwyth, and through carriages will run between Paddington, Birmingham, Shrewsbury, Liverpool, Manchester and Aberystwyth throughout the winter months.

★ ★ ★

In view of the necessity for continuing to require season tickets to be shown on every journey, the Metropolitan Railway is issuing, as an experiment and to meet the convenience of season-ticket holders, enamelled metal season tickets to passengers who are prepared to take them out for twelve-monthly periods.





**Can you help identify the location of No. 45551?**  
This superb picture has kindly been sent in by Pete Glover who unfortunately does not know when or where the image was taken. It is interesting to note that the driver appears to be reading some notes (or a newspaper!) and the fireman is looking at the first wagon. Send your suggestions to [memberscorner@lms-patriot.org.uk](mailto:memberscorner@lms-patriot.org.uk)  
© PETE GLOVER/THE LMS-PATRIOT PROJECT.



## VOLUNTEERS CHRISTMAS LUNCH



On Saturday 3rd December 2016, a group of our hard working volunteers were joined by spouses and family aboard the 'Christmas Jubilee' Luncheon Service on the Great Central Railway for an end of season festive social gathering. With Ivatt Class 2MT 2-6-0 No. 46521 appropriately wearing the 'Patriot' headboard, we departed at 13:15 enjoying a four course Christmas dinner served during the journey through the Leicestershire countryside.

Whilst some retired homeward bound and possibly to the armchair contently fed and watered, the rest of the party headed into Loughborough and subsequently over to Quorn in the evening for a further beverage or three to round off what was a thoroughly enjoyable day.

PHOTO: MANDY SIKES

## IAN ALLAN/PLATFORM 5 ABCS/COMBINED VOLUMES/REGIONAL VOLUMES/ SHED DIRECTORIES/STOCK BOOKS

by John Barrowdale, Volunteer

Very keen Patriot new-build member Bev King recently donated 28 such books which were sold on e-bay to raise funds making a total of £129.88.

The bulk were actually post-steam era and prices received ranged from £1 to £16.30, the latter being a 1964/65 shed allocation book.

**Do you have any of these locospotters books hiding away somewhere that you would be willing to donate to the Project?**

It does help if they are in mint condition if possible and preferably with no underlining, although we are happy to accept any that do have underlining. I had been given the tip from Ian Coward who runs the Urie S15 sales stall



which I'm heavily involved with, that these books are very much sought after and he has received prices of £25 odd for some volumes.

I'm willing to undertake the sale of them if people can pass them on via our sales stand volunteers to avoid postage (see sales stand listing on page 42), but it is relatively easy to do it yourself if you are online and then donate the money by calling our office on 01785 244156.

## 5551 THE UNKNOWN WARRIOR – FIRST LIVERY

At the Annual General Meeting in November 2016 the Members vote in favour of LMS Crimson Lake was revealed. Since then work has been ongoing to determine the details of this livery which will be applied in the first instance. At the January Board meeting the options were considered and decision made as to what this will be.

The locomotive will carry the form of crimson lake with lining appropriate for the year 1934, when 5551 was built and for which there is photographic evidence. The cabside numerals will be 12 inch serif gold with black shading and the LMS letters on the tender will be 14 inch of the same style with the 40 inch closer spacing. The smokebox will have a cast number plate with serif numerals and an LMS style cast iron shed plate.

From the outset the new-build will require some changes to the original livery. The power classification will be moved from the original position between the cab window and the cut out to a position on the cabside above the number. This is to accommodate the glass screens which were a later addition to the original build and which will be required for operational purposes.

Initially various elements such as the wheel rims, wheel centres and smokebox ring and hinges will have a bright metal finish. However in due course these will revert to a more maintenance friendly painted finish.

All in all something to look forward to even though the choice will not be to everyone's liking. Rest assured, the other options voted on by Members will appear in due course.

David Hughes

## REPLICA SMOKEBOX PLATES

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

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

Contact Neil direct at [n.kinsey@uwclub.net](mailto:n.kinsey@uwclub.net) or phone **01773 832538**.

*Please note: not suitable for outdoor use.*

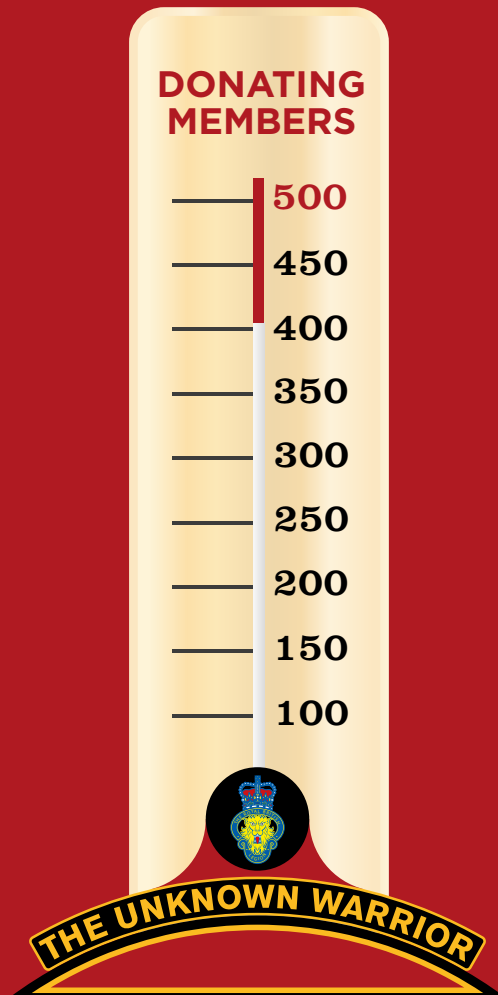




# BECOME A REGULAR!

Regular donors now stand at 404, thanks to those who have recently signed up and those who continue to donate regularly. However, we are still 96 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).

Contact the office on 01785 244156 to set up your standing order now.



**bromborough**  
**paints**  
Wallcovering & Paint Specialists

## Branches throughout the North West

Bromborough	0151 334 1237	Lancaster	01524 383780
Abergele	01745 824533	Liverpool	0151 236 1971
Birkenhead	0151 647 0805	Northwich	01606 786333
Carlisle	01228 525312	Padiham	01282 771011
Cheadle Hulme	0161 486 0777	Preston	01772 726894
Chester	01244 373020	Shrewsbury	01743 467246
Frodsham	01928 733314	Trafford Park	0161 872 0648
Kendal	01539 722431	Wigan	01942 231300

*Shop where the professionals shop*

[www.bromboroughpaints.co.uk](http://www.bromboroughpaints.co.uk)

Head Office: 38 Bromborough Village Road, Bromborough, Wirral CH62 7ET. Tel: 0151 334 1237

**Major sponsor of  
'The Unknown Warrior'**



# SALES REPORT

by Neil Kinsey, Sales Director

I hope you all had a good Christmas. Thoughts now turn to the new year and getting out and about at events again to further promote the project and of course sell more of our range of branded products.

The last quarter was a record for sales other than when we attended The Warley Show at the NEC in 2013 where we recorded a large number of sales at that one event, where of course 'The Unknown Warrior' was on display. A big boost was the sale for the first time of our own branded Christmas cards which sold really well. We will be adding another design later this year, but I'd better not start talking about next Christmas yet!

Following the vote for the first livery that the loco will carry - Crimson Lake of course - we have launched a new range of products bearing a logo featuring the 5551 cabside number, you can see these on the right. These items have already started to sell well at the events we have attended so far this year and watch out for more products bearing this logo in the near future. Do have a look at our full range of merchandise on page 40.

Many of you will recognise my wife Karen and me if you visit our stand at events. We have now been volunteering our services for almost nine years since our first event at the official launch of the project at Llangollen in April 2008.

When we were packing away at the end of that weekend we were approached by a member of a similar project who said "You've got many years of this to come" in a tone that suggested that we might find the task somewhat 'wearing'. I must say that this has not been the case and that we are still as enthused today as we were then. Our project has gone from strength to strength and we are on target to build our loco in a total of 10 years or so. A time frame that most other comparable concerns would no doubt view with envy.

Don't forget that we would still like to hear from anyone who wishes to donate good quality railway related items that we can sell to raise funds for the build. Please contact me (n.kinsey@uwclub.net or telephone 01773 832538) if you have anything to offer and I can make arrangements to collect, or bring them along to an event if you know that we are attending. Thank you.

## PATRIOT SALES STAND 2017

If you would like to volunteer and join our friendly team to work on The LMS-Patriot Project sales stands at the many railway galas and events we will be attending during 2017 then please contact Volunteer Co-ordinator, Robert Wells at:

[robert.wells60@gmail.com](mailto:robert.wells60@gmail.com)/telephone 01295 812568

or Sales Director Neil Kinsey at [n.kinsey@uwclub.net](mailto:n.kinsey@uwclub.net)/telephone 01773 832538

The 2017 Patriot Sales Stand Diary can be found on page 42.

NEW

# 5551 MERCHANDISE



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





# 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.

5

6 **5551**

7 **45551**

8

9

10

11a

11b

12a

12b

13

14

15

16

17

18

19

20

21

22

23a/b

24

25

26

27a

27b

28a

28b

29

30a

30b

31

32

33

34a

34b

34c

34d

35

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

## The LMS-Patriot Project – Sales Order Form

Item No.	Item Description	Size	Quantity	Cost £	P&P £	Total
1	<b>NEW</b> 5551 Polo Shirt - Burgundy (S, M, L, XL, XXL)			17.00	3.50	
2	<b>NEW</b> 5551 Mug			6.00	4.50	
3	<b>NEW</b> 5551 Cap - Maroon			8.50	3.50	
4	<b>NEW</b> 5551 Beanie Hat - Burgundy			8.50	3.50	
5	Patriot Coal Model			25.00	3.75	
6	5551 Pin Badge			4.50	1.75	
7	45551 Pin Badge			4.50	1.75	
8	'The Unknown Warrior' branded 19 litre backpack			23.00	4.00	
9	Multi Pocket Waistcoat/Gilet (S, M, L, XL, XXL)			27.50	4.50	
10	OO Gauge Nameplate Set			8.50	1.25	
11a/b	'The Unknown Warrior' Profile Badge - LMS Red or BR Green			4.50	1.75	
12a/b	'The Unknown Warrior' Nameplate Badge - LMS Red or BR Green			4.50	1.75	
13	The LMS-Patriot Project T-shirt - Maroon			15.00	3.50	
14	The LMS-Patriot Project Line Drawing Mug			6.00	4.50	
15	The Book of the Patriot 4-6-0s - Graham Onley			12.95	2.50	
16	'The Unknown Warrior' Cap - Black			8.50	3.50	
17	'The Unknown Warrior' Cap - Maroon			8.50	3.50	
18	'The Unknown Warrior' Tea Towel			5.00	2.00	
19	'The Unknown Warrior' Logo Mug - Red			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	Unknown Warrior Beanie Hat - Maroon or Black			8.50	3.50	
31	Steam Memories - LMS Patriots			9.99	2.50	
32	Cloughton & Patriots 4-6-0s Book - G. Toms and R. J. Essery			16.95	2.50	
33	Air Freshener (pack of 3)			4.50	1.75	
34a/b/c/d	Steam Sounds of the Sixties CD - Volumes 1, 2, 3 or 4			6.00	2.00	
35	Branded Tote Bag			4.00	1.75	
				<b>TOTAL</b>		

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.**

28.02.2017



# PATRIOT SALES STAND 2017

Our Sales Stand – a vital part of raising funds and awareness of The LMS-Patriot Project  
– will be attending the venues, galas and events listed here during 2017.

## March

### Llangollen Winter Gala

Fri 3/Sat 4/Sun 5

### Keighley & Worth Valley Winter Gala

Fri 3/Sat 4/Sun 5

### East Lancashire Gala, Bury

Fri 10/Sat 11/Sun 12

### Severn Valley Spring Gala, Kidderminster

Fri 17/Sat 18/Sun 19

### Statfold Barn Enthusiasts' Day (near Tamworth)

Sat 25

## April

### Swanage Railway Spring Gala

Fri 31 March/Sat 1/Sun 2

### Great Central Autumn Gala

Thu 6/Fri 7/Sat 8/Sun 9

### North Norfolk Spring Gala (TBC)

Fri 21/Sat 22/Sun 23

### West Somerset Spring Gala (TBC)

Thur 27/Fri 28/Sat 29/Sun 30

### Hitchin 'O Gauge' Exhibition, Christchurch Hall, Bedford Road

Sat 29

### East Somerset Gala (TBC)

Sat 29/Sun 30

### Didcot Gala (TBC)

Sat 29/Sun 30/Mon 1 May

Contact Robert Wells on 07788 664113  
or email [robert.wells60@gmail.com](mailto:robert.wells60@gmail.com) if  
you would like to volunteer your help.

## May

### Statfold Barn Giant Miniature Day (near Tamworth)

Sat 6/Sun 7

### National Model Engineering Exhibition, Doncaster Racecourse

Fri 12/Sat 13/Sun 14

### Gloucestershire/Warwickshire Festival of Steam, Toddington

Sat 27/Sun 28/Mon 29

### Epping & Ongar Gala, North Weald (TBC)

Sat 27/Sun 28/Mon 29

## June

### Nene Valley 40th Anniversary Gala, Wansford

Sat 3

### Statfold Barn Enthusiasts' Day (near Tamworth)

Sat 10

### Great Central Model Show, Loughborough

Fri 16/Sat 17/Sun 18

### Mid Norfolk Summer Gala, Dereham

Fri 23/Sat 24/Sun 25

## July

### Mid Hants End of Southern Steam Gala, Ropley

Sat 1/Sun 2 and Fri 7/Sat 8/Sun 9

### Keighley & Worth Valley Small Engines Gala

Fri 7/Sat 8/Sun 9

### Members' Day, Llangollen

Sat 8



**Just Plug™**  
LIGHTING SYSTEM

## Lighting

Create a realistic layout using the Just Plug™ Lighting System! Light up city streets, rural roads, goods yards, depots and pavements!

- No electrical knowledge or special tools required!
- Just Plug works for all scales!
- Individual bulb brightness can be controlled with a click of button!
- Online Tutorials - click on the YouTube logo on our homepage for tutorial videos



### GET STARTED!

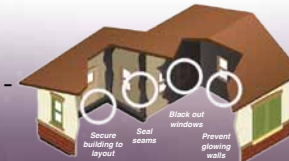
#### LIGHTS AND HUB SET

- Quickest way to add lights to any project
- Includes 2 Warm White LED Stick-on Lights
- Regulate light brightness with individual dimmer controls
- Add an optional Auxiliary Switch (WJP5725) for convenient operation



#### LIGHT BLOCK KIT (WJP5716)

- Keep light inside a building
- Black out windows to indicate unlit rooms
- Block light with Ribbon Putty
- Paint walls with Masking Paint to keep light from glowing through walls
- Masking Paint (2 fl oz) Ribbon Putty (2 rolls)



### EXPAND YOUR LAYOUT!

#### EXPANSION HUB

- Expand your Just Plug™ Lighting System quickly and easily.
- Use the Expansion Hub to connect up to 4 Light Hubs.
- Includes 4 Connecting Cables to connect to Light Hubs
- Add an optional Auxiliary Switch (WJP5725) for convenient operation



#### LIGHT DIFFUSION WINDOW FILM (WJP5715)

- Eliminates the need for a building interior and diffuses light evenly
- Blocks the outside view through the windows of an empty building
- Use optional Window Tint together with Diffusing Film to adjust light



Please visit [www.bachmann.co.uk](http://www.bachmann.co.uk) to view tutorial videos  
Model, Collect & Create





# GARRATTS & GUITARS: SIXTY TRAINSPOTTING YEARS

It was his daily journey from his home in Thurmaston near Leicester to his school in Loughborough that set John Stretton off on his lifelong passion for trains. As a young pupil at Loughborough Grammar School, his method of travel was by bus to Syston and then by train to Loughborough. Once on the train, he noticed that several of his fellow pupil travellers were collecting the locomotive numbers and writing them down in a book.

After joining their ranks, John was hooked, and now, having written many books on railways, his latest publication is a combination of autobiography and trainspotter's memoir.

And, for anyone who grew up in the great trainspotting era of the 1950s and 60s, John's book – Garratts and Guitars – makes a fascinating read.

The 'Garratts' in the title refers to one of John's favourite locomotives and a type he saw daily during his journeys to and from school, whilst 'guitars' reflect John's other love, music, especially the guitar playing of Duane Eddy.

This volume covers the first 30 years of John's trainspotting years, from 1955 to 1985, reflecting his increasing passion for the hobby, but also his other loves, such as photography, films, writing, acting, theatre and sport, including Leicester City Football Club. To those who enjoy trains and have fond trainspotting memories of their own, the book covers the Swain Street 'Birdcage', the old Central station, Pacifics, Jubilees, Kings and Castles etc, John's recollections of what now seem those "far off days, hanging off platforms, bridges and similar vantage points, all in the pursuit of steam".

Anyone who remembers the 1950s and 60s, or wants to find out what they were like, will also be charmed by this book.

Here's a short taster:

*"1961 started with Johnny Tillotson in the middle of a three-week stint in the charts at No. 1 with 'Poetry in Motion', but the year's best-selling single was 'Runaway' by Del Shannon, despite only being at No. 1 for one week (twice) in May and June. This was the first of eight Top 20 hits between 1961 and 1965.*

*Elsewhere, Russia was ahead in the space race, putting Yuri Gagarin into orbit in April, and the Cold War intensified with the building of the Berlin Wall.*

*The early months of the year were spent in intensified study for my A-levels in the summer, but a break was had on April 15, when Dave, Les and I cycled again to Rugby (my seventh trip).*

*Whereas Dave and I had bikes with gears and could cope with the undulating topography of the 22-mile trip, Les had an old butcher's bike with a basket on the front, a fixed wheel and no gears and, to make matter worse, the pedal crank was faulty leading to constant slipping! We would wait at the tops of hills for him to catch us up, then enjoy the spectacle of him going up and down, like a carousel horse on his fixed wheel!*

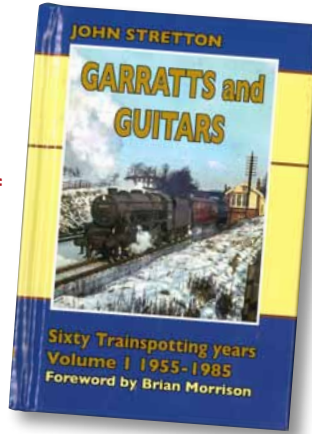
*Upon arrival in Rugby, I "copped" an unnamed Patriot No. 45551, Jubilee No. 45559 British Columbia and No. 58120, but roughly half the services were now diesel-hauled, leading to Les and myself becoming a little bored.*

*Personal excitement at this time was seeing Leicester City through to the final of the FA Cup. They played Tottenham Hotspur – that season's champions – at Wembley, on 6th May, but sadly, the opponents were just too strong.*

*Another 22-mile cycle trip to Rugby took place on 22nd May, when the weather was as uninspiring as the railway fare."*

The book is illustrated with photographs taken by the author and others using various cameras, ranging from a Kodak Brownie to the latest digitals over a period of 60 years.

**Garratts and Guitars: Sixty Trainspotting Years Volume 1: 1955-1985 by John Stretton, is published by Silver Link Publishing at £15. To order a copy call 01536 330588 or visit [nostalgiacollection.com](http://nostalgiacollection.com)**



# THE MANY GUISES OF THE LMS PATRIOTS

STEAM DAYS November 2016

Review sent in by Tony A. J. Hewitt

The cover features a colour photograph of 45503 *The Royal Leicestershire Regiment* as it nears the Great Central overbridge just south of Rugby, a regiment my paternal grandfather found himself in when his own East Lancashire Regiment had been decimated in the First World War.

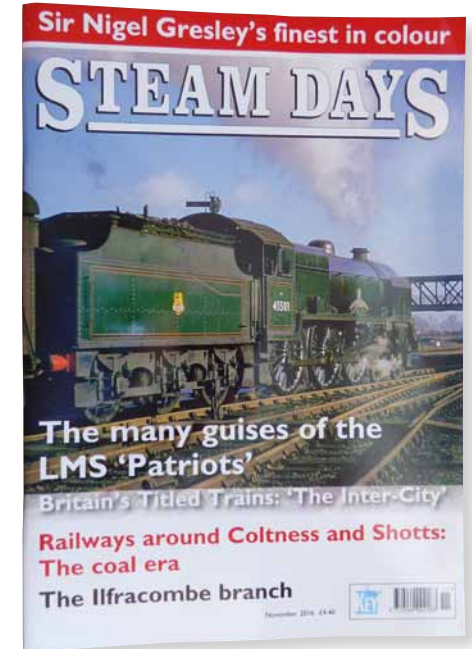
This cornucopia of 11 pages, several in colour came too late to assist in the ballot for The Unknown Warrior's first livery.

Page 42 shows No. 45500 *Patriot* in BR Green on 31st May 1952 on the Shrewsbury to Stafford run. Andrew Kennedy reveals his dedication to chronicling the new engines construction before detailing the metamorphosis from Claughton to Stanier *Patriot*.

Each of the 26 photographs come annotated with a lengthy detailed paragraph. Although several images are of static locomotives at depots and grimy stations there are four engine and rakes storming across the Midlands countryside, shots to gladden the heart!

A pity the B.R. first named 'The Inter-City' express running from Wolverhampton Low Level to London Paddington didn't use the *Patriots* between 1950-1965, if they had then we'd have another eight pages to enjoy, but nonetheless it's a very interesting read mainly featuring Kings and Castles.

Published by Key Publishing,  
P.O. Box 100, Stamford, Lincolnshire PE9 1XP.



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

Did you know that whenever you buy anything online – from your weekly shop to your annual holiday – you could be collecting free donations for The LMS Patriot Project?

There are over 3,000 shops and sites on board ready to make a donation, including Amazon, John Lewis, Aviva, thetrainline and Sainsbury's – it doesn't cost you a penny extra! It's as easy as 1, 2, 3...

1. Head to <https://www.easyfundraising.org.uk/causes/lmspatriotproject/> and join for free.
2. Every time you shop online, go to easyfundraising first to find the site you want and start shopping.
3. After you've checked out, that retailer will make a donation to your good cause for no extra cost whatsoever!

There are no catches or hidden charges and The LMS Patriot Project will be really grateful for your donations.

**Thank you for your support.**







Thank you to all who contributed their articles that appeared in Warrior 31, we are grateful so many of you decided to contact us. Remember that you can send anything Patriot, memorial, war or railway related and photos are always good to receive (if you do send photographs please supply an address so they can be returned to you.). Please send them to us at [memberscorner@lms-patriot.org.uk](mailto:memberscorner@lms-patriot.org.uk) or if you have no access to a computer post to: **Nick Lakin, The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**

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

## BLACKPOOL AT WIGAN



Hi  
I have two photos of 45524  
*Blackpool*, one with Class G2a 0-8-0 No. 49008 shunting at Wigan followed by 45524 making a light engine movement, both taken by a friend in about 1960.

THANKS,  
FRANK  
BAGSHAW

PHOTOS:  
BRENT HIGHAM

## WHITMORE GAP

The LNWR chose to lay the track from Stafford to Crewe through one of the fluvio-glacial valleys which were created in the last Ice Age. The valley is occupied by a small stream, the river Meece which flows south joining the River Sow near Great Bridgford to Stafford.

It is one of the straightest lengths of quadruple track which has a gentle climb from Stafford to the 'summit' at Whitmore. North, between the village and Madeley are the Madeley troughs which were constructed to enable London to Glasgow expresses to top-up their tenders with water without stopping, although the track layout at Crewe station forced a reduction of speed.

The former reservoir can still be seen at Madeley trackside - it was downhill all the way to Crewe. This part of the 'gap' is now occupied by the infant river Lea, a tributary of the Weaver, not a valley conducive to railways!

TONY HEWITT (MEMBERSHIP NO. 540/00)

This photograph taken at Whitmore troughs appeared in Issue 22 and shows No. 45517, one of the ten unnamed Patriots, picking up water south of Crewe with an Up train on 3rd August 1957.

PHOTO BY DICK BLENKINSOP  
© THE LMS-PATRIOT PROJECT



## SPECIAL MEMORIES

Becoming a teenager in 1955 the year of B.R. modernisation plan meaning the approaching end of steam and being a spotter from the second half of the 1950s meant I was fortunate to witness the best and final years of steam. That included seeing all of the Patriot class locos at work or on shed. At first I saw them mostly on the West Coast main line at Rugby and on the North Wales coast when on holiday, Coventry being mainly the preserve of Jubilees. May I share some special memories?

1. One freezing December Saturday morning in 1959 the usual local train from Coventry to Nuneaton, normally a DMU, was replaced by an excursion to Blackpool with a patriot loco. Things don't come better than that!
2. The following summer I was staying with a friend in Liverpool and went on an excursion from the L&Y Exchange station to York with an original Patriot. I think this was my longest return journey with this class.
3. Once while on Lime Street station the brother of a railway man asked if we could cab a Patriot about to go light engine to Edge Hill. What an experience travelling through the cuttings to the engine shed.
4. Also when staying in Liverpool and loving to travel on new lines with steam I travelled from Gatacre (CLC) to Warrington (Low Level). I then went up to Bank Quay to train spot where I 'copped' 45508 with its stove pipe chimney.

BARRY GREENER (MEMBERSHIP NO. 664/05)



# PATRIOTS AND MY TRAINSPOTTING CAREER

**"I began my trainspotting career in September 1955 on Loughborough Midland Station, with 'Jubilee' 45636 Uganda drifting into the station on a St. Pancras-Manchester express, as I was on my home from Loughborough College School.**

My earliest years majored on the Midland Main Line, living just half a mile from this in Thurmaston, between Leicester and Syston. Having frequented the 'Birdcage', overlooking Leicester Midland (15C) shed, I made my first excursion away from Leicestershire by rail to Rugby. Copping virtually everything in sight, I was suitably excited at the WCML express giants but had to wait until I was about to take the return train home and the 'last kick of the game' when 45505 *The Royal Army Ordnance Corps* hove into view. I was intrigued by its shape, compared to others I had seen that day and I immediately 'fell in love' with the class. Over the ensuing decade I managed to see all 52 of the class and always had a preference for the original types.

I had many happy hours seeing the various members of the class and also one or two less happy moments. One such was photographing 45503 *The Royal Leicestershire Regiment*, again at Rugby. Sitting on the boundary wall at the north end of the station, I was joyful to view the loco, heading north on freight on the nearby avoiding line, both by celebrating Leicestershire and for the opportunity of a close portrait; but... The following day, by the Midland Main Line, close to home at Thurmaston, I photographed the only Eastern Region 'K3' that I saw at this location, on a train from Peterborough. Going home happy, I sent the film off for processing, only to find that I had not wound on the camera after the shot at Rugby, so both 'Patriot' and 'K3' were on the same negative – a hard earned lesson!

Another less happy time was the sight of a number of the the class, including 45543 *Home Guard*, 45533 *Lord Rathmore* and 45524 *Blackpool*, all in store at Preston shed on 28 April 1962. With the engine shed roofless after the disastrous fire, the sadness was compounded by all locos being ragged and out of use. Later visits would see the 'Patriot' presentation alter and I subsequently saw some of them on Crewe

Works, awaiting cutting. Some of these memories – and others – have been recorded in Volume 1 of *Garratts and Guitars* – my railway autobiography (see page 44 to read the review).

Having loved the type since 1955, I was delighted to support the new-build project from the start and have sponsored one or two items. I cannot wait for the end result and a main line trip, having ensured that I will ride on the first train. I take my hat off to all concerned with the practicalities of the new build and urge everyone to dip into their pockets one more time!"

**JOHN STRETTON**

TOP: No. 45543 *Home Guard*, withdrawn and matching the desperate surroundings of Preston shed on 9th June 1963.

BOTTOM: No. 45537 *Private E. Sykes, V.C.* at Rugby on 6th May 1960.

PHOTOS: JOHN STRETTON

## AMBULANCE TRAINS

Hello,

You asked about anything 'First World War' related for the magazine.

I'm also a member of the Friends of the National Railway Museum, and LMS-Patriot members may be interested in a new book, being printed as I write this, about Ambulance Trains. The book features the history and development of these trains, and the First World War features very strongly in the book.

Although this sounds like a 'plug' for the book (which I suppose it is!), if any members are interested it will be available from mid-February at [www.nrmfriends.org.uk/shop.html](http://www.nrmfriends.org.uk/shop.html)

It is A4 size, 64 pages, colour cover, mono photos (we could find hardly any in colour), softback and priced £6.00 + p&p.

The book has been written to complement the Ambulance Coach exhibition currently in the NRM at York until December 1917.

**BEST REGARDS, RUSS ROLLINGS, YORK.**





# 5533 LORD RATHMORE

From 1948 to 1958 Lord Rathmore was a Liverpool Edge Hill (8A) engine. Moves to Carlisle, Rugby and Nuneaton followed. Finally it returned to Edge Hill from where it was withdrawn in September 1962, never having been rebuilt. The city of Liverpool has strong Irish connections.

The name was intriguing, being one of only two Patriots with links to the House of Lords, No. 5541 *Duke of Sutherland* being the other. 5541 spent most of its life at Camden (1B). So who was Lord Rathmore? Well, Wikipedia provides the briefest of answers with one photograph of the man and several of the engine. 'Irish lawyer and Conservative politician' is the short answer, with his dates of birth and death given respectively as 3rd December 1838 and 22nd August 1919. The Times Atlas of the World shows that Rathmore is a town in County Kerry, close to the border with County Cork.

But wait a moment. Lord Rathmore died in 1919. Yet 5533 was put into traffic in April 1933, so why the discrepancy? LMS Locomotive Names by John Goodman (RCTS 1944) has the explanation. The London & North Western Railway began building Claughton class 4-6-0s in 1911 with an initial batch of 20. They went into traffic in 1913 and 1914. Nineteen were named after directors and senior officers of the company, with the twentieth honouring Lord Kitchener. The fourth engine, numbered 21 was named *Duke of Sutherland* in June 1913. The sixth, numbered 650 received the name *Lord Rathmore* later that month. The LMS inherited 130 Claughtons from the LNWR, 51 carried names. In 1934 the company renumbered them in the 5900 series.

*Duke of Sutherland* became 5903 and *Lord Rathmore* 5905. The LNWR war memorial engine, outshopped in black, was numbered 1914. From 1930 two Claughtons, 5971 and 5902 were rebuilt. Others followed during 1932-33, but they were essentially new engines, not rebuilds. The class, known as the Patriots, numbered 52. Names comprised a mixture of naval and military people, directors and holiday resorts served by the LMS. Not all members of the class received names.

Returning to Ireland, Lord Rathmore, David Robert Plunkett was the third son of the third Baron Plunkett. His mother Charlotte, was the daughter of Charles Bushe, Lord Chief Justice of King's Bench, Ireland. David trained as a lawyer at Trinity College, Dublin. Working his way up the legal ladder he became a barrister at King's Inn, Dublin in 1862, and in 1868 a QC. In that year he was appointed Law Adviser to the Irish Government then in 1870 moved into the political world as Conservative MP for Dublin University, a seat he held for 25 years.

During 1875-77 he held the post of Solicitor-General for Ireland before being appointed Paymaster General in 1880. For seven years 1885-1892 he was First Commissioner of Works. Whilst in politics he lived at Southfield House, Wimbledon Park and became a member of three London clubs - Athenaeum, Carlton and Garrick. In 1895 he retired from political life and was elevated to the peerage as Baron Rathmore of Shangagh, County Dublin. The peerage became extinct in 1919 on his death. However, his name endured on 45533 until the autumn of 1962.

FRANK WALMSLEY

No. 45533 *Lord Rathmore* at Crewe Works on 12th August 1951.

PHOTO: J. DAVENPORT.  
© MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.



# Derek Eastwood's day out

I'd been a fireman at Lower Darwen and later at Lostock Hall sheds since the early part of the decade, but by 1968 had left the railway and was working as a delivery driver for Thwaites Brewery in Blackburn. I remained in touch socially with some old mates from my footplate days, one of whom was Vinnie Staffa. He was still working as a fireman and phoned one evening to say that he'd been rostered to work the following day's Leeds-Heysham oil train empties with driver Jack Hilliard, which even at that late stage was still diagrammed for steam, and he asked if I fancied a ride out for old times sake. Well it seemed like a good idea so we arranged that I would join them at Blackburn station where the incoming Skipton men were relieved.

In due course, a filthy '9F' rolled in and we duly got on. To earn my passage, I'd offered to do the firing and recall that there was no baffle plate in place which made conditions extremely hot. The trip itself was uneventful and after arriving at Heysham, we ran light engine to Carnforth shed where the engine was disposed. I'll mention that I'd worked this turn on at least one previous occasion in my own right with, I believe, a Britannia Pacific and that after pushing the wagons inside, I was unable to get the injectors on. I think the tender had probably run dry so was instructed by the driver to drop the fire which had the effect of setting fire to the sleepers. It wasn't one of my finest moments nor was having to be rescued by a Type 4 diesel which towed us back to the shed.

To get back to the story, the crew could normally expect to return as passengers and Jack went to the foreman's office to check that this was so. On this occasion, he reappeared with the words, "Eh, you must be an omen Eastwood" and the news that he and Vinnie were required to work another 9F light engine to Rose Grove shed, so off we went again. At Blackburn station, we were put onto the avoiding line and stopped to allow a passing DMU to use the platform, at which point Jack made to get off, saying as he did so, "You lads know the way to Rose Grove between you. I'm off for a pint", and with that he disappeared down the subway, through the wicket gate and headed directly for the 'Star and Garter' leaving Vinnie and me in charge of the engine. "What are we going to do?", asked Vinnie.

"He'll be back won't he?", I replied trying to give assurance where none was felt. In fact, Jack didn't reappear and we began to realise that he meant what he'd said. Soon enough, the DMU departed and the signal cleared for us to move off. "We'd better go" I said and put a few shovels of coal round the box to see us on our way.

So the two of us, one a young fireman and the other a freeloader made our illegal way the remaining few miles to Rose Grove. Before gaining access to the shed, it was necessary to ring the signalman and report our identity and it was with some nervousness that I picked up the phone. "Light engine Carnforth-Rose Grove", I said. "Aye alright lad" came the reply. "Leave it on the pits" and with that, our little adventure came to an end as did my experience of working with steam on BR.

Vinnie went to report in and signed for himself and for Jack and I made my way out the back of the shed unseen. No questions were asked and as far as I know, nobody was any the wiser. Maybe it's an overstatement but I got the impression that by that time, almost anything went.

The two of us caught the next returning DMU to Blackburn and I walked home from there, calling at the Grosvenor Vaults on the way. When I got in, the wife asked, "Did you have a nice day, luv? Would you like a sandwich?". I'll say no more!

Next day, I was back at the brewery.

MANY THANKS TO GRAHAM BENTLEY FOR SENDING THIS ARTICLE.



# ALL CHANGE AT BARROW

TOP: 45513 being taken off a down express at Barrow-in-Furness at 6.25pm on Monday 11th September 1961.

CENTRE: The onward service was then taken over by Stanier Black Five No. 45430 which is seen leaving with the train at 6.35pm.

BOTTOM: 45513 basking in the evening sunlight in the bay platform after removal from the express.

All photos were taken by the late Peter Bland and are courtesy of Bryan Cross who owns the collection of the aforementioned photographer.



## KEEP IT CRIMSON LAKE

Dear Sirs

It is indeed very pleasing for me that "our" Patriot is going to be presented in LMS crimson lake which will be far more splendid than any other alternatives.

However, what I very much do dislike is that this will be the first livery 5551 will carry, with the implication that it will appear later in other liveries most of which are very poor and indistinctive from that carried by far too many steam locomotives on our heritage railways.

LMS crimson lake should be the one and only that 5551 will ever appear in. To do otherwise will greatly demean our splendid locomotive. To change, in the course of time, the livery to portray all the others, Patriots have appeared in, will be to treat ours as a mere superficial object whose main purpose is for use as a display stand to exhibit a range of locomotive liveries. Some (far too many) seem to be used for this purpose.

Our splendid Patriot must not suffer this fate. One correspondent to an earlier 'Warrior' wanted to see it in a particular BR livery because he remembers seeing them like that. My view was that he was unconcerned as to whether this was fine to see, but only this was what he remembered. I remember a lot of deplorable things and do not want to see them today. I only want the best!

R. A. CASTLE (MEMBERSHIP NO. 1097/03)



At least two Patriots were stored for some time in sidings alongside Rugby shed, and one of them No. 45541 *Duke of Sutherland* is seen in this photograph.

Congratulations for the excellent 'Warrior' magazine.

Really looking forward to seeing 5551 in steam.

PETER BROWN

## WHY WAS A PATRIOT ON THE EAST COAST?

My earliest sighting of a Patriot was in the most unlikely place. I think that it was on a summer Saturday afternoon in 1952. I was sat on the fence alongside the railway at the Scarborough end of the goods yard in my home town of Filey on the Hull-Scarborough line. There had been the usual procession of summer trains headed by D49s, K3s, B1s, B16s and D20s. Looking to the south towards the station I saw the crossing gates open and the arm of the North Eastern Railway slotted post signal go down. This was unusual, as normally the signal would remain at danger until a train had stopped and any passengers for Filey had disembarked. Soon I saw the usual signs of steam as the train approached the station but this time it didn't slow down and, in fact, I heard the sound of the engine being opened up. As it got nearer I could see that it looked different from the usual locomotives on the line and I nearly fell off the fence when it passed me and I could see that it was unnamed Patriot No. 45510. To this day I have not come across any record in magazines of this engine being sighted by local enthusiasts, especially those at Scarborough where it would have been serviced and turned. Even the late Ken Hoole had no knowledge of it. What I'd like to know is, what was a Western Division (5A) engine doing on the east coast? Usual practice was for LM Region engines to be taken off at Gascoigne Wood Yard near Selby and replaced by a NE Region type. In the 1960s Patriots were regular visitors but was this the first one to visit the coast?

JOHN FARLINE, WAKEFIELD, WEST YORKSHIRE.



Dear Sir,

Living adjacent to Kendal station on the Oxenholme to Windermere branch and about a one mile walk to the west coast main line, I was able to see the whole class of 'Pats' over the period 1947-1950. Although a trip to Manchester was necessary to complete the class as the 9A (Longsight) examples didn't venture north. 45500/01/30 were 'copped' at 9A shed and London Road station (now Piccadilly).

During this period 10B (Preston) had no less than nine or ten parallel boilered members of the class in its allocation, and only three 'Black Fives'!

They had three diagrams on the Windermere branch and about the same on the Furness line to Barrow and Workington.

For a time the fastest start to stop timing on the LMS, later LMR, was held by the 8.10am Windermere to Manchester Exchange, doing the 19.2 miles Oxenholme to Lancaster Castle in 20 minutes (8.39am to 8.59am). This was a regular 'Patriot' duty and loaded to nine coaches. I always witnessed its departure from Kendal prior to setting off to school.

The Preston footplate men were a friendly bunch, so on winter evenings my friend and I would meet on Kendal's down platform around 6.00pm and make ourselves comfortable in the 'Pat's' cab (with permission) until the crew returned from their cuppa in the station foreman's office.

The train, being the Monday to Friday 6.40pm Kendal to Euston parcels, was stabled in the down platform as this had vehicle access for the Royal Mail and K Shoes factory vans to deliver their consignments.

When the crew returned they would say "right, fill her up" upon which my friend and I commenced to fill the firebox which they said would see them through to Preston! Our reward being a ride whilst 'running round' prior to departure, or occasionally a ride up the 1 in 80 to the main line at Oxenholme, six minutes away.

Happy times indeed!

**John Procter (Membership No. 1492/10)**  
**Bulwell, Nottingham**



Above: No. 45548 *Lytham St. Annes* in the Up loop at Oxenholme on a Carlisle-Crewe freight, date unknown.

Right: No. 45543 *Home Guard* with chimney sacked over along with other members of the class after withdrawal at the roofless Preston shed (closed 1961) in early 1963.

PHOTOS: JOHN PROCTER. ©THE LMS-PATRIOT PROJECT.



Dear Sirs

I am a recent new member and replying to Keith Leah's letter in *The Warrior* which arrived today.

I started at Rugby Loco (2A) in 1957 as a cleaner with four other guys. The railways were the best part of my life. Patriot came to Rugby on most Remembrance Sunday's. We had to clean up the engine the week before, she stood most times at One Shed, at the end of Bay 1 by the 'clocking on' machines. She was then decked out with poppies and a lovely service took place. It would be nice in years to come that this could happen again.

Being near the loco in the bay at Rugby station was great.

I transferred to the Permanent Way in the 60s. Thank you Mr. Leah for rekindling my memories.

YOURS SINCERELY,  
MICK COPE (MEMBERSHIP NO. 1457/09)

Dear Sirs

Having been born in 1935, I of course well remember the pleasures of 'steam days', cycling to my local station Warrington Bank Quay, and other locations in that area.

One of the highlights of those spotting days was waiting to see the daily mail trains between London and Glasgow, which would more often than not be headed by a Patriot. In those schoolboy days our school even had a 'Spotters Club', organising trips to various locations and the club even produced a magazine! Prior to 1950, BBC radio had a programme called 'Children's Hour' at 5pm daily, and once a week it featured a railway quiz for schools around the country. Our school was invited to participate, and four of us travelled with a teacher to the BBC broadcasting studios in Manchester where we were connected live to a competing team from Gainsborough.

We unfortunately lost, but I can remember one of the questions being "what is a compound loco?" I was awarded the point by knowing that the steam was used twice - even though I could not recall how!

At my age (82) I very much hope that I will still be around to see 'The Unknown Warrior' in steam, and I am very impressed and pleased to see just how many people are involved in this wonderful project, including the excellent magazine!

KIND REGARDS  
ROGER DICKINSON

Dear Sir

I see from the latest 'Warrior' that you have been asking for members' memories of Patriots in action.

In late July in the late 1950s I had my only run behind an original Patriot. With a few friends from the Wellington College Railway Society we went on a weekday shed bash from Crowthorne by rail to Bath Green Park, the three Bristol sheds and two Gloucester ones, returning to Paddington with a Castle.

However, our train from Bristol (Brunel train shed) to Gloucester, the then 2.15pm Bristol-York was headed by 45519 which made a terrific and very noisy unbanked climb out of Bristol on the now closed Midland line and ran well to Gloucester Eastgate. I also had three runs behind rebuilt Patriots, two from Wolverhampton to Crewe on the morning Birmingham-Glasgow, where a pacific came on to the now very big train, 16 bogies in one case. The best run was behind 45530 on the August Bank Holiday Sunday in 1960. The train was a Llandudno-Euston which I boarded at Crewe. It had 16 on and was allowed around 4 hours to Euston to allow for electrification work which in those days was suspended on Bank Holiday weekends. We had a clear non-stop run departing 40 minutes late and arriving well early in Euston in better than even time with some very fast running.

Incidentally, the only Patriots I never saw were: 45508/09/16/21/39/42/44.

Hope this is of some interest.

U. W. R. CASEBOURNE



# PATRIOTS AT BANGOR SHED



Whilst having a recap through *Warrior* 27 and your article on the nameplates on display at Barrow Hill, I realised that *The Derbyshire Yeomanry* was included. Hoping that it might be

of interest I enclose my photo of 45509 on Bangor Depot during the late summer of 1951. At that time I was lucky to be able to roam around the depot - 6H - and was curious to know what the name would be! I now know, it was named officially at Derby station on the 10th November that year.



I also have pleasure in enclosing three other prints, two at Bangor and one at Crewe. Bangor Depot appeared to attract regular visits from these locomotives from Crewe and elsewhere. I look forward to many more pictures of these superb locos, with thanks for a great magazine.

YOURS SINCERELY, CLIVE EVANS  
LLANFAIR P.G., ANGLESEY.



ABOVE LEFT:  
The crew pose alongside No. 45509 *The Derbyshire Yeomanry* at Bangor shed during the late summer of 1951.

BELOW LEFT:  
No. 45520 *Llandudno* on Bangor shed in either 1951 or 1952.

TOP:  
No. 45548 *Lytham St. Annes* running 'light' from Crewe North to take up duties on a southbound train in the summer of 1951. Happy days when rail fans could venture to these positions trackside!

RIGHT:  
Another shot of 45548, this time at Bangor shed.

ALL PHOTOS BY AND COPYRIGHT OF CLIVE EVANS.





LETTER FROM

Eric J. Muckley  
Stockton Heath, Warrington.  
5th December 2016

Dear Sirs,

Although I was not aware of the Patriots until I got my first ABC of L.M.S. locos in early 1948, I had been interested in L.M.S. locos from a much earlier time during World War 2. Living just south of Warrington I often went into town with my mother on the bus, this nearly always got stopped at the old Wilderspool level crossing over the A49, now long replaced with a bridge. Usually at least two long goods trains would rattle through, one each way but often three or four two ways each before the gates would open and let the bus through. The locos were old and dirty black but they always showed the yellow L.M.S. and number, sometimes there were clean square patches around these showing that only these had been cleaned. This line was the low level one from Broadheath to Liverpool. As well as the goods trains there were occasional two-coach motor-worked local passenger trains to Altrincham, etc. At this time all the locos were the same to me but as I grew older I recognised them as Super D 0-8-0s and 8Fs, the motor trains were Webb 2-4-2 tanks. When I started serious spotting I used to cycle to either Moore, just north of the water troughs, or Walton New and Old junctions where the line to Chester turned off the west coast main line. With a few months I had seen quite a few Patriots and all of the Duchesses.

Before I started spotting my favourite locomotive was No. 6100 *Royal Scot*, within a few weeks I was lucky enough to see it in its original form, it was in clean black liver with BRITISH RAILWAYS on the tender, I seem to recall L.N.W.R. style lining but I have only seen photos of it with L.M.S. 1946 style lettering, so perhaps my memory is playing tricks. I saw over 20 original Scots, at first they were B.R. black but later around eight were painted green while still unrebuilt. A lasting memory is of 46156 *The South Wales Borderer*, ex-works on a running-in trip to Walton Goods Yard in its new green paint, it stood there on a dead end siding for a couple of hours in glorious sunshine, if only I had had a camera! I saw all of the Patriots, except *Patriot* herself, first in black and later all in green.

Although Warrington Dallam was mainly a freight engine depot they did get namers on shed quite often, these were usually Patriots and Jubilees but also an occasional Scot. I remember *Duke of Sutherland*, *St. Dunstan's* and Jubilee No. 45587 *Baroda*. The Princess Royals were rare at Warrington except for 46206 *Princess Marie Louise*, so we used to cycle the 10 miles to Acton Bridge or even further to Hartford to see Lizzies on the Liverpool trains. I eventually saw all of them except *Princess Anne*. Also at Hartford we saw D10 4-4-0s and other L.N.E.R. types on the Cheshire Lines route to Chester. At the end of my spotting days when I left school in December 1952, as well as those quoted above, I had seen 51 Patriots, 144 Jubilees and 66 Scots.

I hope the above is of interest and I look forward to seeing *The Unknown Warrior* in my favourite livery.

Regards,  
Eric. J. Muckley (Membership 1054/12)

# WORD SEARCH 8

## LMS LOCOMOTIVE CLASSES/GROUPS

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

FIND THE 'WARRIOR' AND CREWE TOO. HOW MANY L.M.S.'S?

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

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



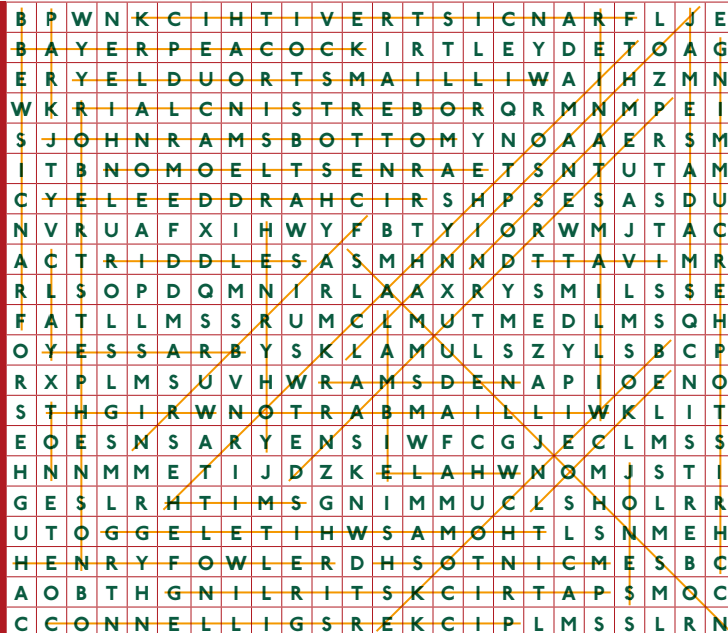
# MEMBERSHIP CERTIFICATES

Please note that we have redesigned both Life Membership certificates and Annual Membership certificates. They will come into use as soon as existing supplies run out. In the meantime, if you would like a replacement, please contact the office and we'll be pleased to send a new one to you. The price will be £5 which will cover the cost of postage, card backed envelopes and the certificates themselves and a few years inflation. No profit will be made!



## ANSWERS TO WORD SEARCH 7 LNWR/LMS ENGINEERS

ROBERT STEPHENSON  
TIMOTHY HACKWORTH  
FRANCIS TREVITHICK  
JOHN RAMSBOTTOM  
FRANCIS WEBB • BOWEN COOKE  
SAMUEL JOHNSON  
WILLIAM BARTON WRIGHT  
PETER DRUMMAND (SIC)  
PATRICK STIRLING  
WILLIAM STANIER • FAIRBURN (Mc)CONNELL  
CHRISTOPHER CUMMING  
HENRY FOWLER • RICHARD DEELE  
JOHN ASPINALL  
BAYER (SIC) PEACOCK  
(JAMES) CLAY/TON  
THOMAS WHITELEGG • ROBERT SINCLAIR  
HENRY HOY • JAMES ADAMS  
WILLIAM STROUDLEY  
EARNEST LEOMON (SIC) • RIDDLES  
IVATT • (THOMAS) BRASSEY  
WHALE • KIRTLEY • HUGHES  
RAMSDEN • PARK • LAMBIE  
McINTOSH • PICKERSGILL • JONES  
SMITH • MANSON • LOCKE



# The LMS-Patriot Company Limited

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

Company Registered in England and Wales No: 6502248

Registered Office:

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

Registered Charity No: 1123521

VAT Registration No: 978 8801 48

Account Details for Direct Donations:

CAF Bank Ltd., Account no: 00092990

Sort Code: 40-52-40

## 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:

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

Graham Elwood - 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

## Newsletter

Produced by The LMS-Patriot Project.

Editor: Andrew Laws - marketing@lms-patriot.org.uk

Design and Artwork:

Pete Sikes - Accent Artwork Ltd. - 07831 394545

Printed by Novaprint, Leicester.



Follow us on  
Facebook and Twitter



The LMS Patriot Co. Ltd.  
Company Registered in  
England & Wales No. 6502248.  
Registered Charity No. 112352.



No. 5551 at Hartford, date unknown.

PHOTO: G. M. SHOUTS.

© MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.

