

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



NOVEMBER 2018

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Contents

Peter Whittaker	3
Chairman's Thoughts	4-5
Treasurer's Report	6-7
The First Ten Years	8-11
Engineering Update	12-23
AGM and Open Weekend	26-39
Freightliner Class 66	40
Right Place, Right Time	41
Dedication of The Crest	43
A Friendly Welcome	44
Patriot Family Connections	45-49
Spotlight on	
John Barrowdale	51-52
Volunteers' Report	56
Back to the Future	57
Prize Draw Results	57
Sales Report	58
Warley 2018	59
From the Office	59
Members' Corner	60-63/68
Picture Gallery:	
5500 at Camden Shed	64-65
Verdun	66-67
Where in the World	70-71
Word Search 15	73
Word Search 14 Answers	74
Project Contact Details	75
Picture Gallery:	
5551 at Crewe	76



Editorial

Welcome to this bumper edition of The Warrior, the reason for the increase in pages is to show you, with the help of many pictures, the events of the weekend of 10th and 11th November, which for this Project was a major event and a step forward in the construction of the locomotive.

It was a record attendance for an AGM and the numbers were swelled by railway enthusiasts, photographers and journalists keen to see the locomotive looking relatively complete, which gives a vision of what the future holds.

For those of you who made it to Crewe I hope the images remind you of a good day and for those who couldn't make it I hope it gives you an idea of how the weekend panned out and a flavour of the event. This leads me to say a big thank you to all of our volunteers who turned up in force and helped the event run smoothly. Special mention must be made of Keith Riches who joined us last year and expressed a wish to get involved. So we threw him in at the deep end and asked him to manage the weekend which I think we can all agree he did with consummate ease!

We are always on the look out for new volunteers, so if you fancy getting involved with the Project please don't hesitate to contact us either by email (info@lms-patriot.org.uk) or by calling the Stafford office on 01785 244156. There are plenty of roles ranging from getting your hands dirty on the engineering side to the administration and sales operations. We're a really friendly group of people all with the aim of seeing a complete and working LMS express engine.

Best wishes,
Pete Sikes
Editor, The Warrior
email: warrior-editor@lms-patriot.org.uk

FRONT COVER:
5551 ready for its visitors on the morning of 10th November. The photograph was taken to look similar to the one on the right which shows 45500 decorated for Remembrance Day at Rugby sometime in the 1950s.
PHOTO: PETE SIKES



Peter Whittaker

17th January 1939–14th October 2018

When Secretary, Richard Sant had the idea of opening an office in Stafford to deal with the increasing work involving membership records and donations, Peter Whittaker was amongst a small number of us who responded to the appeal for volunteers.



The office opened in September 2013 and since then he has not only been the regular Monday office volunteer, but could also be found helping on sales stands, where some of you may have been fortunate enough to have met him. Peter and his wife Margaret, have also been heavily involved in organising the food for the lunches at the annual Members Day events.

Although for the last 12 years, Peter had been suffering from Myelofibrosis, it was kept under control with medication until a few months ago. Various treatments followed and during this time he continued to volunteer when hospital appointments didn't stop him. We were therefore shocked and saddened when Margaret phoned with the news that Peter had passed away.

He certainly lived a very full and varied life with many achievements and interests. He was a teacher by profession and was always keen to help and guide young people since retirement. As a P.E. teacher he was often involved in after school sports events and spent time as a coach. He was also committed to the Duke of Edinburgh Award Scheme.

Other achievements included an Open University Degree followed by retraining as an Electronics teacher. He walked the Pennine Way as well as completing the Coast to Coast walk, and for many years he was a volunteer with the Brecon Mountain Rescue Team. After retirement he became actively involved in the local community serving on Bradley Parish Council and the Neighbourhood Watch committee. He was a very keen supporter of Sale Rugby Football Club.

All things involving railways played a significant part in Peter's life. He had a model railway at home and was actively involved with Stafford Railway Circle where he was mentoring some of the younger members helping to build a new layout at the club room.

He gave unstinting commitment to everything he did and the part he has played within the LMS-Patriot Project has been invaluable.

He leaves wife Margaret, daughters Jane and Anita, and grandchildren Alice and Edward to whom we offer our sincere condolences.

Linda Westerman

Chairman's Thoughts – Nov. 2018

I am writing this following an extremely successful weekend at Crewe Heritage Centre where all that is good about our organisation was on display for all to see. The amount of effort put in by the team was fantastic, a word that is grossly overused but entirely appropriate in this situation.

The result was a Patriot looking like a Patriot for the first time since 1963, something which enthused everyone who saw it.

Our thanks to Matt Hainsworth of the East Lancashire Railway who lent us the tender from their 'Crab' and to Andy and Rob of HBSS who pulled out all the stops to get the boiler into a state where it could be lowered into the frames.

Something Nigel Day, who is currently fitting our lubrication system, said was the best first fit he had ever seen. As I announced at the AGM we have also placed the contract for the completion of the tender chassis with Leaky Finders, another new start-up business which has impressed us with its enthusiasm and commitment. Delivery is forecast for early June 2019 by which time we will have taken delivery of the modified tender tank.

Whilst on the Crewe weekend I would like to recognise the continuing efforts of Andrew Kennedy,

Editor of Steam Days Magazine – which I can thoroughly recommend – who is filming our progress with great enthusiasm. I would also like to thank Graham Wood and family for bringing the nameplate and his Grandfather's Victoria Cross and for the first time David Sykes, Great Grandson of Private Ernest Sykes VC who brought his father and Ernest's two Great Great Grandsons. We had hoped to borrow one of the nameplates but it was not possible on this occasion. We are also trying to contact relatives of the other LNWR VC Lance Corporal J. E. Christie but as yet have not been successful though we do have a name and email address.

That leaves the chassis, which after excellent progress under Dave Owen has somewhat lost its way since he retired about two and a half years ago. It is true to say that we have and are struggling to get a key piece of motion manufactured and other items have been delayed, but that is by no means the

whole story. In order to get to grips with where exactly we are, we have contracted Andy Forster, formerly Chief Engineer at the West Somerset Railway to conduct an in depth survey of the condition of the chassis. We have already identified a number of issues, which are highlighted by Kevin in his Engineering Report, but we need a full understanding of what is required to get back on track. Fortunately we have some breathing space as the boiler isn't scheduled to be completed until early spring.

We are fairly close to issuing the tender documents for the fitting of the boiler and bringing it to steaming condition and we will then have the full picture as to how much we still have to raise. In the meantime I am delighted to announce that Keith Riches who volunteered at short notice to help organise the Crewe event, has taken on the role of Project Manager with the responsibility for co-ordinating the completion of the chassis. This will allow Kevin West to concentrate on getting all the components we need for this phase of the project without having to try and organise the build itself.

You will see some excellent (free) publicity in the forthcoming months; with an in depth look at the project by Tom Bright of Steam Railway in their

New Build series. This will follow the next issue which features Great Western new builds – dare I mention No. 1014 County of Glamorgan? Perhaps not!

Finally, I would like to pay tribute to Peter Whittaker, one of our volunteers who worked in the Stafford office and on our sales stand, who sadly died on 14th October. I can do no better than reproduce the note which came from Linda and his friends in the office.

"It has been a sad week for the office after hearing the news that Peter Whittaker died on Sunday afternoon. He has volunteered in the office from the start and in addition, has helped, along with his wife Margaret, at Members' Days and other events. He will be sadly missed. I am arranging to send a card to Margaret on behalf of the Project".

I am sure you will join me in expressing our deepest sympathy to his wife Margaret, and family.

Thank you for your ongoing support.

Kindest regards

DAVID BRADSHAW, CHAIRMAN



TREASURER'S REPORT

Update for Quarter 2 (ended 30th September 2018)

BY NEIL COLLINSON, TREASURER

HOT NEWS

Just as I was finishing this report off, news came in that the weekend of 10th/11th November produced just a whisker short of £6,000. A fantastic result from what was a wonderful and very emotional weekend. This of course is the gross figure from sales, donations and memberships (three new members and a number of renewals.)

On with the normal financial update and please do read the extract from the HMRC website at the end.

First thought for the quarter

Our editor said 'Keep it short. Far more interesting things to read about in this bumper issue.' Check.

What is more important than reporting on our results!?

Firstly, I would like to refer back to the Quarter 1 results I provided in Warrior 38 when I reported that our total income was £99,5000 for the quarter. Disappointingly, just short of the £100,000 plus I am accustomed to. These figures are always provisional so soon after the end of the quarter and are invariably adjusted the following quarter. I am pleased to report therefore that the final figure for Quarter 1 was £100,700 (another six figure quarter achieved.) Quarter 2 reveals a provisional figure of £85,800 for total income but hopefully will be adjusted upwards in Quarter 3.

Second thought for the quarter

A challenge! Other than the P2, can you find a similar organisation (new build or restoration) which equals our fund-raising?

Total Income as previously mentioned, the total income for Quarter 2 was £85,800 and this included one boiler loan of £1,500. Although this scheme is closed we decided to accept this as a cheque and the completed agreement form arrived in the office and we felt that it would be rude to return it.

Membership Income came to £9,809 for the quarter (including £1,802 in Gift Aid on

membership subscriptions and included in the total above.) A big jump from Quarter 1 where the adjusted figure was £5,738. An increase in the number of life members contributed significantly to this figure.

Total Donations for the quarter were £65,000 (including company sponsorship of £5,000 per

Third thought for the quarter

The budget forecast has gone out of the window. Read on – more good news

month, which is continuing now until December 2019). A huge thanks to the company for extending this sponsorship for a further year. Gift Aid included was £7,700.

Regular Donations The number of regular donors remains static. You will see however that the total amount received in regular donations has arrested the decline with a marginal increase to £19,888.

The encouraging part is that those members who are still contributing have increased their monthly amount so we are up again, this time by 9p per month to an average £16.58. Many thanks to those who have increased the amount. The total monthly amount at the end of September increased slightly to £6,669 but we have had a high number of members (29) paying the annual subscription from their regular donation. If this figure to the end of September is maintained, then we should hopefully go back over the £20,000 for the 3rd quarter.

2018/19 Donors

	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q2	4	3 (avg. £6.67)	5	£19,888
Q1	15	2 (avg. £9.00)	11	£19,828

One-off donations. The amount of one-off donations is down on the same quarter last year at £20,700 as opposed to £44,400 for 2017/18.

The usual table (above) gives a comparative picture for the last six quarters but does not include the £5,000 sponsorship.

Fourth thought for the quarter

We make a living by what we get, but we make a life by what we give.

WINSTON CHURCHILL

SALES

Total income in the sales and events section for the quarter was £9,448. General sales of merchandise and non-specific donated items was just over £5,000. Our very own publication – The Patriot Pictorial – realised a further £3,500. Total sales now exceed the production costs on the book with sales still going well and a good stock still in hand.

BANK

Bank accounts show a balance of £234,400 (£225,000 in Reserve account) at end September 2018, with £7,880 VAT and £9,500 Gift Aid claimed to end September totalling £252,000 (rounded) to take forward to Quarter 3.

EXPENDITURE

The Unknown Warrior

Expenditure on TUW for the quarter is £46,000, mostly on boiler construction. Total expenditure on TUW and tender now amounts to £2.1 million.

OTHER EXPENSES

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

2017/18 Donors for comparison

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

Fifth thought for the quarter

Believe you can and you're halfway there.

THEODORE ROOSEVELT

And finally, finally I want to quote from the HMRC website on Gift Aid:

Donors must be charged an amount of Income Tax and/or Capital Gains Tax, whether at the basic rate or some other rate, for the tax year in which Gift Aid donations are made at least equal to the Income Tax treated as deducted from the total of all their Gift Aid donations made in the same tax year. Donors who have not been charged sufficient tax to cover the Income Tax deducted from their Gift Aid donations are responsible for paying any difference.

If the donor has not paid enough tax to cover the tax deducted from their Gift Aid donation(s), HMRC may ask the donor to pay the difference in tax and donors must be made aware of this. If the explanation is insufficient the Gift Aid declaration will not be valid and the charity may need to repay tax to HMRC.

BEST WISHES,

NEIL (CUSTODIAN OF THE PATRIOT PURSE STRINGS)



Neil Collinson being interviewed by Andrew Kennedy of Oakwood Visuals. Andrew has filmed the progress of the locomotive build from the cutting of the frames in 2008.

PHOTO: CHRIS AINSCOUGH

The LMS-Patriot Project – The first ten years

March 2018 saw the 10th anniversary of the launch of The LMS-Patriot Project. Andrew Laws looks back at some of the key highlights of the project over the last 10 years.

MARCH
2008



Two steel frame plates were cut at Corus Steel, Cradley Heath, West Midlands. This event signified the start of the Patriot new build and the existence of 5551/45551 for the first time.

APRIL
2008



Public Launch of the LMS-Patriot Project at the Corwen Patriot Gala at the Llangollen Railway. This was a joint fund-raising Gala that started the relationship between The LMS-Patriot Project and the Llangollen Railway Works, who would begin assembly of the new-build Patriot.

JULY
2009



The frame plates arrive at the Llangollen Railway, after machining and drilling at the Boro Foundry. They were stood vertically in special steel frames, before the frame stretchers were made and fitted.

SEPTEMBER
2010



The first driving wheel was cast at the Boro Foundry, using the pattern made for LMS Jubilee Class no. 45699 'Galatea'. The two classes share the same size 6ft 9in driving wheels.

NOVEMBER
2010



At the LMS-Patriot Project's AGM at Crewe Heritage Centre on 14th November, it was announced that the boiler would be built by LNWR Heritage. The new boiler was to be of traditional riveted construction with a copper firebox. A fund-raising campaign for the boiler for £500,000 was launched by Pete Waterman, the then owner of LNWR Heritage, Crewe.

JANUARY
2011



Genuine 1930s LMS pattern buffers were removed from a diesel powered rail mounted crane that was being scrapped by the Great Central Railway (N) at Ruddington. The sixth and final driving wheel for was cast at the Boro Foundry.

JUNE
2011



The first ever Members Day took place on 4th June at the Llangollen Railway. Members were able to see the latest progress of 'The Unknown Warrior' and ask questions to the Project team. A fantastic day was had with two return trips to Carrog behind 'Black 5' number 44806 (now at the NYMR after a change of ownership).

NOVEMBER
2012



The second original Fowler tender that was purchased for 'The Unknown Warrior' arrived at the Llangollen Railway for stripping of all salvageable parts. This tender had previously been in storage at Bury at the East Lancashire Railway.

MAY
2013



The smokebox is completed at LNWR Crewe and the middle cylinder was cast at the Coupe Foundry in Preston.

JULY
2013



The Driving wheels were completed at the South Devon Railway, including an all new crank axle. These were then taken to Tyseley Loco Works for tyre turning.

AUGUST
2013



The completed front end appeared on the front cover of Steam Railway magazine Issue 418, published on 16th August.

NOVEMBER
2013



'The Unknown Warrior' was displayed at the National Memorial Arboretum and Warley National Model Railway Exhibition. East Midlands TV featured 'The Unknown Warrior' on their local evening TV news bulletin. Two days later thousands saw 'The Unknown Warrior' displayed as the centrepiece locomotive at the busiest model railway exhibition in the UK. Heritage Painting did a demonstration of cab lining and painting of the locomotive numbers. The left hand cabside was painted LMS maroon with the numbers 5551 and the right hand cabside was painted 45551 in lined British Railways green. Possibly the first time that a steam locomotive has been seen with two different liveries and running numbers at the same time!

NOVEMBER
2013

NOVEMBER
2013

MAY
2014



The driving wheels were fitted to the frames by Tyseley Locomotive Works during May. Temporary wooden "axle boxes" had earlier been made to allow 'The Unknown Warrior' to be displayed on its driving wheels at at National Memorial Arboretum and Warley National Model Railway Exhibition, before moving to Tyseley for the actual axle boxes to be fitted.

The LMS-Patriot Project – The first ten years

AUGUST
2014



'The Unknown Warrior' was displayed at its largest public event to date at the Great Dorset Steam Fair, where thousands of steam traction enthusiasts saw the new build Patriot on display at the five day event. Rain early in the week had turned the site very muddy making access extremely difficult, but this did not prevent around 200,000 people enjoying the show, which commemorated the 100th anniversary of the start of The Great War in 1914. A display of special vehicles including tanks, traction engines, ambulances and even a petrol driven Simplex narrow gauge locomotive that would have seen action 100 years ago, were displayed. A specially recreated area of trenches showed the harsh conditions of trench warfare.

AUGUST
2014



New bogie wheels cast using a polystyrene pattern. 'The Unknown Warrior' had all of its wheels for its 4-6-0 arrangement (including refurbished tender wheelsets).

OCTOBER
2014



It was announced at the 6th AGM of the LMS-Patriot Company Ltd. at Crewe Heritage Centre, that the first £1 million pounds had been raised to build 'The Unknown Warrior'.

NOVEMBER
2014

MAY
2015



The outside cylinders were fitted to the frames at Llangollen Railway Works.

SEPTEMBER
2015



'The Unknown Warrior' was displayed inside the unique Barrow Hill roundhouse during the LMS-themed "Ticket to Ride" gala.

FEBRUARY
2016



The engine had its bogie fitted at Tyseley Loco Works, making it a 4-6-0 for the first time. Tyseley had also undertaken the assembly work of the bogie.

NOVEMBER
2016



It was announced on 12th November at our 8th AGM that the first livery chosen by members was to be LMS Crimson Lake. This emerged as the clear winner with 378 votes, a winning margin of 248 votes over runner-up BR express passenger green which received 130 votes.

MAY
2017



Boiler work stops at LNWR Heritage Crewe after their announcement that all contract work would cease.

NOVEMBER
2017



This led to a tendering process which resulted in Heritage Boiler Steam Services being awarded the contract to complete the assembly of the new boiler for 'The Unknown Warrior'.

DECEMBER
2017



Heritage Boiler Steam Services start work on the boiler assembly at West Shed, Ripley.

FEBRUARY
2018



Members were asked to vote for new crest design for 'The Unknown Warrior' after the Royal British Legion withdrew their endorsement of the Project and use of the Legion 1970s crest.

APRIL
2018



The new crest design was announced after Members had cast their votes.

NOVEMBER
2018



The boiler is trial-fitted to the frames at Crewe Heritage Centre and displayed at the AGM and specially arranged open weekend.



ENGINEERING UPDATE

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

SEPTEMBER–NOVEMBER 2018



The planned movement date for the locomotive chassis was Monday 29th October. There were a number of tasks that Llangollen had agreed to complete in plenty of time prior to the move. It was also agreed that our volunteers would assist in reassembly of parts that had been removed. Progress on this agreed work was not as rapid as we had hoped for in the weeks leading up to the move. On a visit to check progress on 27th September it was found that the new Union Link Pins we had supplied had been drilled by Llangollen incorrectly for the anti-rotation studs. Instead of following the supplied drawing which shows the stud to be pressed into the shaft of the Pin, they had drilled through the head of the Pin. These Pins were rejected and Llangollen had to manufacture six new Pins to the correct design. These new Pins will be fully inspected to ensure they are to specification.

A slightly different report for this edition of The Warrior which is centred on our departure from Llangollen and plans for the immediate future.

Despite our best efforts to agree a reasonable schedule of work at Llangollen we were not able to get the tasks completed to our timescales. We had already made Llangollen aware that we were going to put completion of the locomotive, from finished running chassis, which had been agreed would be completed at Llangollen, fitting the boiler and all tasks to a running locomotive, out to tender to a number of possible contractors.

Following the publication of a news item written by a journalist in Steam Railway No. 484 published in mid-September, the Llangollen Railway board informed us that they would not be submitting a quotation to carry out future work on The Unknown Warrior beyond what had already been agreed. We had previously informed Llangollen that we needed the locomotive chassis ready for a trial boiler fit at a location away from Llangollen in October and this was incorporated in the agreed planned work schedule. Following Llangollen's decision they informed us that after the departure of the locomotive for this planned work we would not be welcome back at Llangollen. We were also asked to remove all of our other property from Llangollen quickly.



One of the Union Link Pins that were incorrectly drilled.
PHOTO: KEVIN WEST

As time progressed towards the move we contacted Llangollen Railway on Monday 22nd October to enquire the state of all the tasks and was pleasantly surprised to be told all the work had been completed.

Nigel Day had been continuing to work on preparation of the Lubrication Pipework. As each piece was formed and fitted it was labelled up ready for removal during the movement to prevent damage.



Lubrication Pipework underway on the chassis.
PHOTO: NIGEL DAY



The Lubrication Pipework hanging on the welding bay at Llangollen.
PHOTO: NIGEL DAY

The Lubrication Oil Pots were delivered from John Dunn Engineering and some have been trial-fitted prior to removal for safe storage until required.

A volunteer working party was arranged for Thursday 25th October, primarily to replace all the platform sections at the front of the locomotive that had been removed to gain access for work around the cylinders. Once on site it was clear the report given on Monday was incorrect and there were still a large number of outstanding tasks.



An Oil Pot temporarily fitted to the top left hand Slide Bar.
PHOTO: KEVIN WEST

At this point a more detailed inspection was undertaken and revealed a larger number of issues with work not fully completed or parts that were missing. These were mainly smaller parts which had been removed and now misplaced, meaning they could not be located and refitted. Many items fitted had bolts or nuts missing and all the fastenings, nuts, bolts and washers for the footplating following removal had been lost, so new fastenings had to be ordered to replace them. These did not arrive until the following day, delaying the reassembly work and requiring an overnight stay in Llangollen. In addition the securing cotters had not been fitted to the Valve Guide Slides. Once again these parts had been supplied to Llangollen and subsequently lost.

The Oil Caps had not been fitted to the Connecting Rods and the Gradient Pins had under-length securing bolts and washers of the wrong design.

The Front Buffers were only held on by two bolts each instead of four. Once this was pointed out extra bolts were found and fitted, but all were of



Valve Guide Slide showing missing cotter and corrosion on the steelwork.
PHOTO: KEVIN WEST

One of the main items of concern were the Inside Slide Bars. These had been removed to allow access for further work. They had previously been set up at great time and expense to the correct dimensions with specially made packing pieces to get the bars in the correct position. When these parts were to be replaced the packing pieces could not be found. Replacements had to be made undoing all the earlier good work.

Another issue was the Bogie Centre Pin. At the bottom end is a large 9" diameter washer, held in place by a nut, cotter and split pin. These parts had been made some time ago and fitted along with the bogie at Tyseley. The bogie had subsequently been removed at Llangollen to enable work to be undertaken under the cylinders, including drilling and tapping the mounting holes for the Cylinder Cladding Sheets. This work had been reported as complete and invoiced many months ago. The bogie had been refitted as part of the preparation for the move.

On inspection we found the sheets for the bottom of the Outside Cylinders had not been fitted. We requested these to be installed only to find out they had never been fitted and required trimming and all the holes in the cylinders drilled and tapped. Included in this work are two ¼" tapped holes in the rear end of the Outside Cylinders that cannot be accessed with the bogie in place.



A Sand Trap showing overlength fixing bolts and large nut used as a spacer.
PHOTO: KEVIN WEST

different length. One again this was pointed out and the ends of the over-length bolts removed with an angle grinder which also damaged the nuts. All these will now require replacement. This may seem petty, but it is a sign of quality to have all adjacent fittings the same and undamaged.

The Inside Cylinder Exhaust Pipe had been fitted with bolts that the incorrect length. This had been reported some time previously and agreed that correct length bolts were to be installed. This had still not been done. We now have been supplied the correct length bolts and will change them ourselves.

The Sand Pipes previously fitted were found to be loose at the bottom ends and required all the bolts tightening. Once the locomotive was moved out of the shed on Monday and placed over the pit it was also found that at the top ends they had only been loosely fitted with just a single bolt. In one case because the bolts fitted were too long, an oversize nut had been used as a spacer to allow the bolt to be tightened.

On the Friday the number of outstanding tasks was still large, but suddenly the locomotive was being worked on by an increasing number of Llangollen staff to finish everything off.

An offer to jack the front end of the locomotive up to gain access was refused as it would place a great strain on the locomotive chassis. The locomotive will require lifting with two road cranes to run out the bogie and gain access to these two holes.

On the Bogie Centre Pin itself, the pin was still in position, but on Friday, no washer, nut or cotter was in place. This was reported back to Llangollen who assured us that they would be fitted.

The Front Cylinder Covers had not been fitted as requested and when this was investigated we discovered that following replacement of the Cylinder Cover Studs at the suggestion of Llangollen Engineering eighteen months ago they had discovered the replacement studs to be slightly larger than the originals. The Rear Cylinder Covers had all had the mounting holes slightly opened out to allow correct fitting, but they had not done the Front Covers. Also all the mounting nuts had been lost and replacements had to be ordered.

By the end of Friday there were still a large number of tasks unfinished and the Llangollen staff were asked to work over the weekend to complete everything. We requested a report of progress on Sunday evening and departed for home for the weekend. The following morning, a batch of drawings detailing all the parts believed to be missing and requiring replacement was sent to Llangollen. The snag list finally amounted to 20 items.

A message duly arrived on Sunday evening reporting that all tasks except a few were complete and these would be finished in time for the transporter's arrival on Monday morning.

We arrived back in Llangollen at 8.30am on Monday morning and did a quick inspection of the locomotive. It was clearly apparent that there was still a significant amount of work to complete. Once again most of the works staff were working on the locomotive.

Work was in progress on refitting the Inside Slide Bars. These were still being set up and measured, from a wire set up through the bore of the Inside Cylinder. This wire was stopping any work on fitting the Front Inside Cylinder Cover and any of

the platform and plate work above the cylinder. As the road transporter was due to arrive at Llangollen at 10.30am we instructed all work on setting up the bars to be stopped and all secured for transport to enable the other parts to be fitted.

The road transporter finally arrived at 11.00am, but was unable to enter the yard to set up for loading as the yard had not been cleared for the transporter. This was not undertaken for a couple of hours.

The locomotive was finally moved from its position in the shed around midday and positioned over the pit in the works yard. We immediately went into the pit to inspect the locomotive only to find the Bogie Centre Pin had been fitted with the wrong nut and washer and the cotter used was loose. Also several nuts were missing from the Axlebox Horn Ties, plus no cotters were present with these nuts.

The large washer found to be missing from the Bogie Centre Pin is there to stop the bogie dropping if the loco is lifted. We were not prepared to allow the locomotive to be loaded up onto the road transporter without such a safety feature in place. Llangollen Engineering then proceeded to make a temporary replacement part from a piece of plate taken from our old Tender Frames. This was without asking if they could use our material.



The blank for the temporary washer, flame cut from a piece of our old Tender Frame Plate!
PHOTO: KEVIN WEST



PHOTO: NIGEL DAY



PHOTO: KEVIN WEST



PHOTO: NIGEL DAY



PHOTO: NIGEL DAY



A series of photos showing No. 5551 leaving the shed then the chassis being loaded onto the road transporter and reversing out of Llangollen yard.

PHOTO: KEVIN WEST

The locomotive was shunted out for loading at around 3.30pm, finally leaving Llangollen much later than planned at 5.00pm.

As it would have been dark when the locomotive arrived at Crewe after a two hour road trip it was decided that it would be taken to an overnight storage depot in Stoke-on-Trent. The Chief Engineer followed the loco to Stoke before

diverting to Crewe for another unscheduled overnight stay to be ready for unloading the following day. The locomotive was finally delivered to Crewe Heritage Centre at 10.30am the following day. This late departure caused additional overnight storage charges and staff costs for the delivery on the Tuesday which are to be recovered from Llangollen.



5551 is slowly winched down the ramp onto the track at Crewe Heritage Centre on 30th October.

PHOTO: KEVIN WEST



Safely inside the Heritage Centre.

PHOTO: KEVIN WEST



Nigel Day's van loaded with the lubrication pipework.

PHOTO: KEVIN WEST

A number of cars and vans were also loaded up with smaller parts ready for movement either to Crewe or safe storage until required.



The locomotive fittings loaded up for removal to safe storage. PHOTO: KEVIN WEST

The volunteer team returned to Llangollen on 30th October to finish loading the projects' 12 ton box van and storage container, ready for their collection and delivery to Crewe later in the week. Despite our previous agreement that the Tender Frame would stay in the loco shed at Llangollen until we had undertaken some additional work to stabilise the assembly, it was shunted out of the works on Tuesday 30th October and placed on the departure road.

The reason given by Llangollen was that it was to be collected that week. We have no idea where this information was obtained as we had by that time neither placed an order with the selected contractor or arranged transport. We now have a Tender Frame that will have to be inspected and levelled once again as we are unsure how it was lifted to move it? The Box Van was moved to Crewe on Friday 2nd November and the container early the following week, to join a second container that had been purchased as a possible workshop.



The Tender Frames after movement out of the works. PHOTO: KEVIN WEST

The Tender Frame and associated parts left at Llangollen are expected to move to Devon in the week commencing 26th November.

Once the locomotive had arrived at Crewe, work started to prepare the chassis for the trial-fitting of the boiler assembly. Unfortunately, I was unable to attend the trial fitting due to a family bereavement, so Andy Collinson will take up the story for the day.

Just before midday on Monday 5th November, the boiler and smokebox of 'The Unknown Warrior' pulled into the yard at Crewe Heritage Centre ready for its trial fitting into the frames of 5551.

Andy, Rob and the team at HBSS had an early start at 6.00am in order to manoeuvre the boiler and smokebox out of their works to be loaded onto the trailer of W. J. Baldon and Sons of Exeter for the journey from Huyton to Crewe.

The pictures on the right show the sequence of events which started as soon as the boiler arrived. The JCB was quickly pressed into use so that the chassis could be towed out of the hall and the cab could be lifted. No sooner than this had been done, the chassis was swiftly moved back inside so that the smokebox followed by the boiler could be lifted and placed on the hard standing. The JCB then carefully lifted up the smokebox where it was offered up to the front tubeplate and bolted to the barrel for the first time. The boiler weighing approximately 30 tonnes was then lifted by the impressive Hiab, capable of lifting in excess of 100 tonnes, to clear the road so the JCB could haul the chassis back out of the main hall. The boiler was then carefully manoeuvred above the chassis and gently lowered into position between the frames. Well almost!

One of the concerns HBSS had already anticipated was that the heads of the temporary fixing bolts holding the outer and inner firebox together around the foundation ring could potentially cause it to be too tight a fit. Of course, it will be riveted flush when it is finished and will not be an issue. After a little attention to the bolt heads with the assistance of Rob holding a grinder, the boiler was again lifted and after some careful final positioning,



ALL PHOTOS: ANDY COLLINSON

'The Unknown Warrior' had her boiler in place for the first time creating the most fantastic and emotional sight. By 4.00pm the cab had been lifted back into place, the whole ensemble was tucked back inside the main hall in the fading light for further alignment work and preparations for the Armistice weekend to begin. We must give a special thank you to HBSS and their team for what was truly a very slick and superbly organised operation, a real credit to everyone involved on the day. Back to Kevin.

Following the successful trial fitment work continued to check alignment of the boiler shell by Heritage Boiler Steam Services.

Alongside this our volunteer gang were working on preparations for the AGM and Open Weekend.



Work underway to prepare the locomotive for the AGM.
PHOTO: KEVIN WEST



The Chimney is lifted in preparation to refitting.
PHOTO: KEVIN WEST

Work undertaken included refitting the Smoke Deflectors and Chimney, plus a deep clean of the locomotive. Work was also in progress on the Smokebox Door to enable the LMS number plate to be fitted for the first time. New mounting holes were drilled to the correct distance. Previously, the locomotive has only carried the BR number 45551 on the Smokebox Door.

The afternoon of Thursday 8th November, saw the arrival at Crewe of the tender from the East



Nigel Day (left) and David Hughes (right) mounting the LMS numberplate on the smokebox door for the first time.
PHOTO: GAVIN SHELL



Gavin Shell covers the newly fitted crest.
PHOTO: KEVIN WEST



The Fowler tender ready to be pushed up to the loco.
PHOTO: PETE SIKES



Mike O'Connor of Heritage Painting paints the numerals to the cabside.
PHOTO: PETE SIKES

Lancashire Railway 'Crab' No. 13065. This was unloaded and placed in the exhibition hall about 30 feet away from No. 5551.

The new crests had been delivered from Procast earlier in the week, these had been drilled in readiness for mounting on the nameplate backplates, so one final task was fitting them. Once in place they were covered over in preparation for unveiling the following day.

Friday 9th November saw a larger group of volunteers assemble for a final day of effort to get the locomotive ready for the weekend.

Mike O'Connor from Heritage Painting arrived to hand paint the locomotive number onto the cab side. Engineering Director, Steve Blackburn was dispatched to find some paint that matched the colour of his car to enable all the Crimson Lake to be applied to the right hand side of the locomotive, whilst the Buffer Beam was repainted and various sections of the black around the front end were touched up.

At around 4.00pm the tender from 13065 was pushed up against the locomotive rear beam to give the first view of an almost complete Patriot since 1962.



Kevin West (left), Pete Sikes (centre) and Andy Collinson (right) smile for the camera after a good day's work preparing No. 5551.
PHOTO: GAVIN SHELL



when in fact they should both be square. These will both need to be redone. Other bearings show white metal on the end faces that has not been machined smooth. A full inspection will now be undertaken on all work undertaken on these motion parts.

Away from the locomotive work continues on the procurement of parts for the locomotive. Recently received from the foundry are castings for the Piston Rod Squab Boxes, three new Drain Cock Body castings and the Ejector Exhaust Pipe.



A Big End Bearing showing poor machining and casting of the white metal.
PHOTO: KEVIN WEST



Reverser shaft parts.
PHOTOS: KEVIN WEST

The parts for the Reverser Shafts had been delivered from Harco Engineering earlier in the morning and were arranged for display alongside the Lubrication pipework.

Following the locomotives' arrival at Crewe we had been visited by ex-works staff interested in what we are doing and by people that have been involved with other locomotives in recent years. During their walks round the locomotive we have been made aware of several issues that may require further investigation or re-work. These include poor white metalling of Coupling Rod Bearings. One individual picked up the fact that the Connecting Rod Big End Bearings had different details on the inside edge of the white metal, one has a radius the other had a chamfer,



The left hand Trailing Crank Pin after removal of the Speedo Drive Crank showing excess white metal on the end of the bearing not removed. Also, the two Drive Dowels have not been fitted.
PHOTO: KEVIN WEST

PHOTO: KEVIN WEST



A recent batch of castings collected from the foundry.
PHOTO: KEVIN WEST

There are plenty of images of the AGM and Open Weekend displays further on in this issue of The Warrior, but for me, two of the most lasting images are the members of the Wood and Sykes families posing with the locomotive (see pages 45 to 49).

Following the observation of the two minutes silence on 11th November we were able to have a bit of fun. The Chief Engineer had been persuaded to bring his 7¼" gauge Bassett-Lowke



Emma Moore, the Chief Engineer's daughter looking very pleased with her driving efforts whilst driving on the miniature railway.
PHOTO: KEVIN WEST

PHOTO: KEVIN WEST

tank locomotive to run on the miniature railway. Once in steam, several members of the team plus partners and my daughter, Emma and her husband were given the chance to drive on the miniature railway track.

Once the weekend was over the locomotive quickly changed appearance again. On Tuesday 13th November the cab was removed and the boiler lifted back out of the frames and taken back to the HBSS base at Huyton for the build to continue. Whilst the boiler looks substantially complete it hides the fact that for the next few months a lot of work is required inside the shell to fit out all the internal pipework, support structures, and that's without even thinking about the thousands of stays to be made and fitted.

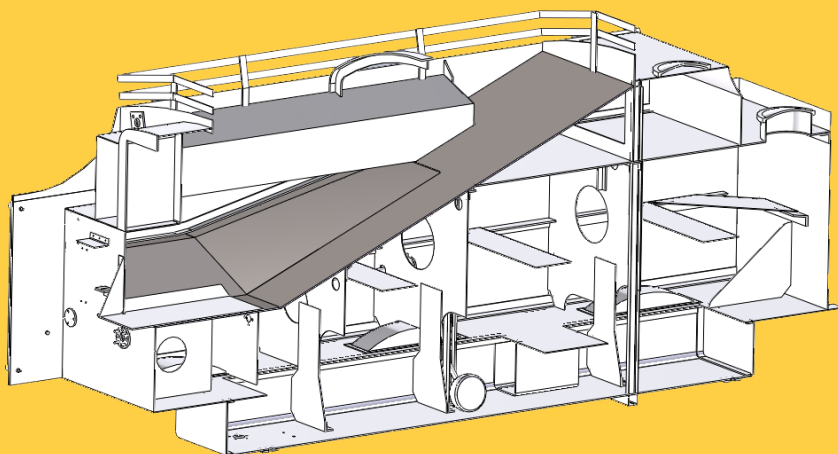
On the locomotive chassis, the first task to be undertaken is a full mechanical inspection of work completed so far. This is being undertaken by Andy Forster, former CME of the West Somerset Railway. Andy is completely independent of any of the contractors who are bidding for the contract to complete the locomotive or Llangollen Railway, so we will get a completely unbiased report.

Once this is received we will need to try and come to an agreement with Llangollen Railway over how any issues raised will be solved. At the same time, we are in discussion with South Devon Railway Engineering regarding the issues we have discovered with the Driving Axle Crank Pins. Once again we have had an independent report on these parts and presented it for SDR to comment. At present we are waiting for their formal reply.

Besides the four possible contractors who have expressed an interest in quoting for the completion works we are also looking into the possibility of setting up our own workshop and doing it ourselves. We have Nigel Day on board and expressions of interest from several other well respected engineers. There is much to go over and plenty of questions to answer before we make a final decision.

Interesting times, but one thing is clear. From here on we are in control. We are going to build this locomotive once and we will do it correctly!

PUT A TENNER IN THE TANK!



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

Please donate either online at
www.lms-patriot.org.uk
call the office on **01785 244156**
or send a cheque to:

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

Registered Company No. 6502248. Registered Charity No. 1123521

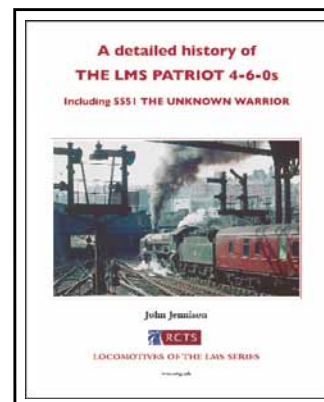


PUBLICATIONS

JUST PUBLISHED

THE LMS PATRIOT 4-6-0s

Including 5551 THE UNKNOWN WARRIOR



This book covers the development of the class supported by photographs of the important changes and details that characterised the class. The author John Jennison covers all areas of the class detailing the development, modifications including the rebuilds, locomotive names and the operating areas in which they worked. With permission of the Patriot Trust a chapter has been included concerning the planned new build Patriot to be known as The Unknown Warrior. This describes the planning setbacks and progression towards the eventual completion of the locomotive.
*214 x 276 mm, casebound, 224 pages,
141 b+w and 18 colour illustrations.*

Buy your copy from
The LMS-Patriot Project
£24.95 plus £5.00 post and packing

Order online at
www.lms-patriot.org.uk/shop

AGM AND OPEN WEEKEND 10TH/11TH NOVEMBER 2018

BY PETE SIKES



After the preparation of the previous few days, Saturday 10th November dawned with the sun shining and a spring in everyone's step with great anticipation of what we hoped would be a successful weekend. If we're honest we weren't quite sure how many people would turn up, although we knew that there would probably be around a hundred of our valued members attending the AGM. We had advertised the event in the railway press and Gavin Shell had formed a tie-up with the Alsager Model Railway Exhibition with Crewe Heritage Centre providing a vintage bus service between the two events.

Our team of volunteers, who are seen in the excellent picture top right, had all been allocated their tasks with the superb organisation of Keith Riches meaning that we were all clear on what we were doing. Unfortunately I missed the photocall as I'd nipped to Tesco next door as I'd promised my son I'd buy him a cooked breakfast! For all of those who are familiar with Crewe Heritage Centre you will know that it's not the warmest of places in November but Keith had hired in some very efficient patio heaters and these were strategically placed to make sure that our visitors were comfortable.

Visitors started drifting in well before the official opening time of 10.00am and steadily built up throughout the morning. There were many comments as to how impressive the locomotive looked, especially with the 'on loan' tender giving an accurate vision of how The Unknown Warrior will look upon completion. We had ordered a vinyl with LMS lettering to cover up the number on the tender but although this was produced in time the courier tasked with delivering it decided that it wouldn't arrive until Monday morning – a tad too late! While disappointing it was probably the only thing that didn't work out for us over the whole weekend.

By the time of the start of the AGM at 2.00pm the centre was very busy. The AGM followed its usual format with Chairman, David Bradshaw giving our members an update of the recent goings-on at Llangollen and where we are with the build of the loco and tender. The accounts were formally accepted and then four directors – Kevin Finnerty, Stephen Blackburn, Neil Kinsey and John Hastings-Thomson were re-appointed for a further three years. Questions were then taken from the membership and hopefully answered to your satisfaction. It's at this point that I must mention that we had a few comments as to how difficult it was to hear when the microphone wasn't used especially for those sitting near to the back, for this we can only apologise and improve on this for the next AGM.

As you will see in the pictures on the following pages the attendance was by now sizeable and the anticipation of Simon Weston's arrival was palpable. At around 3.45pm Kevin Finnerty, who had picked Simon Weston up from a previous engagement in Wigan, arrived and he was welcomed by Her Majesty's Lord-Lieutenant of Staffordshire Mr. Ian Dudson, CBE KStJ and Chairman, David Bradshaw. They then walked through the crowd to a platform by the engine to a resounding round of applause. A service of dedication and remembrance was then conducted by Reverend Mike Roberts, Chaplain for the Railway Mission (Manchester Area), before Simon gave a speech and unveiled the magnificent crest and nameplate. Both the superbly conducted service and speech are reproduced in full on the following pages.

Once the official ceremony and two minutes silence had been observed Simon was only too glad to talk to the individual members of the audience and have his photograph taken with them, nothing seemed too much trouble for him. I think most who spoke to him were impressed by the modesty of the man. Simon departed the centre, once again with Kevin Finnerty, to catch a train to London on



PHOTO: ANDREW PRICE



Two views of the well attended AGM.
BOTH PHOTOS: ANDY COLLINSON



what was an extremely busy weekend for him. Visitors started drifting away and the volunteers got busy tidying up ready for Sunday, while some decided to go home, others decided to go for a meal and a well-earned beer or two.

Sunday, while not as busy, attracted a steady flow of visitors and just before 11.00am, Corporal Gareth Atkinson recited The Kohima Epitaph which was then followed by two minutes silence. This began when CME, Kevin West blew his guard's whistle, while in the background the Crewe Works siren could be heard. The silence was impeccably observed and another blast on the whistle heralded the end of the show of respect for all those who lost their lives 100 years ago.

Overall I think we can look back at the weekend with great pride and a big thank you to all those who visited, we hope you enjoyed seeing the



On arrival Simon Weston is introduced to Her Majesty's Lord-Lieutenant of Staffordshire Mr Ian Dudson, CBE KStJ and David Bradshaw.

PHOTOS: PETE SIKES

locomotive and that it gave you a vision of what to expect in the near future. Of course this event wouldn't have happened without our fantastic group of volunteers who gave their time to make it happen. And finally, we would like to express our thanks to Crewe Heritage Centre who gave us so much help to make the event happen.



1



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3

1. A panoramic shot of the crowd patiently waiting the arrival of Simon Weston, CBE.
PHOTO: STEVE PURVES, BACHMANN EUROPE
2. Karen Kinsey chats with Chris Hughes of 'Eggheads' fame at the sales stand.
PHOTO: PETE SIKES
3. A tribute to a family member placed on the engine.
PHOTO: PETE SIKES
4. Corporal Gareth Atkinson pictured by the front of the locomotive.
PHOTO: JOHN HASTINGS-THOMSON
5. Project Chairman, David Bradshaw introduces Simon Weston and welcomes him to Crewe Heritage Centre.
PHOTO: BOB SWEET
6. Smiles all around as Reverend Mike Roberts get the proceedings underway.
PHOTO: BOB SWEET



5



6

Dedication of the Crest of The Unknown Warrior

Crewe Heritage Centre

Saturday 10th November 2018



Prayers for after act of remembrance

Let us pray in confidence:

God of strength for our living and hope in our dying,

We come today to bring you our praise for your love, and our thanks for those who have walked this earth before us.

In thanksgiving we gather:

For those who have gone into a world of war in the hope of peace, we thank you.

For those who have risked and given life that we may freely live ours, we thank you.

For the names we read and know that remind us that in war each life given was a sibling, parent, child & friend, we thank you.

For those whose names we will never know, the lost and forgotten, the anonymous and unknown, we thank you.

At this time of remembrance we think of those who have served in the World Wars and other conflicts. For those still bearing mental and physical scars of their time in war we pray for healing.

As we remember the first armistice a century ago, we pray

for those who work for peace today, and reconciliation and an end to conflict in our world.

For those who serve now, those known to us and those who we do not know, in every conflict, in all nations; may they find your protection, dwell in your love and find your peace. As we will, Lord, in your mercy remember them.

And, finally, through the symbol of this locomotive, which reminds us of the cost of conflict, the courage of those before us and the wish for a transformed world, as well as our duty to remember always those who have served, may we always remember, be thankful and hope in a world to come where peace will reign forever.

In the name of Christ and in your mercy, Hear our Prayer, O Lord.

Amen

**When you go home,
tell them of us and say,
for your tomorrow,
we gave our today...**

Dedication of the new crest

In the **promise** of this locomotive we remember and pledge never to forget the story of the wars that have shaped our past.

In the **story** of this locomotive we remember the pains of war that have shaped this nation.

In the **new beginning** of this locomotive we promise to share this story with our children and our children's children.

In the **silhouette** on the crest of this locomotive we remember the horrors and darkness of battle and the cost of conflict.

In the **name** of this locomotive we remember those whose names have never been known, recalled or thanked. And in this memory, we remember them this day.

On the **railway** that this locomotive will be part of we remember crews, depots and staff who went to war and never returned.

And in the **mission** of this locomotive, we pledge, as members of this society, nation and world we will never cease to remember those who gave all they had to bring us a future that - without them - would be darker for us all.

For the known and the unknown who gave and served for us and those we love,

We will remember them.

We will remember them

The Kohima Epitaph



PHOTO: BOB SWEET

Reproduced above and to the right is the service conducted by Reverend Mike Roberts who is Railway Mission Chaplain for the Manchester Area. We contacted Mike at fairly late notice to see if he could conduct a remembrance service and dedicate our new crest. He kindly agreed and paid a visit to our Stafford office to discuss the event with Richard Sant and Linda Westerman.

I think that we can all agree that he set exactly the right tone with his thoughtful words which were fitting for the occasion, so, thank you Mike for being a part of our memorable weekend.

The Railway Mission are a group of specially trained people who offer friendship and a listening ear to anyone connected with our nation's railways. They are a Christian charity offering help to everyone.

“I’m not going to take a huge amount of time this afternoon ladies and gentlemen because truly and simply you’ve heard the wonderful words that have just been spoken (by Reverend Mike Roberts), you know all about the Project, for me I’m just so incredibly humbled to have been asked to be involved in a very, very small way in the fact of adding my name to this and to being a part of it. But, it’s all you – and you know who you are – who’ve been involved in supporting the LMS-Patriot Project.

I can’t thank you enough because every symbol, every iconic symbol, that we retain and keep in this country that reminds us of all of those incredible young men and women who go off to do our country’s bidding. They join for a career, they don’t choose the conflict, that’s chosen for them, but it’s only right and fitting that we remember the type of sacrifice, that type of courage. Because all that we enjoy today, is down to the fact of these people going away and doing their job which deters other people from coming here to stop us enjoying our freedom, our rights and our democracy – that is what is being protected – even though some people may detract from that and denigrate that. The fact of the matter is we need patriots to be able to do that and not to exclude those that should be comforted and offered succour here, who should be sheltered and should be offered strength by our strength. It’s not about exclusion, it’s about inclusion. But we do need proud and brave people to do that, otherwise we can never be a place of sanctuary for those that need it and that’s why so many good people come here and do contribute, this is not about exclusion, this is about making sure that we stand tall and hold our heads up high and hold ourselves to greater standards than others, and that is what being patriotic is about, that is showing what Britons are all about, being the decent, the good, the kind and the compassionate. But at all times we have to wrap that compassion in a steel glove, in a velvet pouch, that’s what we have to do and by retaining this and naming this wonderful machine we do that, but you do that by your effort, by your dedication, by your enthusiasm.

I’ve got to be honest, I was quite surprised to see so many people here, I didn’t think it was going to be quite such a sizeable event, but normally when I work I’m very concerned that my audiences are getting much younger and they won’t remember what happened to me 36 years ago, so I play a film, but I’ve no need to worry about that this afternoon! [laughter]

But in truth, this is what this symbol means to me and not only that, I was talking on the way down as I was being driven here by Kevin (Finnerty), that my step-father, was a Yorkshireman, and we’ll keep it between you and me OK, that we won’t tell anybody but I was brought up by an Englishman, as a Welshman, that he had an absolute passion for steam trains, his one brother they used to have to tie him to the leg of the table to stop him wondering off and riding on the footplate, but going back to the 1930s I think you could do that sort of thing. He was a wonderful, wonderful man so in part my enthusiasm and my love of wonderful great beasts like this (5551) is because of him, so in part he’s here with me on this platform as I’m about to unveil the name and plaque.

So ladies and gentlemen, thank you very much for inviting me and allowing me to be part of everything. I feel very humbled and very insignificant in truth, because I haven’t done anything, but I do cherish this moment. So without any further ado I’ll give this a tug and in true British form and fashion it probably won’t come off, fingers crossed!

I now unveil this plaque.



PHOTO: JOHN HASTINGS-THOMSON



From left to right:
 Lord-Lieutenant of Staffordshire
 Mr. Ian Dudson, CBE KStJ,
 Simon Weston CBE, Reverend Mike
 Roberts and David Bradshaw.
 PHOTO: BOB SWEET



From top left:
 Mike Roberts hands over to Simon Weston for the unveiling,
 and as predicted 'in traditional British fashion' the cord fell off
 before he grabbed the curtain to reveal the new crest.
 ALL PHOTOS: BOB SWEET



Our Chief Mechanical Engineer, Kevin West
 in conversation with Simon Weston.
 PHOTO: BOB SWEET

SIMON WESTON CBE UNVEILS CREST ON 'THE UNKNOWN WARRIOR'

The highlight of the weekend after the 10th LMS-Patriot Company AGM had taken place on the afternoon of 10th November, was the arrival of Simon Weston CBE, patron of The LMS-Patriot Project who had been invited to unveil our new crest.

Simon said he was extremely humbled at being invited to perform the unveiling and also that he was surprised at the number of people attending the event. He was also impressed with the size of 'The Unknown Warrior' describing 5551 as a "beast of a locomotive"!

Simon then graciously took the time to have his photo taken both officially and with members and guests as well as doing an interview with Project cameraman Andrew Kennedy.

Simon Weston was made a Patron of The LMS-Patriot Project in 2016 and this was the first event that he had been invited to.

We would like to thank Simon Weston CBE, for taking the time to visit Crewe and perform the unveiling. It was a truly memorable occasion on an historic and poignant weekend.

ANDREW LAWS



PHOTO: STEVE PURVES, BACHMANN EUROPE



PHOTO: ANDY COLLINSON

MODERN DAY 'PATRIOT' DISPLAYED AT CREWE HERITAGE CENTRE

Freightliner class 66 No. 66418 PATRIOT was displayed at Crewe Heritage Centre over the weekend of 10th/11th November as part of the 100th anniversary of Armistice commemorations.

The class 66 had been named 'PATRIOT - In Memory of Fallen Railway Employees' on 11th November 2016 at a naming ceremony at Crewe Basford Hall depot which was attended by members of The LMS-Patriot Project. The nameplate was cast in the style of the original Claughton class nameplate which was fitted on loco No. 1914 'PATRIOT' which was built in memory of London & North Western employees who were killed in the First World War and was painted plain black.

Corporal Gareth Atkinson, who serves in the 1st Battalion of the Mercian Regiment, was involved in the naming ceremony back in 2016, also attended Crewe Heritage Centre over the weekend. He met fellow soldier and Welsh Guardsman Simon Weston CBE, after Simon had unveiled the crest on 5551 'The Unknown Warrior'.

The LMS-Patriot Project would like to thank Lynn Crump - Head of Corporate Communications, Freightliner Group who helped arrange for the class 66 to be displayed and Corporal Gareth Atkinson for taking the time to visit Crewe.



Corporal Gareth Atkinson poses with Simon Weston.
PHOTO: JOHN HASTINGS-THOMSON



Class 66 No. 66418 arrives at the heritage centre on Friday 9th November.
PHOTO: ANDY COLLINSON



Our guests, Lord-Lieutenant of Staffordshire Mr. Ian Dudson, CBE KStJ, and Simon Weston CBE.
PHOTO: JOHN HASTINGS-THOMSON

RIGHT PLACE, RIGHT TIME

It has been a trying year for the LMS-Patriot Project, but for the Remembrance Sunday weekend that marked the centenary of the Armistice, everything - and everyone - came together.

It was the right place to display the first 'complete' Fowler '5XP' 4-6-0, with parallel boiler in place, since 1962 - Crewe Heritage Centre, in the heart of the LMS 'railway town' and just a stone's throw from the great works where most of the original class were built.

And it was the right time to unveil the new crest on the nameplate of The Unknown Warrior, reading 'In Memory of the Fallen' and depicting one of the most instantly recognisable and evocative images of the First World War.

Continuing a long railway tradition of remembrance and military links, No. 5551 was decorated with poppies as Falklands War veteran and LMS-Patriot Project Patron Simon Weston CBE revealed the new crest, before Chaplain Mike Roberts of the Railway Mission led a service and prayers to dedicate the 'National Memorial Locomotive' to remember all those who gave their lives for their country in the First World War and since.

Among those present were Graham Wood, grandson of Victoria Cross winner and LNWR footplateman Wilfred Wood - after whom 'Patriot' No. 45536 was named - and relatives of LNWR platelayer Ernest Sykes, No. 45537's namesake.

Much work still lies ahead before the 'Patriot' is truly complete, but in spite of recent problems, it is clear to see that it is now on the home straight towards steaming for the first time - hopefully before the end of 2019.

Two more significant dates beckon before the First World War centenary slips away forever: the signing of the Treaty of Versailles on 28 June 1919, and the return of the Unknown Warrior himself to British soil on 10/11 November 1920.

By the first anniversary, construction of No. 5551 should be in its final stages... but by the second, it should be in steam.

In what it has been dubbed 'Project 2020', the 'Patriot' group plans for the locomotive to run from Dover to London Victoria hauling the 'Cavell Van' - the famous SECR luggage van that conveyed the unknown British soldier, Nurse Edith Cavell and GER steamship captain Charles Fryatt on their final journeys.

As its namesake represented the thousands who fell in the First World War and had no known grave, and as pioneer 'Patriot' No. 5500 was so named in memory of LNWR employees who died in the conflict, so No. 5551 will be a lasting symbol of the railways' contribution to remembrance.

TOBY JENNINGS
ASSISTANT EDITOR, STEAM RAILWAY



A wreath laid by the nameplate to remember those who had fallen.

PHOTO: PETE SIKES



Project volunteers line up by the engine to observe two minutes silence on Remembrance Sunday. PHOTO: CHRIS AINSCOUGH

THE UNKNOWN WARRIOR – DEDICATION OF THE CREST

Any seasoned rail traveller will be used to a journey where you start in one place, finish in another, and in between you go via a number of intermediate stations. When I was asked to be a part of the remembrance weekend held at Crewe to dedicate the crest of The Unknown Warrior it gave me a significant opportunity to look back over the journey of the new Patriot that was being marked that weekend.

The journey, in some ways, goes back a hundred years to the end of the first world war, in other ways to 1920 and the marking of the grave of the Unknown Warrior in Westminster Abbey, but also back to the days of the first vision to build 'a new Patriot'. The journey from the beginnings of that dream, through fund-raising projects, engineering setbacks and many, many meetings reached a significant intermediate station on November 10th/11th 2018 at the Heritage Centre.

As I was preparing what to say as I stood with Simon Weston, David Bradshaw and the Lord Lieutenant of Staffordshire I was aware we are all 'fellow passengers' on a journey to remember all those who had made a very costly journey for our freedom, including the L.N.W.R. Victoria Cross recipients, and we must mark their sacrifice appropriately.

The recent events, across the world, to mark the centenary of the end of the First World War brought a nation together in emotion and to commemorate the events of 1914-1918 and since. On Remembrance Sunday, the BBC covered a service in Westminster where the Queen and the gathered guests passed the tomb of the Unknown Warrior. As we held our own tribute to The Unknown Warrior it was a great privilege for me, as the local Railway Mission Chaplain, to be asked to be involved.

I hope that, on that most special day, my words were able to both remind us of a dark past, but bring hope for the future, including in the symbol of hope that *The Unknown Warrior* might be to the nation. Seeing the locomotive in the same place as Freightliner's '66' named *Patriot* reminded me that this story is both rooted in our history, but part of our today and tomorrow. I look forward to the next steps in the Patriot class story between now and 2020. The words of the Kohima blessing seemed an appropriate conclusion for our time at Crewe, and again now: "when you go home, tell them of us and say, for your tomorrow, we gave our today..."

As we move on from this intermediate station to our next stop, and towards our final destination the memory of those whom we honour lives on in our lives and stories, and also in the hands of God.



Reverend Mike Roberts
Railway Chaplain, Greater Manchester and North West England

To find out more about the Railway Mission visit:
www.railwaymission.org

17th November 2018

A FRIENDLY WELCOME

When I left home in Peterborough, Sunday, 11th November dawned cold, but the forecast was a clear, sunny sky. Driving across the country, I was quietly looking forward to seeing the Patriot 'in the metal' with its boiler in place. The day was also set to be my inaugural visit to Crewe Heritage Centre.

I was greeted inside the main shed door by friendly and welcoming LMS-Patriot Group volunteers. After exchanging pleasantries, my eyes were drawn to the thing of beauty before me – No. 5551! Coupled up to the LMS-liveried Fowler tender from 'Crab' No. 13065, The Unknown Warrior looked the part, providing a real vision of what is to come. With the front tastefully adorned with poppies and commemorative headboards, I stood alone and soaked up what was before me. At that moment, I was truly captivated by the national memorial engine. As someone who is naturally intuitive, it really was quite a surreal occasion. This locomotive may not have a fire in its belly yet, but it certainly seemed to be there in spirit.

Back to the task in hand, I snapped photographs on my Canon SLR camera. I attempted to capture what I had just felt, taking a variety of angles – including 'conventional' landscape shots and close-ups of the number plate on the smokebox door, the headboards and poppies.

Remembering the fallen, all those present respected the two-minute silence at 11.00am. Against such a unique backdrop, it made for a memorable occasion.

It was then time to get chatting to some of those present – an important aspect of my role as deputy editor of Heritage Railway magazine. Among the friendly group members I met were Peter Sikes and Andy Laws, who I've dealt with through the course of my work. I also talked to Nigel Day, a fountain of knowledge, who was quietly – and some might say rightly – proud of his efforts in manufacturing the locomotive's lubrication system. I enjoyed catching up too with Gavin Shell and Andy Collinson, who I met during the Tyseley at 50 Locomotive Works open day over the weekend of 29-30 September when they were manning the group's trade stand.

David Bradshaw, who I have enjoyed conversations with almost every month since I joined Heritage Railway at the end of May, was sadly unable to be present on the Sunday. On a personal and professional level, David and I get on extremely well and he is someone I look forward to meeting in due course.

After a quick, tightly-composed group photo with some of the volunteers, I was kindly offered the opportunity to use the platform to obtain higher level photos of the locomotive.

Unfortunately, I was unable to make the Saturday event, which appeared to be the 'core' of the weekend's proceedings. It was no bad thing however – going to Crewe on the Sunday worked well from my perspective. Having spent the morning with the Patriot team, I then attended Armistice event at the friendly 2ft gauge Apedale Valley Railway in Newcastle-under-Lyme – worth a visit if you've never been. Continuing my journey back to the 'eastern region', I called in for a 'coffee catch-up' with welcoming team at the Foxfield Railway. Having three work jobs within half an hour of each other was most useful and made for a productive and enjoyable day all-round.

We at Heritage Railway magazine will continue to support the LMS-Patriot Project and I know I'm not alone in our office at Mortons Media Group in looking forward to seeing the completed locomotive in action!

GARETH EVANS

DEPUTY EDITOR, RAILWAY HERITAGE MAGAZINE

Patriot family connections

Relatives of two LNWR railway workers awarded the Victoria Cross visit Crewe for the open weekend



Relatives of both Sykes and Wood families seen alongside the loco with nameplates and medals.

PHOTO: ANDY COLLINSON



PHOTO: PETE SIKES

Wilfred Wood v.c.

Ordinary people can do extraordinary things...

Imagine being Wilfred Wood, 17 years old, cleaning steam engines at Stockport Edgeley Shed, near his home in Stockport, when he heard of the outbreak of war in 1914.

There was a lot of pressure on young men like him to join the army. More men were needed to replace the thousands of killed and wounded, so more were called on to "do their bit".

Wilfred joined up in 1916. He was 19 years old.

The British Army did not only serve on the Western Front in France and Belgium. Wilfred Wood won his Victoria Cross serving with the Northumberland Fusiliers in Italy.

At the Battle of Vittorio Veneto in 1918, he charged enemy machine guns on his own. He helped cause the surrender of over 300 men.

As his citation for the Victoria Cross put it: *"The conspicuous valour and initiative of this gallant soldier in the face of intense rifle and machine-gun fire was beyond all praise."*

After the war Wilfred Wood returned to the railways, eventually becoming an engine driver and a supervisor. He retired in 1960, and died in 1982.

One of the 'Patriot' class engines, No. 5536, was named after him. The nameplate can be seen in the Northumberland Fusiliers Museum, Alnwick Castle, a reminder of an ordinary man whose bravery made him extraordinary.



TOP:
Wilfred Wood V.C. in the uniform of the Northumberland Fusiliers.
PHOTO: WOOD FAMILY COLLECTION

BOTTOM:
Wilfred Wood V.C. in the cab of the 'Patriot' engine named after him.
PHOTO: BOB ESSERY COLLECTION



TOP:
Graham Wood and his wife next to the loco with one of the original nameplates named after his grandfather.
PHOTO: JOHN HASTINGS-THOMSON

ABOVE:
Wilfred Wood's war medals with the Victoria Cross on the left.
PHOTO: PETE SIKES

LEFT:
Graham Wood repeats the pose of his grandfather in the cab of 5551.
PHOTO: JOHN HASTINGS-THOMSON

Ernest Sykes v.c.

“utter contempt of danger”

Ernest Sykes was born in Mossley in 1885. When war broke out he was working maintaining railway tracks for the LNWR. He was 29 when he joined up.

Sykes joined the Duke of Wellington's (West Riding) Regiment. He was badly wounded at Gallipoli in 1915, nearly losing a foot. Private Sykes won his Victoria Cross at Arras on 19th April 1917 while serving with the Northumberland Fusiliers.

The citation for his Victoria Cross tells his story: Sykes “...went forward and brought back four wounded men. He made a fifth journey and remained out under conditions which appeared to be certain death, until he had bandaged all those who were too badly wounded to be moved.

These gallant actions, performed under incessant machine-gun and rifle-fire, showed utter contempt of danger.”

He served in the Home Guard during the Second World War. He died in 1949, just before he was due to retire.

His Victoria Cross is on display at the Northumberland Fusiliers Museum at Alnwick Castle. Ernest Sykes returned to his work on the railways after the war and a LNWR ‘Claughton’ class engine was named after him. The name was later transferred to a ‘Patriot’ engine, No. 5537.

The engine was in service until 1962.

TOP:

Ernest Sykes being presented with his Victoria Cross by King George V in July 1917.

MIDDLE:

Ernest Sykes in his railway guard's uniform.

BOTTOM:

Ernest Sykes V.C. arriving home in Mossley on 13th July 1917. Thousands came out to greet him.

ALL PHOTOS BY KIND PERMISSION OF THE FUSILIERS MUSEUM OF NORTHUMBERLAND



David Sykes, great grandson of Private E. Sykes V.C. in reflective mood. PHOTO: JOHN HASTINGS-THOMSON



No. 5537 Private E. Sykes V.C. departs from Manchester London Road with an express passenger service on 1st June 1936. PHOTO: R. D. POLLARD. © MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.

*When you go home,
tell them of us and say:
for your tomorrow,
we gave our today.*



Spotlight on John Barrowdale

John is one of our volunteers in the south of the country where he regularly works on the sales stand and presents illustrated talks for the Project.

Where does your interest in railways come from?

Perhaps in the blood as my Great Grandfather on my Dad's mother's side was a blacksmith for the North Staffordshire Railway and one of my Great Uncles on Dad's father's side was on the footplate in the Liverpool area finally being a driver based at Edge Hill.

What are your first memories of steam and did you see any Patriots running?

My mum use to accompany me when I was riding one of those large tricycles kids had in the 1950s often on a route where I could see the north exit of Fratton Station, goods yard and loco shed from a large iron bridge which commanded a good view of the railway action. My other observation spot was outside the back of my Great Aunt's house in Welby Street, Fenton, Stoke-on-Trent where we had regular family holidays up until 1960 where I could watch trains on the Stoke-Derby/Burton route. Mainly 0-6-0s, 2-6-4Ts, Black Fives, 8Fs. I can never remember seeing a named loco there, but these were my early years and no records now exist. I did see a rebuilt Patriot at Euston in the mid-fifties (see picture in Warrior No 30) and I expect more of them as my family used to collect and take back to Euston the afore mentioned great Aunt nearly every year in that decade whilst she over wintered with us in Portsmouth.

How did you become involved with the Project and do you think we will achieve our goals?

I joined in 2008 (member No 50/10) and offered to help Andrew Laws on the sales stall at Arlington's open day at Eastleigh in early 2009 and have been doing sales stall work ever since. Richard Sant persuaded/twisted my arm to be the southern speaker in 2012 for the project, plus I also keep the web site calendar up to date with events we attend and talks we give.

I'm certain we will achieve our goals and the recent pictures at Crewe Heritage Centre were very encouraging, but being closely involved in railway



John pictured on the footplate of Mid Hants Railway loco No. 34007 Wadebridge while on the turntable at Minehead Station, West Somerset Railway when I was acting as a owner's representative.

preservation for 46 years in an active way I doubt if it will steam until 2020. I really hope it is earlier, but I have witnessed so many slippages of steaming dates in my life, I have become very pessimistic.

I feel sadly that we have taken our eye off the ball far too many times since we started this project.

Why do you think The Unknown Warrior has caught the imagination of the public?

A large parallel boiler loco has been missing from the preservation scene for a long time and this fits that missing link. Also, the inspiring name that was chosen which has been completely lost on the RBL and I certainly think they will regret their 2017 decision to dissociate from us when they see the attention it receives when steamed. I still find it difficult to comprehend that they were not aware of us and can only assume we did not keep them up to date on progress and send complimentary copies of the 'Warrior' to RBL HQ. Perhaps we did, but they went to the wrong person or address?

Do you think steam has a place on the high-speed network of today and do you think there is a long-term future for steam on the main line?

Quick answer 'yes for a while' and no to the second question. My pessimistic side is the reason for the latter answer. There was a conference in October saying that scientists reckon we have up to 10 years to reduce carbon use or the world is damaged beyond repair. If power by coal usage especially in China, USA and India is sufficiently reduced, mining of coal will make obtaining supplies and its viability

difficult and extremely expensive. The total use of coal by our heritage railway industry and on the main line would not keep a single mine or open cast site viable. Being a nature lover, active conservationist and environmentalist for most of my life I study this disturbing trend very closely. Finding paths for steam and enough enthusiasts to make up shortfalls in income for the next 10 year overhaul will add to the problem, especially as the old enthusiasts die off. I lost count of the number of enthusiasts coming up to our sales stall who say they hope they are still alive when TUW steams.

Any interesting memories of BR days?

Many, but significant events were being on the Isle of Wight on 31.12.66 to witness the last day of steam, NW Shed visits on 31.07.68 to see the end of BR steam, being steam hauled by 35013 Blue Funnell on the Bournemouth Belle, a footplate trip from the inclined coaling stage to the triangle at the back of Eastleigh shed and back through the shed on 34019 Bideford are among them.



The last day of steam on the Isle of Wight as O2s No. 24 Calbourne and 31 Chale come into Shanklin station on the LCGB special.

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

Not really as there was an element of BR management completely against steam proved by the ridiculous speed steam facilities were removed from our railway system. Persistence paid off!

Where are your favourite locations past and present?

I have so many, but past ones include the NCB line between Haigh Colliery and Ladysmith Washery at Whitehaven which had a wonderful view over the Irish Sea, Basingstoke, Eastleigh and Southampton Central railway stations in the 1960s, the Isle of Wight, Malakwal, Pakistan watching British built 4-4-0s & 0-6-0s and the Jingpeng Pass in China watching QJ 2-10-2s on long freights are the highlights. Present ones are when working as a



A Hunslet Austerity - either Stanley or Revenge, can't remember which one now - leaving Haigh Colliery in late August 1972.

fireman on the L&B Railway with the fantastic view of the Bristol channel from Woody Bay, working on the footplate on my local line (Mid Hants Railway) with its 1 in 60 gradients looking over the A31 and the hills beyond. The lovely Isle of Man Steam Railway.

What are your favourite locos, railway journeys and heritage lines?

Locos - Bulleid Pacifics first, O2 tanks (I thought I had gone to heaven when firing Calbourne on its two-day visit to the MHR), Standard and LMS Black 5s.

Journeys - Going from Bulawayo to Victoria Falls overnight with a 15th Class Beyer Garratt on the front in Rhodesia back in 1976 takes some beating. Travelling on North Korea's railways in 1990 was an experience you never forget!

Heritage Lines - Obviously the Mid Hants Railway and the current section of the Lynton & Barnstaple, but the SVR, NYMR, Foxfield, Swanage, Isle of Man and the Tallylyn Railways rate high on my list.

Where would you like to see The Unknown Warrior run?

The old Patriot haunts like the west coast main line over Shap, the North Wales Coast line, Bristol to York. Then Waterloo to Weymouth or Salisbury main lines plus readers won't be surprised to hear that I want to see it on the MHR before I'm too old to lift a shovel!



Peering out from the footplate of Standard 4MT No. 73096 at Medstead & Four Marks Station awaiting the right of way to Ropley on the Mid Hants Railway.



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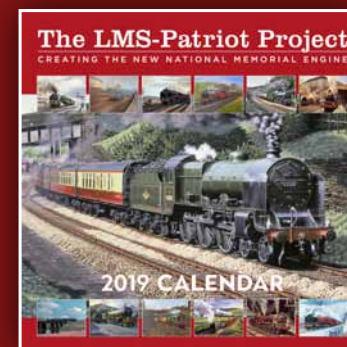
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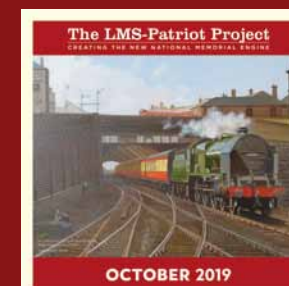
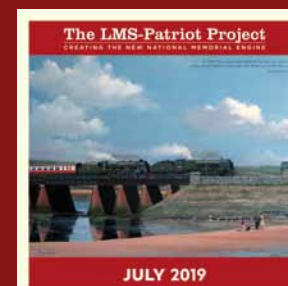
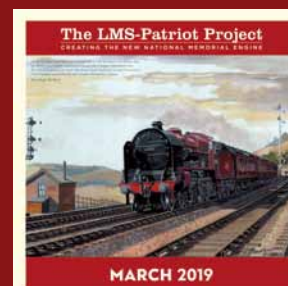
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VOLUNTEER REPORT

DAVID HUGHES, VOLUNTEER CO-ORDINATOR

November 2018

Since my last report all the plans have been overtaken by several momentous events. Plans were already being formulated to take the chassis to Crewe for a trial fit of the boiler by Heritage Boiler Steam Services (HBSS). However this was overtaken by a significant and unwelcome change in the situation at Llangollen which required the removal of the chassis, tender and all of our parts before the end of October, with less than six weeks notice.

Just prior to this, Nigel Day, an experienced locomotive engineer, had been employed by the Project to form and install the lubrication pipe work. This work commenced towards the end of August and with the assistance of the volunteers great progress had been made forming the complex shapes required to thread the pipework through and round various obstacles in the frames. This required frequent access to the chassis following the annealing and bending of the copper pipes. In order to do this you have to be something of a contortionist. The annealing process requires the heating of the pipe to cherry red and then immediately dousing in water. This allows the pipes to be bent more easily. Progress has been hampered by lack of fittings and pipe clips but this is now being addressed. Peter Moody spent several days polishing up the discoloured pipes following the annealing and bending process.

The requirement to remove all our items from Llangollen soon put paid to progress on the lubrication system. The decision was taken to replace as many of the parts on the chassis as possible and in particular all the front plating above the buffer beam together with other parts which had been removed previously. In addition doubts about whether the container, containing many of our parts and equipment would be going with us to Crewe meant the shifting of parts between the container and box van. A last minute decision meant that the container would also go to Crewe and this required a further redistribution of parts. I also had to decide which equipment we would need first at Crewe and loaded this into my

car for transfer to home and then onwards to Crewe. I had the dubious honour of finally locking up the box van and container and "turning out the lights" of our involvement with Llangollen.

Unfortunately much of this upheaval coincided with my pre-arranged holidays. I have to place on record the efforts of my fellow volunteers and in particular Gerry Paulson who put in several consecutive days of hard work replacing the locomotive parts and moving equipment and parts around between van and container (and vice versa!). The situation was highly volatile and things were changing by the day and even the hour. This persisted until everything arrived safely at Crewe just prior to the AGM.

The actual departure from Llangollen, the arrival at Crewe and the trial-fitting of the boiler by HBSS has meant that further progress had been limited to basically tidying and cleaning the locomotive prior to the AGM. Clearly we could not do any work whilst HBSS were installing the boiler in the frames and the new boiler was hovering above our heads on a mobile crane that worked, operated and looked like a Transformer.

Work has now restarted to assist Nigel in progressing the lubrication system and the trial fit of the reverser which was delivered just prior to the AGM. The lack of facilities for carrying out further work at Crewe will have to be addressed. The imminent delivery of pipe clips and lubrication fittings should enable us to crack on with the lubrication work in the coming weeks pending a decision on the way forward to completing our locomotive.

BACK TO THE FUTURE

Some of you will remember my article last year about looking to the future, and I think it's about time to revisit those thoughts. With all the issues we have had around our engineering and third party contractors it's clear to see that doing it yourself (if you have the skills to do so) is the best option. When you are at most of the current set-ups you are reliant on them. If it's a set up connected to a heritage line or one running a main line locomotive(s), as soon as they have any issues with one of their own locos they, quite understandably, have to repair that as priority, but none of this helps our project move forward. However, setting up our own base, similar to what the A1 trust have achieved or the PRCLT at West Shed, would be the way forward in my eyes. I have big visions for this project and what it can achieve, I truly believe we have one of the best fund-raising teams in the country, we raised over £600,000 in the last financial year, and that we could, with a good plan set up something that is both self-sustainable, cheaper than going to a third party and after being a bit nomadic, finally a place to call home. With plans to build a second locomotive the cost of setting somewhere up from the start and paying people directly wouldn't be much different than paying a third party. And then we would have the facilities to look after 5551 which would bring costs down helping us to be more sustainable.

The biggest question is... Where?

Obviously a main line connected heritage railway, pretty central in the country would be best as that's where a lot of our volunteers live, but space is often not available. We have a couple of possibilities but it would be interesting to hear your thoughts and ideas.

Gavin Shell, Patriot Enterprises Commercial Director

2018 GRAND PRIZE DRAW

The winning tickets for our annual prize draw were picked out at the AGM. Winners were as follows:

- 1st Prize £500.00** – Mr. C. Baalham
- 2nd Prize £250.00** – Mr. & Mrs. J. A. Brooks
- 3rd Prize £100.00** – Lesley Ashby
- 4th Prize £50.00** – Peter Banks
- 5th Prize £50.00** – David Hughes
- 6th Prize £50.00** – Pete Sikes



TOTAL NUMBER OF TICKETS SOLD: 4,135

Thank you to all who purchased tickets and to those who sold more to others. Once again the raffle has added valuable funds to the coffers and of course we have six happy winners, some of whom have donated their winnings back to the project, so an extra thank you to those good folk.

We will be running the draw again next year and sending 10 tickets to each member unless they opt out by contacting the office and stating so.

NEIL KINSEY – PRIZE DRAW PROMOTER

SALES REPORT

NEIL KINSEY, SALES DIRECTOR

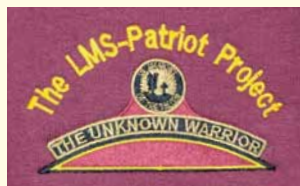
Sales have done well in the last quarter thanks very much once again to Pete Sikes's book *The Patriots, a Pictorial Record Vol. 1* and brisk sales of our 2019 calendar.

A few years ago one of our members contacted me to say he had inherited a large quantity of railway books and other items from a friend who had passed away. Karen and I went to collect them and in amongst the varied assortment of items was an attaché case which contained a number of cassette tapes featuring steam recordings from the 1960s. At first I offered them as a job lot to someone I met at an event. He didn't get back to me so my thoughts turned to having a go myself at transferring some of the recordings to a digital format, as I have a recording deck which I use to record my own original music.

I started with tapes from the North West where the gentleman, one Ray Manning, lived and where the bulk of sounds were recorded. After producing a CD of over 50 minutes duration including the 'Fifteen Guinea Special' I made some copies and duly took them to our next event. I was pleased to sell a couple the first weekend and so made a start on Volume 2, Steam in Scotland. This volume features some A4s working the 3 hour Aberdeen-Glasgow expresses. Incidentally the original tapes were recorded around the same time I went on a week's spotting holiday north of the border in 1965.

Both CDs continued to sell steadily. Boyed by this I went back to the tapes and found enough material to produce another Volume, namely, Steam in the North East which I subtitled 'Muscle and Grime' as most of the recordings were of heavy freight trains around Tyne Dock and surrounding areas. The locos may be less glamorous but the sounds are awe inspiring as pre-grouping engines eek out a living in their final years. Finally another member offered some recordings, from which I produced Volume 4 - Southern Steam. I'm happy to report that over the last few years we have sold a total of 541 CDs netting a profit of around £4 for each one. Not a bad result when you think I might of sold the tapes for a few pounds!

Coming up to date. As you know we now have a new crest above the nameplate. This has given us the opportunity to produce some new sales items bearing the said image. Take a look at the leaflet included with The Warrior for the full range of merchandise available.



If you are looking to get one of our fantastic 2019 calendars please do so as soon as possible so as not to avoid disappointment. Stocks are starting to get low and as some supermarkets say "when it's gone, it's gone!" We are looking out for more paintings of Patriot class locomotives so if you know of any that we haven't used please email us on: warrior-editor@lms-patriot.org.uk

I'm glad to announce that the brand new RCTS book *A detailed history of the LMS Patriot 4-6-0s* is now on sale. It's a fantastic read and very detailed as you come to expect with the work from John Jennison. Why not buy it from us so you are supporting the build of 5551.

A big thank you once again to all our hard working sales volunteers without whom we could not attend so many events.

Finally it's 'broken record time' as I once again appeal for good quality books, models and other railway related items that we can sell to raise funds. You'll be aware that we really are on the home straight now and need to keep the money coming in to achieve our ultimate goal of steaming 'The Unknown Warrior'.

PLEASE SEE THE ENCLOSED LEAFLET FOR THE FULL RANGE OF LMS-PATRIOT MERCHANDISE AVAILABLE
PLEASE NOTE THE LAST POSTING DATE FOR DELIVERY IN TIME FOR CHRISTMAS IS MONDAY 17th DECEMBER

WARLEY 2018

Once again we attended the Warley Model Railway Show at the NEC Birmingham where we had a fantastic weekend. It was good to meet lots of our members amongst the attendees, some of whom took the opportunity to renew their membership having signed up at the show in 2013 when our loco was on display. (Yes it really is five years ago!)

We also signed four new members, so welcome to the fold to those good people. Sales and donations were buoyant meaning we have more money in the coffers towards achieving our ultimate goal of completing the build and seeing 'The Unknown Warrior' in steam.

Thank you to anyone who came along and made a purchase or donation and a special thanks to those who helped staff the stand for the weekend.



PLEASE NOTE THAT THE OFFICE WILL CLOSE AT LUNCHTIME ON FRIDAY 21ST DECEMBER AND REOPEN AGAIN ON WEDNESDAY 3RD JANUARY. PLEASE FEEL FREE TO LEAVE A MESSAGE AND WE WILL GET BACK TO YOU ON OUR RETURN.

FROM THE OFFICE

OFFICE HOURS

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

There is an answerphone on 01785 244156

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

The last magazine didn't produce the big postbag we have come to expect in recent times but there has still been plenty to keep the office volunteers busy.

Sadly, Peter Whittaker who has been our regular Monday volunteer from the outset, passed away on 14th October. David McSorley who had previously helped on an occasional basis, has now taken over the Monday slot - thank you David. We still need volunteers on other days so please let me know if you can spare a few hours a week.

I am pleased to report that we do have a new volunteer, Keith Riches from Whitchurch, Shropshire. He had a brief training session in the office routines. However, his talents have been much better utilised in the last few weeks in coordinating the plans for the event which

took place on 10/11th November at Crewe Heritage Centre. You will have seen the extensive coverage of that earlier in this magazine. There was very little time to organise the event, the idea for which was only "hatched" at the beginning of September. There was an awful lot to do to make it happen and it needed help and cooperation from all the parties involved and not least, much hard work by volunteers in all departments of the project. Keith did a fantastic job in liaising with everyone. If you were able to come along, I hope you enjoyed it. There were things which could have been better but with the limited time available it was an amazing and emotional two days. We are expecting that the office will be busy now with applications for membership and sponsorship following the publicity it has generated.

Linda Westerman

MEMBERS' CORNER

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

LETTER FROM

John D. Liulley
Membership No. 649/04

Dear Sir

I should like to increase my monthly standing order, the Project deserves as much support as we can afford.

I was very impressed with the display of the loco itself and the dedication by Simon Weston, the addition of the appropriate tender was an excellent idea which gave us much more of an idea of the locomotive in its final form. It formed a superb backdrop to the occasion.

However there are two areas which disappointed. Firstly, car parking arrangements which were definitely inadequate for the attendance and a lack of helpful marshalling made the situation worse. Could not an arrangement have been made with the adjacent branch of Tesco which had abundant spare capacity?

Secondly, and I experienced this at the AGM two years ago at the same, otherwise excellent venue is that it was impossible to hear the questions from the floor if you were sitting in the back half of the audience - due to parking problems I was on the next to back row! When the amplification was switched on it made a significant difference to the clarity of statements from the committee - though I do wish all contributors appreciated the need to use the microphone (a common shortfall in such circumstances!) The Chairman did not repeat the question so, in many cases, we heard clear answers but we couldn't detect what they were a response to. Someone rightly suggested a roving microphone, I would add that it should be of a 'boom' set-up as it would facilitate its rapid relocation to widely spaced speakers.

However the occasion was an encouraging account of how the 'management' has repeatedly overcome unfortunate and unforeseen setbacks. I wish them continued strength to their 'collective elbow'.

The target of steaming for the commemoration of the centenary of the repatriation of the Unknown Warrior's remains seems an appropriate extension for completion of building and finishing of the loco.

Yours sincerely

Thank you to all who contributed their articles that appeared in *Warrior* 38, we are grateful so many of you decided to contact us. Remember that you can send anything Patriot, memorial, war or railway related and photos are always good to receive (if you do send photographs please supply an address so they can be returned to you). Please send them to us at memberscorner@lms-patriot.org.uk or post to: **Richard Sant, The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**

Dear Neil (Kinsey)

I am writing to you personally to congratulate you on your wonderful evocation of The Unknown Warrior at Great Longstone station. This picture gives me particular pleasure because my first marital home was on Station Road, Great Longstone, we lived there in September 1968 and stayed until 1973.

My second reason is to thank you, the Chairman and co-directors and volunteers for organising the wonderful event which took place yesterday (10th November) at the Crewe Heritage Centre. The young clergyman and Simon Weston made this a very moving occasion of dedication and remembrance. A great desecration, the destruction of 'Patriot' is well on the way to being righted.

There have been "slings and arrows of outrageous fortune" along the way but I have no doubt they will all be overcome.

WITH ALL MY BEST WISHES, JOHN RIDER (MEMBERSHIP NO. 195/07).

I found John Boyle's letter in the August edition of *The Warrior* (38) very interesting and thought provoking. On the subject of 5502, my research has revealed that during the late 40s, when allocated to Preston, this locomotive ran more miles than, for instance, 5505, also based there. Overall, although the first to be withdrawn, it had the highest life mileage of the first twelve locomotives, and also holds the Railway Performance Society fastest time from Blisworth up to Euston on one of the Birmingham 2-hour trains, so maybe its time at Preston was a bad patch in an otherwise reasonable career.

On the subject of the rebuilds, I too have heard drivers say they were better than the rebuilt 'Scots'. Drivers, of course, have different priorities from the passenger. They may have preferred the Stanier cab, it could well be that they were better riding than the Scots, some of which were notoriously bad riders. I remember the delight of a driver at Birmingham on finding that he had a 47 instead of the rostered electric, because "there are no tea-making facilities on the electrics!" Laura men hated the Brits, which are still a legend in East Anglia. Personally, I had seven runs behind the taper boiler Patriots and six of them were disappointing, to say the least. In December 1955 I arrived at Euston expecting an enjoyable run to New Street behind one of Bushbury's nice clean Jubilees, and my heart sank when I found 45532 'Illustrious' at the head of a twelve-coach consist. My fears were justified, and we were 25 minutes down at Birmingham. In contrast I never had a poor run with a rebuilt 'Scot' and still remember truly brilliant runs behind 46138/59/68/69, all with much heavier trains than the twelve 'Illustrious' was hauling.

I entirely agree that the Upperby Patriots did seem to be used almost solely on fitted freights, and in 1952 there were regularly from one to three on Willesden, whilst I do not recall seeing one in Euston that year. This was no mean job, however, as Carlisle yard to Willesden is close to 300 miles. The Edge Hill original Patriots, however, were not unusual on the Birmingham to Liverpool trains, and up to the appearance of Brits on the West Coast could still sometime be seen in Euston when a larger locomotive was not available.

With my continuing best wishes for the completion of our wonderful project,

PHILIP TROMANS, LOUGHBOROUGH. (MEMBERSHIP NO. 075/11).

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Found this among my treasures, an early use of my Retinette. On the back is written Patriot No. 45506 *The Royal Pioneer Corps* outside the Paint Shop Crewe 26.6.60. Hope it's of some use.

MIKE DEAN
(MEMBERSHIP NO. 804/04)



SCHOOLBOY MEMORIES

As a schoolboy in the 1950s I lived on the northern edge of Birmingham, close to Hamstead-Great Barr railway station. This was on the main line north from Birmingham via Crewe to Manchester, Liverpool, Glasgow and Edinburgh. It was on the original Birmingham to Manchester line via Staffordshire. It was opened in 1838 when 'Wildfire' was the locomotive pulling it.

In the 1950s Birmingham New Street was unable to take the largest LMS Pacifics through the tunnels leading to the station. Hence all London and Northern expresses bypassed Birmingham New Street and ran along the Trent Valley line through Tamworth. About once a month when rail repairs were carried out on the Trent Valley line expresses were diverted through Hamstead but avoiding Birmingham New Street. These were pulled by all classes of loco, Pacifics downwards, but also included Patriots.

Normally Patriots, Jubilees, Scots, Black 5s were the common engines seen everyday on express work. We all used to play football or cricket on the field next to the railway line, however it was full of "Time Outs" to view the passing trains.

I remember Patriots being used on the following expresses: L.B.W (London, Birmingham, Wolverhampton), Birmingham-Glasgow, Birmingham-Edinburgh, Pines Express, Cadbury's Specials as well as express freight trains. Original Patriots and Rebuilt Patriots (Baby Scots) were used. I can also remember Patriots being prepared at Walsall for express work, or local change of engines; I suspect that locomotives were changed at Crewe for Pacifics to pull expresses to Scotland.

I was pulled by Patriots to summer holiday destinations as a child. However, by the time I started work as an apprentice engineer local trains were pulled by tanker and by the time my apprenticeship was completed steam was on the "Kill List".

It was then a wait until heritage steam railways started that the "magic" would reappear but unfortunately without any Patriots. Hopefully, this time next year the "dream" will reappear on railways around the country.

BRIAN V. TOMLINSON M.I.E.T. (MEMBERSHIP NO. 1084/10)

P.S. A few years ago I visited the Royal Warwickshire Regimental Museum in Warwick. They had a photo of a Patriot carrying their Regimental name, also number and nameplate on display. Was an unnamed Patriot given this name before they were scrapped?

No Patriot carried the name The Royal Warwickshire Regiment, however it was carried by 'Royal Scot' No. 46131. Ed.

I was trawling through YouTube the other day and came across a 1938 LMS short film about overhauling a steam locomotive. It is called **General Repair** and explains what is involved in what we would know today as a Heavy General. The locomotive featured is Jubilee class No. 5605 *Cyprus*, so not too dissimilar to our locomotive. What is so amazing is the timescale involved in the overhaul and shows what could be achieved with money, men and machinery.

REGARDS, BERNARD A. OLDFIELD. MEMBERSHIP NO. 1154/08

5500 Patriot pictured at Camden Shed, c.1936.
PHOTO: C. R. L. COLES/@RAIL ARCHIVE STEPHENSON.



VERDUN

BY JOHN BARROWDALE

The French city of Verdun in Grand Est region of France stands on the river Meuse and is within easy reach of the border of Belgium, Luxembourg and Germany and thus has had a key military role in key disputes and wars over several centuries. Visitors to Verdun cannot fail to notice the massive sturdy fortifications all over the city and its surroundings and reminds me of my own City of Portsmouth. However where Pompey's fortifications were built to defend us from the French in the 19th Century were never used in anger, the same can never be said for Verdun. If visitors failed to notice the fortifications they hopefully would have seen the huge WW1 cemeteries in the surrounding countryside mainly for the French and German army casualties, but there are a large number of American army graves as well.

Verdun was the strongest point for French forces at the start of WW1 with 22 polygonal forts up to 5 miles from the city centre and an inner ring of six forts making it an important French command post. The building of these forts started after the 18th century Napoleonic wars. The Germans attacked the area on the 21st February 1916 with a heavy bombardment and fighting continued for several months with the Germans capturing some forts and casualties resulted in the deaths of 400,000 French and a similar number of Germans. The battle of the Somme helped to save Verdun in July 1916 as German troops were pulled out to join the fight further north, albeit fighting continued until October with the French recapturing the forts they previously lost.

I first visited Verdun in the 1960s on two occasions during European camping holidays with my parents and on the second holiday we actually camped overnight there where I noticed steam activity in the area, but sadly this was not investigated. A camping holiday in 1971 with four railway enthusiast mates to see steam operations in West Germany and Austria gave us the chance to investigate this city on the Sunday after we left England the day before on our way to Trier in Germany. The Loco shed was bunked being home to the French 140C class 2-8-0s of which there were about 18 odd present, some in light steam and others out of use. The class was built between 1913 and 1920 and totalled 340 engines. They were started at three French works in 1913, SACM of Belfont who built 20, Schneider at Cie who built 25 and Fives of Lille who also built 25. However, production making armaments for French forces etc. resulted in the transfer of building these locomotives to the UK with the North British Locomotive Company building four lots in 1916/17 of 215 Locos, Nasmyth Wilson building 20 during the same period and finally Vulcan Foundry completing the class with 35 more in 1919/20. Further examples were seen three days later at Sarreguemines of which a couple were in steam, but a year later everything was dead at this shed. I saw another two examples in steam during 1973 at Gray which was the centre of the Reseau de Franche-Comte (CFTA) and became the last operational steam shed in France in 1975; the Lostock Hall of French railways albeit the CFTA rather than the SNCF. The examples we saw at Verdun were only used on goods traffic on the lines to Dugny and Conflans Jarny from Monday to Saturday with roughly five trains a day on each route. In hindsight I have always regretted not hanging around on Monday to see them out on the line but time did not allow us with the temptation of lots of steam activity over the border in West Germany. One loco was being got ready for Monday and did move onto the turntable inside the lovely elderly full roundhouse shed with the turntable open to the sky;

very atmospheric. Steam Operations ceased later that year. Eight 140Cs have been preserved with at least one working main line excursions, seven ex NBL Co built and one Vulcan Foundry example some of which are just on museum displays or plinthed.

I appreciate this has nothing to do with LMS Patriots but hope readers enjoy the WW1 and British Locomotive building connections. However, as Peter Sikes reminded me it was HMS Verdun that returned the 'Unknown Warrior' to the UK on 8/11/1920 so there is a loose connection!



The pictures from top left show:
140C 277 built by NBL Co. in 1917
140C 7 built by NBL Co. in 1916 and
140C 146 built by Fives in 1913
140C 151 built by Fives in 1913 and
140C 175 built by NBL Co. in 1916
140C 218 in foreground built by
NBL Co. in 1916
A general view of the shed with four
140Cs present.

WE WOULD LIKE TO WISH ALL OF OUR MEMBERS AND VOLUNTEERS A HAPPY CHRISTMAS AND THANK YOU FOR YOUR SUPPORT OVER THE PAST YEAR.



Dear Pete,

I was interested in the letter from David G. Hughes (Warrior 38, p44-45) wondering if 1981 was the first time a person advocated building a Patriot.

I cannot remember the exact year, but probably early or mid-1970s, a group was set up to do exactly that. As Patriots were second only to the Midland Compounds as my favourite engines I sent them £10!

I understand that they were negotiating for suitable space for construction in the ex LYR Works at Horwich and a few parts were obtained. They were obviously very ambitious, they intended to follow it with a LNWR Claughton, but had not the funds or expertise to see it through.

Do any of our members remember this project, what year it was, and what happened to it when it failed? I do not expect to get my £10 back, but when our project started I was thrilled.

BEST WISHES, DAVID PHILLIPS

I fired many baby Scots in my time at Crewe sheds from 1947 to 1954. I had fired most engines at Crewe to London, and Glasgow. All trips were different, some easy and some were tougher with good or bad coal.

One of my most pleasant trips was from Crewe to Carlisle on a Baby Scot, and the name of it was Royal Naval Division! It was so easy and was constantly blowing up the safety valves, and going up Shap it was so easy, and the driver shouted to me whilst I was firing "come and look at the chimney!" It was a night time trip and I looked at this chimney and it was like a fireworks display. Unusually, he also said, we might have set fire to a few sheep with all these rockets. It was quite a show.

Possibly it was quite normal for the drivers to see it, whilst the fireman was busy going up Shap. But they were a good engine. I hope to see this new Patriot, I am now 86 years old, I wish I could do it all again - firing - it was an experience working at 5A Crewe sheds.

GEOFF HILLYARD, CHESHIRE

Hi Pete,

Many thanks for the August Newsletter, also for the papers and accounts for the AGM. I doubt whether I'll get to the AGM although the thought of seeing a relatively complete loco certainly is enticing. A couple of thoughts for the future:

The annual income of around £400,000 gross, £300,000 net is a wonderful achievement by all concerned. If that level of fund-raising could be continued with a new build Fowler Tank rapid progress should be possible, perhaps aiming for a finished loco by 2027, the 100th anniversary of the class being introduced?

Secondly, with there no longer being any affiliation to the British Legion I would like to think that when we reach the BR period for 45551 there may be opportunities to see the loco temporarily with other names and numbers to authentically recreate memories long lost. The last three parallel boiler Patriots I saw were 45550, 45510 and 45507 in 1962, for example.

BEST WISHES, DAVID SMITH, MEMBER 609

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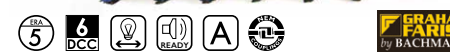
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WHERE IN THE WORLD - PART 1

Karen and I recently visited my sister who has lived in Spearfish, South Dakota for over twenty years.

We are not seasoned travellers so this was very much a 'one off' trip. It was most enjoyable and we visited a number of local sites of interest including Mount Rushmore and the Crazy Horse monument.

Of course we had to visit the nearby heritage railway, namely The Black Hills Central Railroad on which we travelled from Hill City to Keystone.

Here are some photos of our trip.

1. Black Hills Central Railroad, Keystone.
2. Mount Rushmore.
3. Crazy Horse Monument.
4. Adams Museum, Deadwood.
5. Devil's Tower Wyoming.
6. Deadwood Railroad Station, now surrounded by roads!
7. Spearfish Hatchery where they used to transport fish egg by rail.



WHERE IN THE WORLD - PART 2

Dear Sir

I have recently returned from a railway tour of America with Darjeeling Tours of Doncaster, which included mainly Colorado for steam and diesel tourist railway lines, and straying into New Mexico and Wyoming. On our travels we ended up at Cheyenne, Wyoming where a 'Big Boy' is being restored to working order, the planned date for completion is May 2019, but as we all know restoration, and new build jobs, can overrun quite often.

When Union Pacific decided that they wanted a 'Big Boy' steaming and running and inspection of the eight remaining locomotives was undertaken and No. X4104 was chosen as this was the locomotive that was realistically in the best condition and most likely to be restored to working order.

Our little (by comparison) Patriot would fit in the 7-axle tender of the 'Big Boy'. The tender holds 21,000 gallons of water and 25 tons of coal (Imperial units).

I include a list of dimensions (see below) for this locomotive for comparison to British locomotives in size and weight. The size for comparison is that two 9F locomotives together would cover the same length of one 'Big Boy', these locomotives are absolutely huge and it's a good job that they have mechanical stokers fitted, a fireman would have no chance of throwing coal to reach the far end of the firebox!

YOURS SINCERELY, PHILIP J. WILSON



'BIG BOY' TECHNICAL DETAILS - Built by American Locomotive Company

Build Dates	1941 (20), 1944 (5)	Width	11ft
Total Built	25	Height	16ft 2½in
Wheel Arrangement	4-8-8-4	Coal Capacity	25 tons
Pony Wheel Diameter	3ft	Water Capacity	21,000 gallons
Driving Wheel Diameter	6ft 6in	Boiler Pressure	300lb/in²
Trailing Wheel Diameter	3ft 6in	Firegrate Area	150sq.ft.
Weight	554 tons	Cylinders	4 (23¾in x 32in)
Wheelbase	72ft 5½ins	Maximum Speed	80mph
Loco Length	85ft 3½ins	Power Output	6,920hp
Overall Length	132ft 9¼ins	Tractive Effort	133,375lb

Hello Pete, I'm attaching three photos for your archive. Taken early sixties at Winwick Quay by the late Arthur Chester, a shunter at Warrington.

Two are on the same day 45543 and 45550, are I think being dragged away for scrap by what looks like a 4F with tender cab. The other shot of 45550 is on an up train on another occasion. Hope you can use them.

YOURS, FRED GOULDING,
A NEW(ISH) MEMBER.

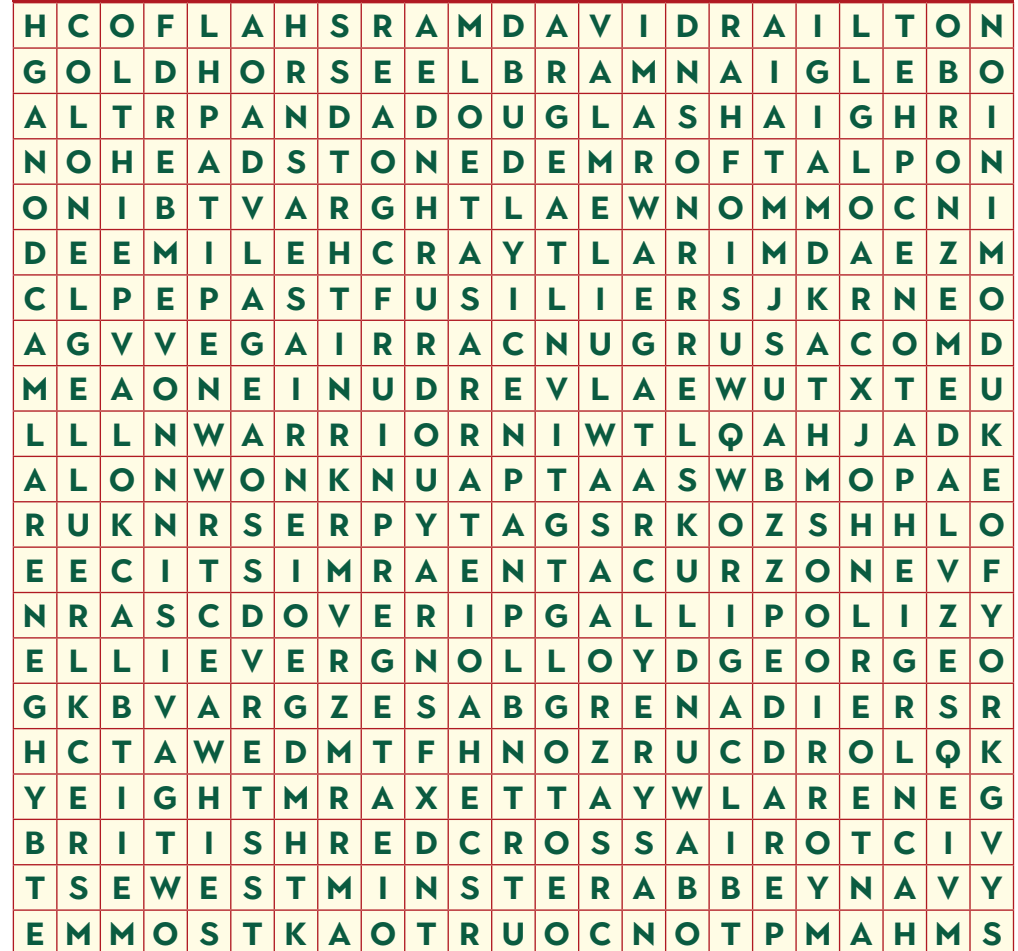


WORD SEARCH 15

WW1 CENTENARY (1918-2018)

ADMIRALTY ARCH • ARMISTICE • ARRAS • BELGIAN MARBLE • BLACK/WATCH • BOULOGNE
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TRAFALGAR SQUARE • UNKNOWN/WARRIOR • VICTORIA (STATION) • HMS/VERDUN
WESTMINSTER ABBEY • GENERAL WYATT • YPRES • NOVEMBER • HORSE • NAVY

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



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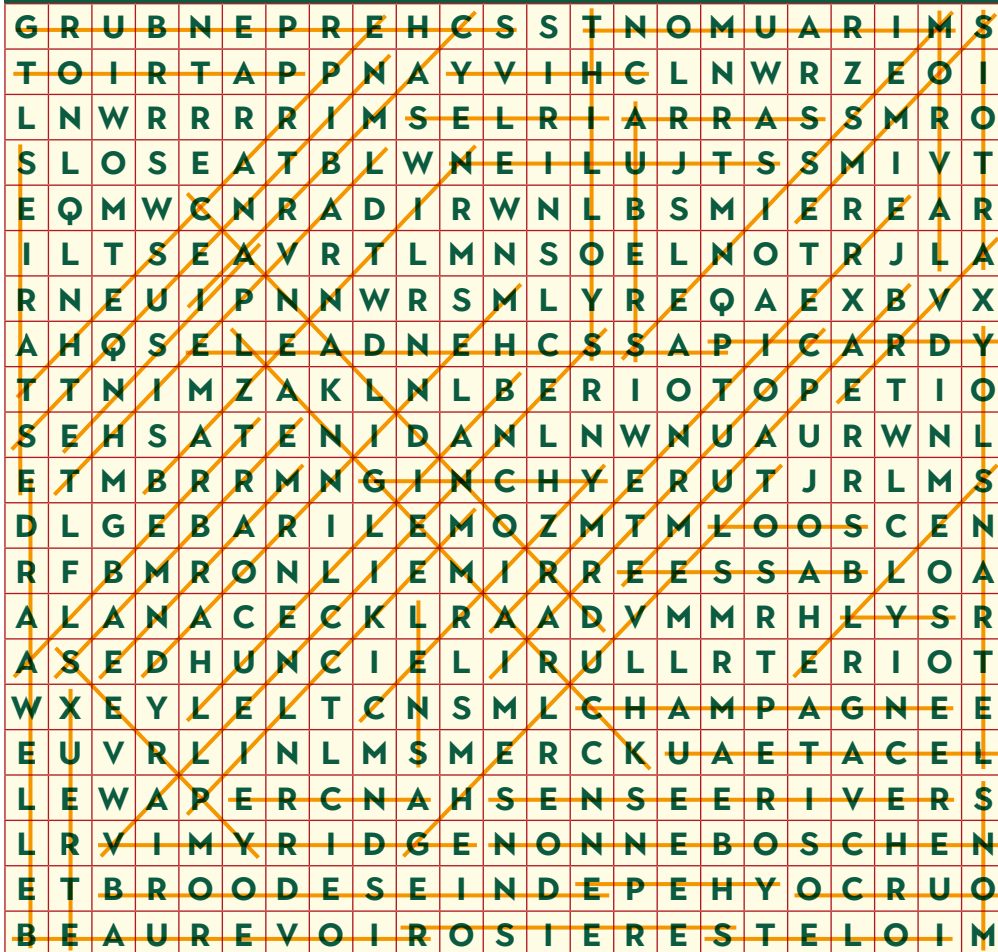
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WORD SEARCH 14

ANSWERS: BATTLES (PART 1)

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 BELLEWAARDE • BAPAUME • BAILLEUL • BAZENTIN • BEAUREVOIR • BROODESEINDE
 CHAMPAGNE • CHIVY • CANAL D'NORD • CAMBRAI • CERIZY • COURTRAI • EPEHY • ESTAIRES
 ETREUX • GHELUVELT • GINGHY • IRLES • LANGEMARCK • LE CATEAU • LE TRANSLOY • LENS
 LOOS • LYS • MARNE • MESSINES • MENIN ROAD • MIRAUMONT • MONS • MORVAL
 NONNEBOSCHEN • PASSCHENDAELE • OURCO • PATRIOT • PICARDY • PILCKEM • ROSIERES
 SENSEE RIVER • SELLE • ST. ELOI • ST. JULIEN • ST. QUENTIN • SOMME • THE SCARPE
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