

# The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



FEBRUARY 2019  
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## Editorial

**Welcome to the latest edition of The Warrior, there's been plenty going on since the turn of the year at Crewe and there's a real feeling of progress now that we have moved on from the problems of 2018.**

On pages 16 and 17 we launch our latest appeal, but this time it's nothing to do with the engine. We are looking to raise £100,000 for the purchase of a support coach, as usual we are reaching out to you to achieve the purchase of this essential vehicle. A suitable main line registered coach has been identified but our Chairman is only in the very early stages of negotiation, but I'm sure we will have more news for you in Warrior 41.

Do you go on railway holidays? If yes, we are happy to announce that we have joined forces with Railtrail Tours who, I'm sure some of you would have heard of, or travelled with before. Owner and Project member Dave Felstead has kindly agreed to donate a generous sum for each holiday booked if you mention The LMS-Patriot Project at the time of booking. It's great that the Project benefits from partnerships such as this and you can read more about Railtrail Tours on pages 44 and 45.

And finally, a big thank you to David Hughes and Chris Tasker for supplying scans of original Engine History Cards for 5551, they make fascinating reading. It's certainly good for me that our members are on the lookout for interesting articles to send in for the enjoyment of all involved with the Project.

Enjoy the read.

Best wishes,  
Pete Sikes

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

FRONT COVER:  
45511 *Isle of Man* and 45524 *Blackpool* climb Shap towards Scout Green with a Manchester to Glasgow express in 1949.

PHOTO: F. R. HEBRON/RAIL ARCHIVE STEPHENSON.

## Chairman's Thoughts FEBRUARY 2019

Following the recent series of articles in Steam Railway on New Builds, it is interesting to compare progress. Expected to steam this year are the first of a number which will take to the rails over the next few years.

First and second out of the blocks will in fact be conversions rather than new builds, Saint No. 2999 *Lady of Legend* and Grange No. 6880 *Betton Grange* having been in gestation for 23 and 20 years respectively. Following these two should be *The Unknown Warrior*, with luck around the end of this year or early next. After which will be 32424 *Beachy Head*, 82045, 1014 *County of Glamorgan*, G5 1759 and P2 *Prince of Wales* probably but not necessarily in that order.

The fastest by some way will be *The Unknown Warrior* and *Prince of Wales*. It is no coincidence that these two have the most sophisticated and effective marketing set-ups, with the P2 being some way ahead of the rest. It is clear that if you want your project to succeed you need to keep your name in the press as much as humanly possible. We do pretty well but I have to admire the way that Mark Allatt and his team manage to make the mundane seem exciting and before you reach for your pen, this is NOT a criticism, rather the reverse, for our Project it is something to aspire to. This brings me via a somewhat convoluted route to acknowledge that we are doing very well but could do better. To some extent publicity is function of visible progress, something we have been lacking recently as we wrestle with the issues revealed following our move to Crewe Heritage Centre. Out of recent setbacks have come some really positive outputs, we have recruited Nigel Day who is doing great things with our lubrication system and looking after the remedial work outlined in Kevin's engineering report. In this he has been ably supported by a group of volunteers led by David Hughes. We have also recruited a

Project Manager, Keith Riches and continue to enjoy the support of Dave Owen who has helped via Brian Caldwell of *Galatea/British India Line* fame in finding a contractor capable of rectifying the middle driving crank pin. Brian who helped the Project in the early days has indicated his willingness to assist us as we head to completion. Given that *Galatea* was little more than a set of frames, missing one set of driving wheels and a very tired boiler, the result has been fantastic. In addition to all this we have discovered a couple of excellent new businesses, HBSS for the boiler construction and Leaky Finders for the tender, both of whom have demonstrated great enthusiasm and commitment to go alongside their very professional approach. We have received the first quote to complete the locomotive from an interested contractor and expect two more shortly. Tyseley Locomotive Works have declined to tender because they are unable to meet our timescales but have indicated their continued support. There is also an increasing interest in finishing it ourselves. We have the technical expertise available but still need premises and skilled labour before this can become a viable option. It is our plan to decide where the final build will go at the next board meeting which takes place at the end of April. Watch this space!

Thank you for your ongoing support.

Kindest regards

DAVID BRADSHAW, CHAIRMAN



# TREASURER'S REPORT

## Update for Quarter 3 (ended 31st December 2018)

BY NEIL COLLINSON, TREASURER

*First thought for the quarter*  
*If you are a regular donor then please read the following note before proceeding.*

Non-regular donors can skip to my second thought for the quarter. However, you may read this note if you wish. You are by no means precluded from doing so.

We seem to have lost a record number of regular donors during the quarter (19 at least) which is unprecedented. When it was discussed at a pre-board meeting in a local hostelry, Gavin Shell, a long-standing but young member now on the trading company board, pointed out that in the early days the standing orders were submitted with an end date of September 2018, which is when we hoped that TUW would be finished and rolling. We are now identifying those donors from our database and if we have not already been in contact with you and you would, we hope, like to continue with your standing order, please contact the office who will gladly arrange to reinstate it and collect any missed payments by card.

*Second thought for the quarter*  
*If you are not a regular donor, then please think about completing a standing order to help us get over the final hurdle.*

Right, after my soapbox appeal, let us get on with the detailed results for the quarter and the year to date.

### INCOME

**Total income** to the end of Quarter 3 was £138,000 (£266,000 in 2017) including an expected £9,000 in Gift Aid; there have been no boiler loans; total restricted funding was £55,500. However, the figure of £266,000 for Quarter 3 in 2017 included some substantial boiler loans.

Nevertheless, we are well down on the same quarter last year when net income excluding the loans was £130,000. This quarter has seen two boiler loans totalling £50,000 converted to donations. Many thanks to the member who has very kindly done this. Consequently, this gives a quarterly figure of £98,000 in new money, just a whisker short of six figures. This gives approximately 68.5% overall against the budgeted income for the year.

### MEMBERSHIP

**Total Membership** income for the quarter including Gift Aid came to £10,071 giving 62.4% against budget for the year and £25,600 for the year-to-date.

*Third thought for the quarter.*  
*The annual subscription will need to rise to £25 (£40 joint) from 1st April 2019.*

The membership fee has not been increased for three years and the rise is due mainly to increased costs in postage and printing of our quarterly members magazine and other associated costs. We need to be able to continue delivering this quality product to members as our company secretary has mentioned that the first issues were just a two-sided sheet produced at home with his grandchildren sticking the stamps on them! The rates still compare very favourably with other heritage railways etc., so although nobody likes an increase in price, we have kept it as modest as possible.

### DONATIONS/SPONSORSHIP

#### REGULAR

The average amount per donation increased in Quarter 3 by 13p to £16.87 at the end of December; Regular donations coming from 400 donors at end of December were £6,477 per month. 25 membership subscriptions were paid from regular donations in Quarter 3.

**Regular donations** are still around the £20,000 per quarter mark in spite of losing 19 donors in the quarter. What this shows is that those donors who are left have increased their contributions, as evidenced by the increase in the average amount. Many thanks.

### ONE-OFF DONATIONS

Although the statistics show £69,000 plus, in reality they were £19,000, about £1,000 down on the previous quarter.

The generous company sponsorship of £5,000 per month which was due to end in December 2018 will now continue to December 2019. Very many thanks. Worthy of note is that we earned £75 interest on our balance in our bank account (more than the previous two quarters together.)

There were no Boiler Loans received in the quarter. This scheme has now closed.

*Fourth thought for the quarter*  
*Statistics and more statistics*  
*The following tables give the usual comparisons...*

2018/19 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4				
Q3	6	5 (avg. £7.80)	19	£19,722
Q2	3	3 (avg. £6.67)	4	£19,888
Q1	15	2 (avg. £9.00)	11	£19,828

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

### SALES AND EVENTS

Sales income for the quarter was £12,466 (71%) against forecast, Quarter 3 2018/19 was £5,000 higher than the same quarter in 2017/18 when it was £7,207, mainly due to our Remembrance Weekend at Crewe.

Our very own pictorial book sales have reached £12,237 (138%) so including Members' Day income of £5,650 and the 'other income,' this gives us £44,600 or 87% income against budget for sales. **An excellent result.**

### EXPENDITURE

Our overheads are generally within the budgets set although our increased marketing/advertising budget has obtained us some additional free publicity.

### LOCOMOTIVE AND TENDER

The Balance Sheet shows a total expenditure of £67,113 spent in the quarter to the end of December. The total spent on engineering is now over the £2 million mark.

### BANK ACCOUNT

Bank accounts showed a balance of £169,284 at the end December 2018, with £13,100 VAT and £7,000 Gift Aid to be claimed to the end of December, totalling £189,400 to take forward to Quarter 4.

A short-term loan of £40,000 was repaid on 11th December. This was originally loaned in the early days to purchase the necessary copper required at a very good price.

There are outstanding invoices for £34,800 due at the quarter end, with purchase orders to the value of £85,000 received awaiting invoices, giving a total of £120,000 committed.

*Final thought for the quarter*  
*We have now achieved a total of £3m in total income terms.*

BEST WISHES,  
NEIL (CUSTODIAN OF THE PATRIOT PURSE STRINGS)

# ENGINEERING UPDATE

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

DECEMBER 2018 – FEBRUARY 2019



The Unknown Warrior at Crewe Heritage Centre, 6th February 2019.  
PHOTO: KEVIN WEST

**Work on The Unknown Warrior since the last report has concentrated on establishing the true condition of vital components and assemblies. The first stage was to get a full independent mechanical inspection of the chassis completed and this was undertaken by Andy Forster, former CME of the West Somerset Railway, on 4th and 5th December at Crewe Heritage Centre. The results confirmed our own initial thoughts, plus a couple of other issues, but nothing of a serious nature.**

The first priority was to rectify the issues raised along with progressing ongoing work on the lubrication system. Nigel Day and our team of volunteers have made fantastic progress in the far from ideal conditions in the Heritage Centre Exhibition Hall over the last three months. We are hopeful that circumstances will change in the near future to enable better facilities to be accessed.

On 15th January the locomotive was shunted across the Heritage Centre to the outdoor pit road to allow us to get underneath and remove the temporary Bogie Nut and Washer fitted at Llangollen for our move to Crewe. Whilst we were underneath further inspections were made and preparations for future work planned.

One issue highlighted by Andy Forster's report was the poor white metalling and machining of



While Gerry got on with cleaning off the Driving Wheels with the air line David Hughes shows that work can be fun!  
PHOTO: KEVIN WEST



The Unknown Warrior is shunted at Crewe Heritage Centre, 15th January 2019.

PHOTO: KEVIN WEST

the Motion Bearings. There are issues with the white metal not adhering to the bronze bearings, poor machining and radii not machined to the correct dimensions. All bearings need to be re-done. Llangollen Railway Engineering as the original suppliers were asked to do the work at their own cost and under our supervision, but have so far not committed to doing the work due to staffing issues. We have received a quotation from Statfold Barn Engineering to undertake the work which is under consideration. The costs involved will be recovered from Llangollen Engineering.

Due to the issues found with the white metalling of the Motion Bearings, we have decided to inspect all the other parts similarly treated by



Coupling and Connecting Rods await attention.  
PHOTO: KEVIN WEST

Llangollen. These include the two Outside Crossheads presently at Tyseley Locomotive Works, the Inside Big End Bearing at Crewe and the Inside Valve Gear Eccentric.



The Eccentric following removal from the locomotive to assess the white metalling.  
PHOTO: KEVIN WEST



To dismantle the Eccentric required the purchase of a slogging spanner, which will become part of the tool kit required for ongoing maintenance of the locomotive. We are slowly acquiring the larger size spanners as they are offered to us or found. If you have any sitting in your sheds that are 1" BSW (Whitworth) or bigger and in good condition, please let us know.

Keith Riches has started work on kitting the BR 16 ton Box Van out as a mobile workshop.

Additional shelving has been installed at one end and a workbench will be erected. To enable this to be done we completed a tidy up and sorting of the locomotive parts we have.

Our two containers have been sorted into one for locomotive parts and the other for tender parts. A selection of shelving and benches were erected in the tender container to provide storage and working space.



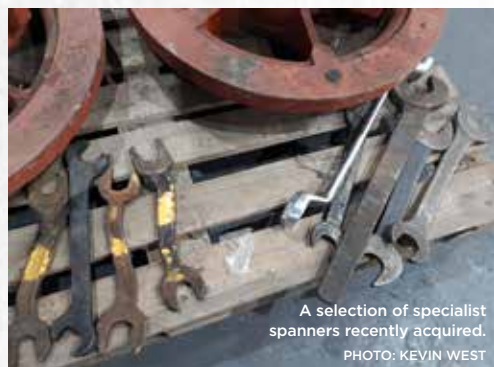
The newly installed shelving...



...put to good use.  
PHOTOS: KEVIN WEST



Kevin West and Keith Riches contemplate what to do with the Tender Water Scoop.  
PHOTO: GAVIN SHELL



A selection of specialist spanners recently acquired.  
PHOTO: KEVIN WEST



Gerry, David and Keith working on the Box Van.  
PHOTO: KEVIN WEST

As part of the sorting work, all the tender chassis parts were moved to Leaky Finders works in Exeter in early February. This will enable George and Rory to go through the parts and provide an assessment if they can be refurbished or need to be replaced.

An assessment of the original Outside Combination Levers has been made. One appears to be damaged, possibly as a result of accident damage on the original locomotive. The lever is bent so the bushes would have to be bored out of square to line up with the related parts. We have therefore decided to have new parts made.



Locomotive store.



Tender store following installation of storage racks and work bench.  
PHOTOS: KEVIN WEST

One of the major issues relates to the Centre Driving Axle Crank Pins. These were made and fitted by South Devon Engineering when the wheelsets were assembled. When we finally came to trial fit the Return Cranks it was discovered there was an issue with the keyway cut into the end of the Crank Pins. There has followed a protracted backward and forward discussion regarding the suitability of these parts and plenty



Above: A selection on Motion parts following removal from the locomotive. The three Combination Levers can be seen, the far left being the new Inside Lever and the original Outside Levers which are to be replaced.

Below: Centre Driving Wheel marked up to show orientation of the Crank Pin.

PHOTOS: KEVIN WEST





of advice from other engineers regarding the way forward. There is no clear way they can be corrected, so we have decided that the best option is to totally replace them.

As the original suppliers we have asked South Devon Engineering to provide a plan to replace the Crank Pins. We received a quotation to remove the old pins and replace with new, but not machine in the keyway slot or the stud holes, as they now say they do not have the facilities to do the job! Added to this we would have to pay transport costs to SDE workshops in Devon. Further investigation led us to Multi-Tech Ltd. in Ferrybridge, Yorkshire. They have undertaken similar work for Jubilee class Galatea, and provided a very competitive price, including transport and have been awarded the contract. This obviously involves removing the Centre Wheelset, but before this can be removed all the motion work has to be taken down, plus the Brake Gear, Sanding Gear and Springing and many other smaller fittings. This work has been completed and the locomotive is scheduled to be lifted to release the centre driving wheels on Wednesday 13th February.

With the loco off its driving wheels it allows access to complete the riveting of the platforms to the Frame Brackets. All the holes have been drilled ready for the riveting.

## LUBRICATION

Nigel Day is continuing to make good progress on the installation of the lubrication system alongside the rectification work. Most of the pipe runs are now formed and the clips installed.



David, Nigel and Gerry take a break from working on The Unknown Warrior.

PHOTO: GAVIN SHELL

## BOILER

Work continues on the boiler. The Barrel is now fitted permanently to the Firebox Assembly and the internal pipework and trays are being manufactured. HBSS are ready to start installing the firebox stays but we are waiting for the insurance company to give the go ahead regarding the stay size, pattern and material. We were under the impression that this had been agreed some time ago, but a change of staff has meant a complete reassessment. This has involved additional drawing and design input to obtain the sign off, which is expected by the end of February.



Drilling the Platform ready for riveting.

PHOTO: KEVIN WEST



The Dome and cover awaiting to move for additional machining.

PHOTO: KEVIN WEST

The Dome is due to move to Harrison Engineering for additional drilling in the next few days.

## TENDER

Work on the Tender Chassis continues at Leaky Finders workshop near Exeter.

A number of issues regarding work undertaken at Llangollen have been discovered and solutions either found or are in discussion to establish a way forward. A number of holes have been found to be drilled in the wrong positions which will require them to be welded up and redrilled correctly. All very disappointing.

The Top Angles have been riveted to the frames, we will then start refitting parts after the stripping down.

As stated above, all parts from the original tender chassis are now at Leaky Finders workshop. Most parts are showing the effects of 40 years railway service and another 40 years in scrapyards and open air storage. At least we have the parts to use as patterns and guidance if replacement is decided.

The Horn Ties fit across the bottom of the axlebox cutouts in the frames. The ties have to fit correctly to the frames to stop the gap opening or closing as the frame moves. The ties had suffered corrosion and fretting. They have been built up with weld and re-machined to be the correct fit.



Tender Frame in the Leaky Finders workshop.

PHOTO: KEVIN WEST



Tender Frame in the Leaky Finders workshop.

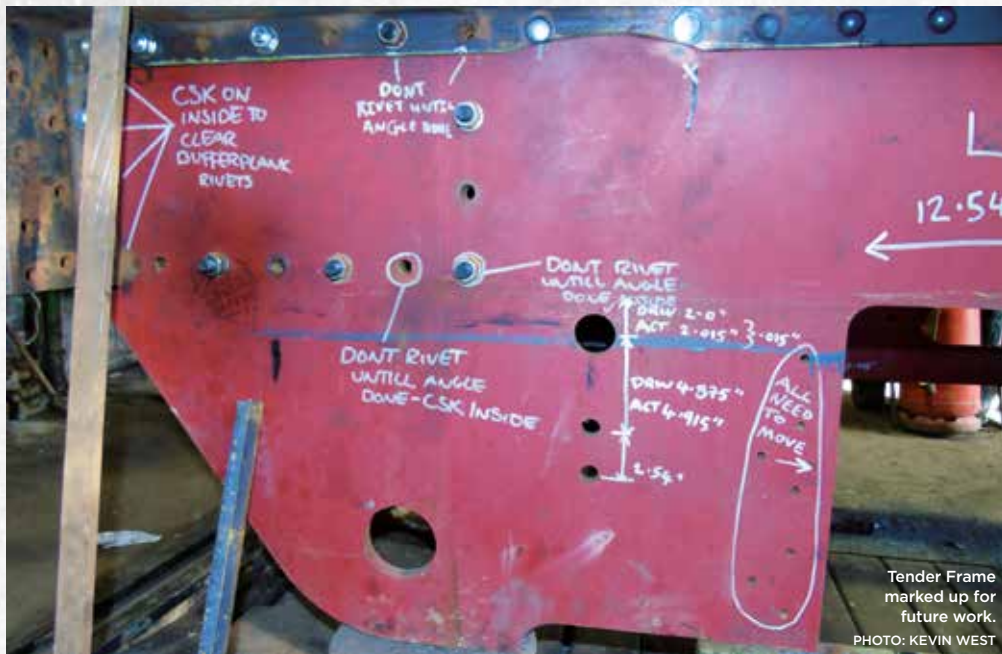
PHOTO: KEVIN WEST



Kevin West and George Balsdon discuss the Tender Frames in the Leaky Finders workshop.

PHOTO: KEVIN WEST





## THE WAY FORWARD

Alongside the physical assembly work we have been spending a lot of time in discussion with the possible candidates who we have approached about finishing the locomotive. Andy Collinson has been heading up the contact with these organisations, creating the work schedules and fielding the questions. We now have one quote in, one company has informed us they are unable to fit into our schedule, so have decided not to offer a quote and we are still waiting for another couple of quotes. The final option of overseeing the finishing ourselves is also under investigation.

# THE BIG LIFT

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

WEDNESDAY 13th FEBRUARY 2019

Wednesday 13th February 2019 proved to be a turning point in the fortunes of the Project, following our recent setbacks. After months of discussions and planning and a lot of hard manual work in less than ideal conditions, a programme of work was undertaken that will open up real progress over the coming months.

The main activity was to remove the Centre Driving Wheelset for replacement of the out of specification Crank Pins. To achieve this, we hired two road cranes to lift the chassis to allow the wheelset to be rolled out. With the chassis lifted the opportunity was taken to complete a range of tasks that would have been either very difficult, or impossible with the locomotive on the ground.

Recently it was discovered that attention was required to five missing rivets on the Drag Box. The leading ones on each side were behind the trailing wheel tyre, so the plan changed from simply lifting the loco to release the Centre Drivers, to releasing both the Centre and Trailing Wheelsets.

A team was assembled to undertake the work, headed up by our resident engineer, Nigel Day and CME Kevin West. Engineering Director, Steve Blackburn acted as liaison with Crewe Heritage Centre and diesel shunter driver. Dave Owen provided technical advice and experience alongside regular volunteers, David Hughes, Gerry Paulson, Brian Greally, Keith Riches and new recruit Tayger Farrow. Our thanks to Ray from Crewe Heritage Centre for his assistance driving the folk lift truck.

Over the last few weeks the Brake Gear had been taken down along with the Sanding Gear in preparation for dropping the wheelsets out. The Lower Centre Slide Bar was removed to allow

Lifting the chassis.  
PHOTO: KEVIN WEST





the Bogie Centre Pin to be removed and sent away for a new nut to be made.

On Tuesday 12th February the exhibits in the Heritage Centre, the Class 47 diesel, the Crewe Cab and The Unknown Warrior were shunted to get our chassis in the correct position to be moved out to where the lift would take place the following morning.

Following an early breakfast, I arrived at the Heritage Centre at 8.00am, to find the two cranes already on site. A quick briefing of the crews and they were soon in position and being set up. Steve fired up the Class 03 shunter and The Unknown Warrior was propelled out into position. The first lift was to remove the cab and place it out of the way. Then came the 'Big Lift'.

With a crane attached to each end of the framework, the chassis was lifted clear of the Trailing and Centre Wheelsets and the Bogie, which were rolled clear. The chassis was then lowered back onto the leading driving wheels and a sleeper stack positioned under the rear Drag Beam. This provided a safe, stable condition for work to start.

HBSS (Heritage Boiler Steam Services) had arrived to undertake the riveting work on the Drag Box and Platforms. Whilst this was underway the team split into two groups, one working on removing the centre driving wheelset axleboxes and springs.



The chassis supported on the sleeper stacks.  
PHOTO: KEVIN WEST



HBSS start work on riveting the Drag Box whilst the Axleboxes are removed from the Centre Driving Wheels..  
PHOTO: KEVIN WEST



It must have been tea break! PHOTO: NIGEL DAY

The Wheelset was then craned onto the waiting road transport for dispatch to Multi-Tech Ltd., in Yorkshire.

The Centre Wheelset Horn Ties were refitted to keep the Chassis stable.



The Centre Driving Wheels ready for dispatch.  
PHOTO: KEVIN WEST



Steve Blackburn and Nigel Day refit one of the Horn Ties.  
PHOTO: KEVIN WEST

The other team worked under the Cylinders, drilling and tapping the rear Cladding Fixing holes which were not accessible with the bogie in place. Also undertaken was some preparatory work to fit the Inside Cylinder Relief Valves when the loco is lifted again in a few weeks' time to refit the Centre Driving Wheels.



Gerry and Brian working on the cylinder cladding fixing holes.  
PHOTO: KEVIN WEST

This work was completed in a couple of hours, the chassis was lifted again, the sleeper stack removed and the Trailing Wheelset and Bogie rolled back into position. The rear end was lowered slowly until the Horn Guides engaged in the Axleboxes, then attention shifted to the front end and the Bogie. Once in position and lowered back down the cranes were removed and the chassis shunted back into the Exhibition Hall for HBSS to finish the platform riveting.

The team then cleared away the tools, swept away the debris and retired to the mess for tea and doughnuts. A grand effort, that shows planning and attention to detail brings rewards.



From here on we look forward to parts going back onto the locomotive for the final time rather than being removed. A good day. Many thanks to all that made it possible.

Andy from HBSS riveting the platforms.  
PHOTO: KEVIN WEST



# SUPPORT OUR COACH ■ A P P E A L

We have been investigating the purchase of a support coach to run with **The Unknown Warrior** and have been doing some low level enquiries for the last couple of years. A main line registered BR Mk1 BSK has become available and we have registered an interest and expect to be conducting an inspection as this issue of The Warrior goes to press.

Even if we decided this vehicle is not for us, we still need to launch this appeal for funding to acquire a suitable vehicle. With your help we are looking to raise £100,000 to cover the cost of the purchase of a suitable vehicle, plus possible refurbishment and or modification required for its role as a main line support coach carrying spares and providing crew accommodation.

A BR Mk1 BSK at the Ecclesbourne Valley Railway which is similar to the one we are looking at.



Please donate online at

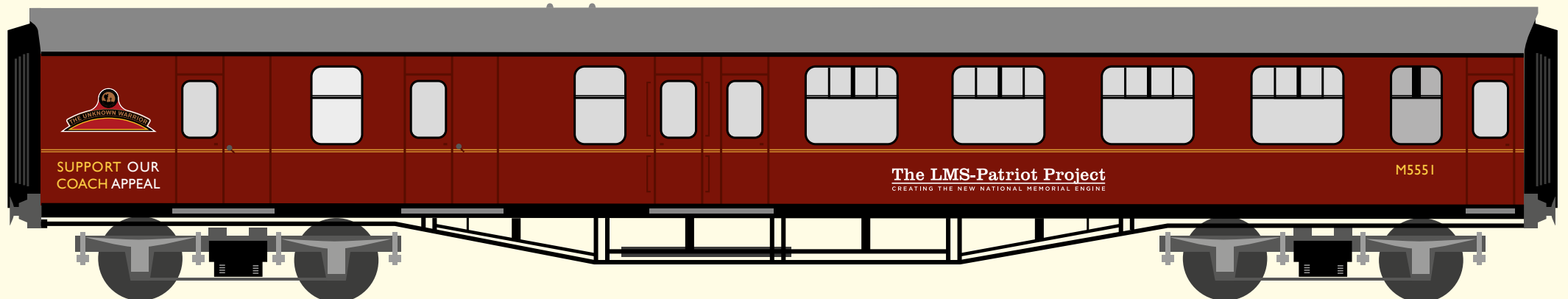
[www.lms-patriot.org.uk](http://www.lms-patriot.org.uk)

call the office on **01785 244156**

or send a cheque to:

**LMS-Patriot Company Ltd.**

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



# NOTICE BOARD

## APOLOGIES

Those of you who were due to renew your membership in December 2018 or January 2019 would most likely have received a letter telling you that your membership had actually expired during the previous two months. The letter templates are stored on computer and in this instance, as you may have guessed, the wrong one was selected. The letter should have thanked you for your membership and reminded you that it was due for renewal soon. Please accept our most sincere apologies for the error.

## MEMBERSHIP MATTERS

It has been a number of years since the Board last reviewed membership subscriptions; memory (always inaccurate!) tells me that it was supposed to be 2018, when the locomotive was originally scheduled for completion. So it came up at the January Board Meeting, and it was decided that from April this year the Annual Subscription will become **£25** (up from £20), Joint/Family **£40** (£30), Life **£750** (£600) and Joint Life **£1,000** (£900). All new members using old forms will have those honoured.

Those of you who have been with us since 2008, will remember the first newsletters were four sides and printed out on home my printer, stamped and posted in my village. I have memories of a grandchild, aged 18 months, breathing heavily, tongue sticking out while licking the stamps - managing six before the inevitable tears.

The last Warrior in November 2018 was a special totalling 76 pages, and despite having a franking machine Royal Mail puts its charges up considerably each year. Office rent has stayed constant for four years but all other costs such as print and paper increases and office consumables are subject to inflation. All magazines are "stuffed" by volunteers who even paid for their own Christmas office meal.

Our financial planning sees your subscriptions (plus associated Gift Aid) meeting the costs of membership services and company administration. Sales income meets the costs of sales and marketing the costs of marketing and publicity. All donations and sponsorship (plus associated Gift Aid) go straight to building the locomotive and tender.

**RICHARD SANT**  
COMPANY SECRETARY

## 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.

**Following the fantastic weekend at Crewe Heritage Centre in November, the office has been quite busy dealing with subsequent donations, membership applications and conversions to Life Membership for several members.**

Once Warrior 39 had been sent out early in December, it resulted in orders for various items, probably for Christmas gifts, but mainly the 2019 calendar. The calendar proved to be very popular and completely sold out with the last five copies being snapped up on 2nd January!

On 11th December the office Christmas lunch was held at The Swan Hotel, Stafford. We enjoyed good food and a great social occasion. With everyone volunteering on different days, for many of us, it is the only opportunity to actually meet!

It is disappointing that the new year has been quiet and donations to the project have been in short supply. We have also noticed that the number of regular donations has reduced. Could this be because the original standing order form suggested that donations were made for five years and therefore expired towards the end of 2018? As we now enter the final stages of building this magnificent locomotive, your support is needed more than ever. Please consider arranging a new regular payment. The necessary standing order form can be printed from the website or give the office a call and we will put one in the post for you.

Please also consider The Unknown Warrior when making your will. A will is something many of us shy away from but is really essential to make sure our wishes are fulfilled. The LMS-Patriot Company Ltd. is a registered charity and therefore any amount bequeathed to us will not be subject to Inheritance Tax (which used to be called Death Duty). Again, we have a leaflet giving details which can be sent to you from the office.

Elsewhere in this magazine you will see an advertisement for Railtrail Tours (see pages 44 and 45). The founder of the company, Dave Felstead, is a member of the Project and is keen to help raise funds for The Unknown Warrior. Railtrail will make a donation for every holiday booked if "The LMS-Patriot Company Ltd" is mentioned.

This time last year, the office volunteers were preparing invitations for the annual Members' Day event. It has regularly been held at the Llangollen Railway where progress on the locomotive could be viewed. Of course the chassis was moved to Crewe Heritage Centre in October last year and many of you will have had the chance to see it on 10/11 November. At the moment the final completion site is undecided but it may well be that it will not be at a suitable venue for the public to visit. It is however hoped that we can arrange something to make sure members have the opportunity to meet and have an update on the work. As with the hastily arranged event held in Crewe, rest assured that we will be writing to you if and when plans can be formulated.

*Linda Westerman, Office Manager*



# SALES REPORT

NEIL KINSEY, SALES DIRECTOR

Another calendar year ended, but still three months left in this current financial year for sales. And so far it's been a good year for sales, boosted by Pete Sikes' fabulous *Pictorial Record of the Patriots*, and more recently the RCTS book, *A Detailed History of the Patriot 4-6-0s*, both of which are available to order via our website, mail order or if you visit our sales stand out when you're out and about at various shows.

Books aside, the quarter for sales between October and December showed a 17% year-on-year increase, thanks in part to our AGM/Poppy weekend event that was held at the Crewe Heritage Centre. It was a fantastic event and with the new RCTS book and clothing with our new crest on being on sale, we had a bumper weekend.

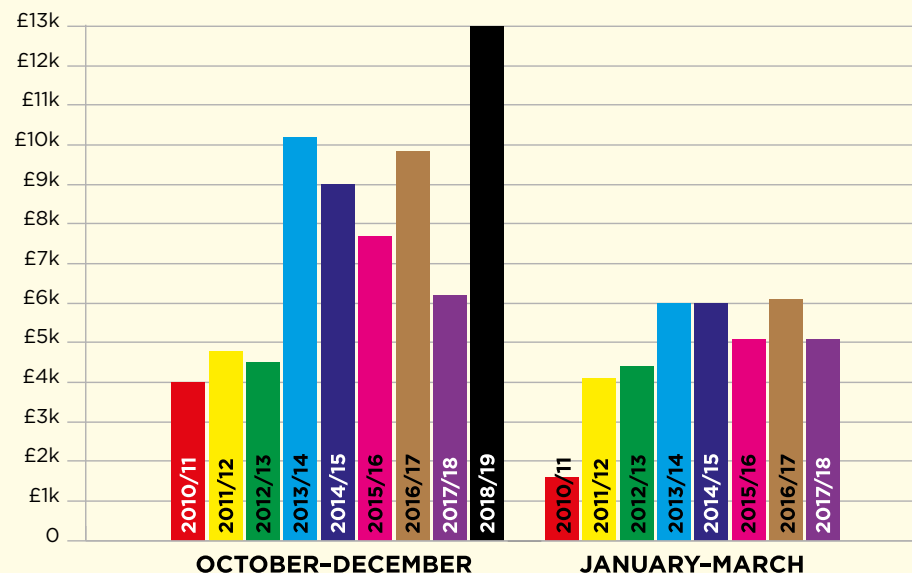
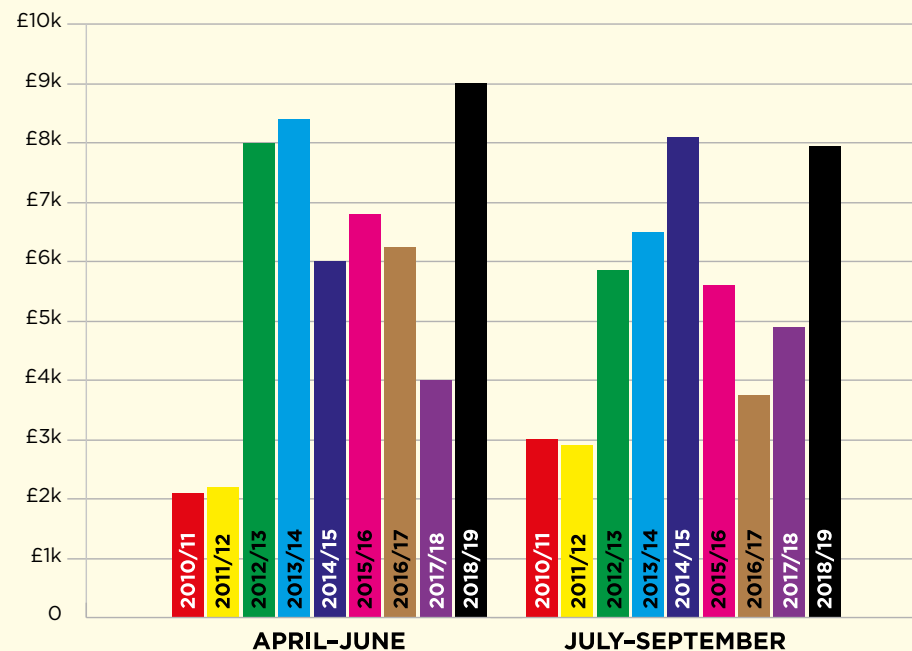
Thank you to everyone who ordered the 2019 Patriot Calendar, it was a complete sell out and we will have to make sure we order a few more when we produce the 2020 one! And while we are talking about new items, look out later this year for Pete's new book, volume two of the pictorial images, which includes some stunning shots, particularly one of 45538 exiting Standedge Tunnel while maintenance work is being carried out. Our new keyring has now gone on sale, it will improve the look of any bunch of keys! Also the items with the new 'IN MEMORY OF THE FALLEN' crest have started to be produced including a new pin badge, tea towel and clothing. Make sure you keep an eye out for more items as and when they appear.

While it has been said by people in preservation "You won't build a locomotive with a sales stand", you can see by the yearly income on the opposite page, sales have produced a nice amount of income over time. With membership covering the cost of the quarterly magazine, the office, accounts etc., the profit from sales goes into the marketing budget and pays for adverts, leaflet drops and other ways to try and increase income. This means that every donation to the Project can be spent on building the locomotive rather than on magazines or adverts. Something we are very proud of.

Finally with the Spring Gala season approaching, always a busy period of the year on the sales stands, make sure you come and visit us for a chat, to purchase an item or two, or make a donation. Our team of volunteers love to chat to our members and keep them up-to-date with the goings on!

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

## YEARLY INCOME SALES GRAPH - 2010-2019



# VOLUNTEER REPORT

DAVID HUGHES, VOLUNTEER CO-ORDINATOR

February 2019

In my last report I related the trials and tribulations of relocating from Llangollen to Crewe, where things are finally starting to settle down. The main focus has been on the removal of parts to allow for the dropping of the centre driving wheels for the rectification of the crank pin issue. The parts in question have been most of the brake gear, collars from the springs, guard irons and the sand pipes, traps and ejectors. The traps and ejectors have been passed to Neil Kinsey for refurbishment and replacement of missing parts. The bosses of the centre wheelset have been stripped of the protective paint to assist in the installation of the new crank pins. This was no easy task as it was testimony to the quality of the original paintwork carried out in the early days by the volunteers.

We are also picking up pieces of work which should have been carried out by Llangollen Engineering. This has included drilling out a significant number of holes for the riveting of the running plate to the frame brackets which will be carried out by HBSS. The opportunity has also been taken to repaint the running plate where the major lubrication pipe runs are located as it will be difficult to do when these are in place. The front buffer fixing bolts are in the process of being replaced. On the inside of the frames the nut on the eccentric has so far resisted all attempts to remove it and Plan D is being formulated! Blanking plates for the steam pipes under the smokebox have been remade and fitted as the originals were removed and subsequently lost at Llangollen.

The large number of lubrication pipe clips required have been made by my local blacksmith. These will accommodate single and multiple pipe runs. The clips have been cleaned of mill scale and dressed ready for use and we have been assisting Nigel Day with the installation of the complicated pipework. A roll of neoprene rubber has been obtained for holding the pipes firmly when required. I have

also obtained a piece of one inch thick steel plate from a Nantwich scrapyard from which Nigel will create a special spanner for the large nuts on the motion.

A large amount of time has been spent sorting and redistributing the parts from the container and box van. This has now been completed and the parts are now divided into three portions – locomotive, tender tank and tender chassis. As I write, the latter are about to be transferred to Leaky Finders in Devon who are erecting the tender chassis. The space created as a consequence in the box van and second container has enabled the installation of more shelving in both so that the parts are easier to locate when required. The plan is to fit out the box van as a mobile workshop and this is now proceeding.

Delivery was taken of a kit of parts for a small hydraulic crane that can lift loads of up to 1 ton. This has now been assembled and the first task with it was to remove a cylinder cover from the box van. It should make life easier moving around the many heavy components.

Hopefully it will not be too long before we can start to put back the components removed in the last few weeks.

No. 45504 waits for the off at York on 21st May 1959 with a Newcastle-Bristol Temple Meads service.

PHOTO: JOHN M. SMITH/THE TRANSPORT TREASURY.





# L.M.S.R. "Patriot" Locomotive

## A Famous Name Revived

THE announcement made some time ago by the L.M.S.R., and duly reported in the "M.M." of November 1936, that the name "Patriot" was to be given to engine No. 5500 must have given great satisfaction to many thousands of former L.N.W.R. railwaymen, and to those who

were staunch supporters of the former "Premier Line." It meant that the honoured name of one of the best-known engines of post-War days was to be preserved, although the engine originally carrying it, one of the now obsolete L.N.W.R. "Claughtons," had been withdrawn. The new "Patriot" has been duly named, and we are now able to illustrate the engine and to include a close-up view of its special nameplate.

Older readers of the "M.M." will know the circumstances surrounding the naming of the original "Patriot," as the nameplate stated, "In memory of the fallen L. & N.W.R. employees 1914-1919." For the benefit of a younger generation, however, who do not remember those troubled days of 20 years or so ago, it will be interesting to recall the connection of this engine with the European War.

During that great struggle an unobtrusive but very important part was played by British railways and railwaymen. Not only were railwaymen to be found on every battle front as actual combatants, but they were engaged also in the very necessary work of transportation, so vital to an army, for which their peacetime occupation rendered them particularly suitable. Those who remained at home were really "on active service," for in providing for the movement of men and materials, and in the maintenance of necessary transport, the railwaymen "on the Home Front" did yeoman service.

On the L.N.W.R., a line on which the mass production of locomotives as then understood had long been practised at Crewe Works, a batch of the largest express engines so far developed on the system was laid down in 1920. These engines were of the four-cylinder 4-6-0

"Claughton" class, the first of which had been turned out of Crewe in 1913. It was decided that one of these should bear the name "Patriot," and thus form a travelling memorial to the men in the Company's service who had made the supreme sacrifice. Large nameplates were prepared bearing the name and the inscription shown in the lower illustration on this page, and the special number 1914 was allotted to the engine. The black livery of L.N.W.R. engines of course needed no amendment, and to complete the sombre effect the standard lining and even the red background of the number plate were omitted.

When the L.N.W.R. became part of the L.M.S.R. system, Midland red was adopted as the passenger engine livery, and in due course "Patriot" was so finished and re-numbered 5964 in the L.M.S.R. list. With the adoption of more powerful and efficient standard locomotives, the original "Claughton" class were eventually put on the condemned list and "Patriot" disappeared with them.

There had arisen from the bones of some of the "Claughtons" the very successful three-cylinder 4-6-0s known as the "Baby Scots," from their resemblance to the famous "Royal Scot" design.

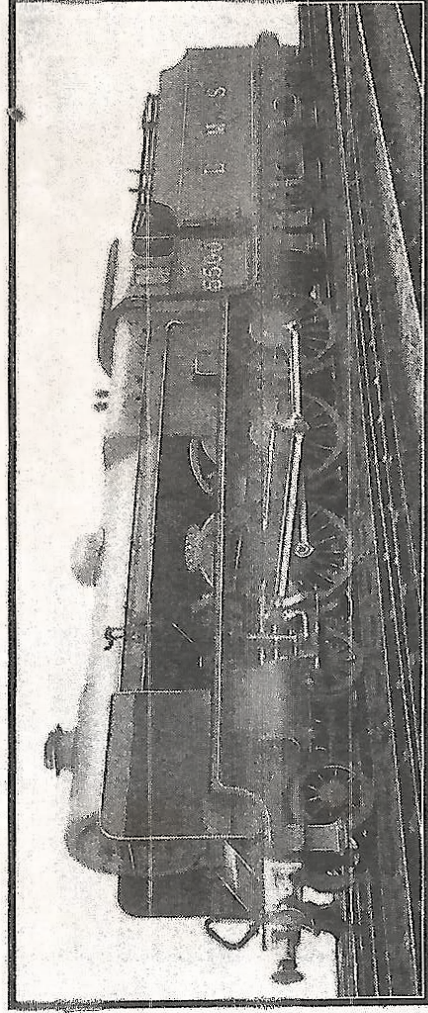
L.M.S.R. 4-6-0 locomotive No. 5500, "Patriot," was one of the first "Baby Scots" to be constructed. These engines are now known officially as the "Patriot" class. The photographs on this page are by courtesy of the L.M.S.R.

bore the numbers and in some cases the names of the "Claughtons" that they replaced. In the L.M.S.R. renumbering scheme of 1934 the "ex-Claughton" numbers disappeared and the "Baby Scots" then in existence became Nos. 5500-5541. The last 10 engines of the series with parallel boilers built just before the development of the similar but tapered-boiler class now known as the "Jubilees," were Nos. 5542-5551 from the beginning, the "Jubilees" following from No. 5552-5742.

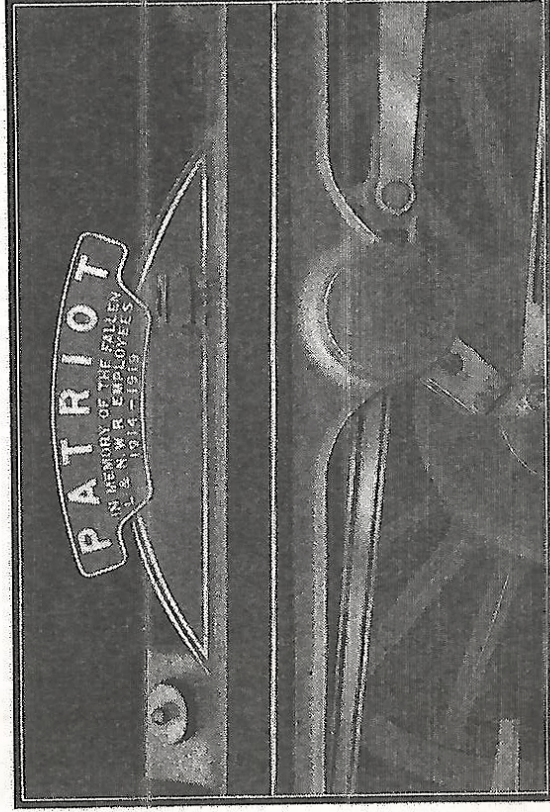
With the completion of the "regimental" naming of their bigger brothers, the "Royal Scots," the latest phase of L.M.S.R.

locomotive practice sees the transference to the "Baby Scots" of several of the names of historic locomotives previously carried by the bigger engines. In addition there is the preservation of traditional L.N.W.R. engine names both in the "Jubilee" and the "Baby Scot" series. So now the first engine of the latter class, No. 5500, has become "Patriot" and thus carries on a very famous title in locomotive history.

The design of the new "Patriot" has prevented the use of the original nameplates which were made to go on the long straight-topped "Claughton" splashers. So new nameplates have been made to fit the small curved splashers of the present-day engine. Although there has been a change in form both in engine and in nameplates, the same spirit of remembrance has inspired the choice of name as in 1920, when the first "Patriot" was built. In addition, the use of the name of No. 5500 to distinguish its sister engines as a class means that the 52 "Patriots" will assist in preserving the memory of the L.N.W.R. men who "did their bit" during the years 1914-1919. War memories also are revived by the names carried by other engines of the "Patriot" series. Thus, as recorded in the "M.M.", No. 5501, formerly "Sir Frank Ree," is now "St. Dunstan's," and No. 5502 is "Royal Naval Division."



L.M.S.R. 4-6-0 locomotive No. 5500, "Patriot," was one of the first "Baby Scots" to be constructed. These engines are now known officially as the "Patriot" class. The photographs on this page are by courtesy of the L.M.S.R.



The special nameplate fitted to L.M.S.R. engine No. 5500. This plate is smaller than that carried by the L.N.W.R. engine of the same name, but has on it the same wording.

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# No. 5551 LMS/BR ENGINE HISTORY CARDS

**LMS ENGINE HISTORY CARD** CR4

DIVISION **WESTERN** NUMBER **5551**

PASSENGER TENDER **5x** SUPERHEATER **5x** CLASS (MPI) **5x** NAME OR NO. OF TYPE **3 CYLINDER 5x**

**GOODS TANK NON-SUPERHEATED** WHEEL TYPE **A-6-0** WHEEL BASE **52'-3 1/2"**

EMPTY WEIGHT **75 7** WORKING WEIGHT **80 15** DIA. OF DRIVING WHEELS **6'-9"**

CYLINDERS NO. **3** DIA. **18"** STROKE **36"** OVERALL LENGTH OVER BUFFERS **68'-8 1/2"**

CLASS OF BOILER **BELPAIRE** TUBES NO. **129 & 24** STEEL **STEEL** BOILER PRESSURE **200** LBS.

FIREBOX GRATE AREA **30.5 sq. ft.** TRACTIVE POWER AT 85% **36520 lbs.**

BRAKES **VACUUM (PUMP & JET)** VALVES **PISTON** MOTION (TYPE) **WILSON** CARRIAGE WITH **WARMING**

BUILT BY **CREWE** DATE BUILT **2<sup>ND</sup> MAY 1934**

ENGINE WORKED FROM **1934** TO **1935** CHARGED TO **MAINTENANCE** DATE **1935**

TENDER **216** CHARGED TO **MAINTENANCE** DATE **1935**

COST OF IMPROVEMENT **25 10 07** CHARGED TO **MAINTENANCE** DATE **1935**

DATE REPLACED & TRANSFERRED TO DUPLICATE STOCK **1935** REPLACED BY NO. **1935**

AMOUNT TRANSFERRED £ **25 10 07** FROM **MAINTENANCE** A/c TO **MAINTENANCE** A/c

DATE TAKEN OUT OF TRAFFIC **1935** DATE BROKEN UP **1935** SCRAP VALUE **1935**

CREDITED TO **MAINTENANCE** A/c MILEAGE UP TO DEC. 31st. 1935 **1935**

**BOILER CHANGES** **1945**

PARTICULARS OF BOILERS FITTED				PARTICULARS OF BOILERS TAKEN OUT			
DATE	8 VALUE	FROM	DATE NEW	MILEAGE	RECOVERED VALUE	MILEAGE	RECOVERED VALUE
26 7 38	78 1/2	6004	26 7 38	245 367	188 11	8096	77
26 4 37	32 215	5520	26 4 37	386 651	31 161	1465	85

**RENEWAL PROVISIONS.**

YEAR	COST PER TON	REPLACEMENT COSTS		LIFE	ANNUAL PROVISION
		ENGINE INCLUDING BOILER	BOILER		
1934	46 27	4883	516	4837	1060
1935	46 27	4883	516	4837	1060

**REPAIRS**

YEAR	COST PER TON	REPAIRS		LIFE	ANNUAL PROVISION
		ENGINE INCLUDING BOILER	BOILER		
1934	46 27	4883	516	4837	1060
1935	46 27	4883	516	4837	1060

**5551 LOCOMOTIVE ALLOTTED TO -**

HEAVY REPAIRS					DISTRICT	DATE FROM	DATE TO
DATE TAKEN OUT OF TRAFFIC	DATE PUT BACK INTO TRAFFIC	MILEAGE SINCE LAST HEAVY REPAIR	COST OF REPAIR REF. TO COST A/C	AMOUNT			
18 7 35	8 8 35	80 967	HS 117	79 3	Preston	8 8 35	23 6 34
14 4 37	10 5 37	141 165	HG 652	736			

LIGHT REPAIRS					DISTRICT	DATE FROM	DATE TO
DATE TAKEN OUT OF TRAFFIC	DATE PUT BACK INTO TRAFFIC	MILEAGE SINCE LAST HEAVY OR LIGHT REPAIR	COST OF REPAIR REF. TO COST A/C	AMOUNT			
27 10 34	16 11 34	41 249	LS 2043	205	Preston	16 11 34	23 6 34
26 5 36	5 6 36	69 661	LC 813	288			

**SUMMARY**

YEAR	EXPENDITURE				MILEAGE	COAL ISSUED (TONS)	WEEK DAYS OUT OF SERVICE			
	HEAVY REPAIRS	LIGHT REPAIRS	BURNING REPAIRS AND OILS EXAMINATIONS	TOTAL			HEAVY AND LIGHT REPAIRS	REPAIRS AND EXAMINATIONS	NOT REQUIRED	TOTAL
1934	-	243	127	370	41 240	798434	18	23	4	45
1935	793	-	330	1129	77 164	16 69 47	16	33	2	54
1936	-	258	353	611	76 120	1545 45	13	41	4	60



# No. 5551 LMS/BR ENGINE HISTORY CARDS

**LMS ENGINE HISTORY CARD.** E.R.O. 3800 O.P. 47

PASSENGER TENDER SHUNTING SUPERHEATED  
FREIGHT TANK NON-SUPERHEATED

NAME OF ENGINE **Standard (D.S.)** CHAS. GARDNER & SONS

EMPTY WEIGHT **75-5** WORKING WEIGHT **80-15** DIAMETER OF DRIVING WHEELS **6-9** WHEEL RADIUS **3-3**

CYLINDERS **3** DIAMETER **18** STROKE **26** OVERALL LENGTH **62-8**

BOILER - S.A. REF. No. **23** DIAMETER **30-5** R.P.M. **192** TUBES **220** & **24** STEEL BOILER PRESSURE **200** LBS.

BRASS (VALVE) (WATER) (STEAM) VALVE (STEAM) MOTION (WATER) CARRIAGE WARNING (WATER)

BUILT BY **I.M.S. CREWS** DATE BUILT **2nd May 1934**

TOTAL COST **£ 52-51** PATTERNS **£ 100** SUPPLY **£ 361** CHARGED TO **M.S.R.** DATE **14.7.1937**

MILEAGE AT **DEC 1936** **192,554** TOTAL LIFE **147,554** DATE CREDITED **14.7.1937**

DATE TAKEN OUT OF SERVICE FOR BREAKING UP **DEC 1936** DATE ACTUALLY BROKEN UP **192,554** REPAIR VALUE **£ 5000** COST OF CUTTING UP **£ 5000** DATE CREDITED **14.7.1937**

NOTES - **Revised Lives: 10.7.28 19551 - W.E. 29.5.48**  
**memo to M.L.E. 11.10.48**  
**644 435 45473 21930**

**IMPROVEMENTS, ETC.**

DATE	ORDER NO. (W.W. No.)	PARTICULARS	ALLOCATION				TOTAL
			CAPITAL	REVENUE	SUPPLY	MAINT.	
23.9.38	5149		22.4.6	1.9		22.2.9	
15.1.39	3259		12.16.5	1.16.2		13.3.2	
10.11.40	38822	1832	16.0.0	9.3.6		25.3.6	
22.1.44	6168	5993	26.0.0	7.10.0		33.10.0	
25.2.1946	5993	Sandpans and flexible pipe	20.14.0	7.0.0		27.14.0	

**RENEWAL PROVISION** (Section No. ....)

YEAR	GROSS REP. COST PER TON	REPLACEMENT COSTS				REPAIRS				TENDER			
		Engine (Excluding Repairs)	Boiler	Wheels	Other	Repairs (Excluding Repairs)	Boiler	Wheels	Other	Repairs	Boiler	Wheels	Other
1937	71.89	54.7	4.78	4.939	12.26	18.7	10.39	39.00	33	11	118	94	1.558
1938	68.60	5.169	3.99	4.710	1.185	15.8	1.027	3.743	44	11	95	93	
1939	73.26	55.19	4.45	5.046	18.37	18.1	1.056	6.018	46	11	91	96	
1940	55.66	6.454	3.80	5.304	1.474	22.7	1.247	14.657			106	7.8	
1941	57.26	4.776	5.70	6.500	14.43	2.3	1.21	4.784			113	14	
1942	77.18	7.323	5.69	6.754	1.551	23.2	1.317	5.435	24	11	124	120	
1943	101.24	7.655	5.60	7.051	1.635	24.4	1.31	5.618			115	140	
1944	106.37	8.015	5.48	7.470	1.655	21.1	1.444	6.026			137	131	
1945	109.83	8.276	4.97	7.779	1.673	18.2	1.491	6.288			143	136	
1946	115.22	8.697	5.27	8.170	1.716	22.3	1.496	6.676			152	131	
		ORIGINAL COST		YEAR OF DEPRECIATION		STANDARD LIFE							
		5.143		1940-10		30							
		8.05											
		5.948											

**BOILERS**

FITTED				TAKEN OUT			
DATE FITTED	REGD. No.	VALVE	PROB.	DATE NEW	MILEAGE	DATE BROKEN	DISPOSAL
26.4.37	103	32	21	1938	386654	15.8.38	1472178
15.8.38	5483	103	18				
13.11.40	5326	103	18				
11.8.42							
3.1.44	6012	103	18				
15.9.45	6178	103	18				
5.10.47	6359	103	18				
23.11.49	6003	103	18				

**HEAVY AND LIGHT REPAIRS**

DATE	TAKEN OUT OF SERVICE	REPAIRS	No. of HOURS	CLASS OF REPAIR	MILEAGE		REPAIRS	REPAIRS	REPAIRS	REPAIRS	REPAIRS	REPAIRS	REPAIRS
					HEAVY	LIGHT							
14.4.37	10.5.37	23	H.S.			48118	652	706					
20.12.37	31.1.38	23	L.S.										
19.7.38	15.8.38	25	H.S.	84521									
23.11.37	20.12.37	24	H.S.	93509									
23.11.38	13.11.38	25	H.S.	28569									
17.7.42	15.8.42	26	H.S.	84,883									
25.8.42	14.9.42	18	L.S.										
13.12.43	3.1.44	18	H.S.	63,410									
21.8.44	2.9.44	12	L.S.	30,921									
27.8.45	15.9.45	18	H.S.	79,351									
5.5.47	5.10.47	28	H.S.	72,096									
16.4.48	24.5.48	33	L.S.	4,198.7									
30.12.48	31.1.49	28	L.S.	70,454									
30.9.49	23.11.49	19	H.S.	31,915									
15.9.51	6.6.51	19	L.S.	65,113									

**DISTRICT ALLOCATION**

DISTRICT	DATE
London	23.6.34
Billingsley	10.1.37
Card	15.1.41
Barlisle H.	14.1.50

**STORED**

REPAIRS	DATE
10	10

**SUMMARY**

Year	REPAIRS EXPENDITURE				MILEAGE	WEEKDAYS OUT OF SERVICE				TOTAL	
	Heavy	Light	Repairs	Other		Heavy	Light	Repairs	Other		
1937	736	-	332	1068	71,812	1518	48	23	55	-	79
1938	134	-	134	134	41,857	14,91	44	48	37	-	86
1939					52,003					-	83
1940					43,111					-	77
1941					50,632					-	82
1942					43,066					-	72
1943					49,365					-	73
1944					48,325					-	62
1945					44,203					-	61
1946					44,419					-	70
1947					44,418					-	65
1948					39,033					-	84
1949					36,491					-	121
1950					45,473					-	39



# No. 5551 LMS/BR ENGINE HISTORY CARDS

**ENGINE HISTORY CARD** E.R.O. 3644

PASSENGER FREIGHT MIXED TRAFFIC  
TENDER TANK SUPERHEATED NON-CUMULATED  
DIESEL ELECTRIC MECHANICAL

ENGINE NUMBER **45551**

CLASS M.P. **6** WHEEL TYPE **4-6-0** NAME OF TYPE **PATRIOT STD. PAR.**

EMPTY WEIGHT **75-7** WORKING WEIGHT **80-15** DIAMETER OF DRIVING WHEELS **6 9** WHEEL BASE (E. & T.) **52 3/4**

CYLINDERS—No. **3** DIAMETER **18** STROKE **26** OVERALL LENGTH OVER BUFFERS (E. & T.) **62 8 1/2**

BOILER—E.S. REF. No. **103** DIVN'L REF. **G. 94 S.** BELPAIRE OR ROUND TOP **B** TUBES No. **127 & 24** STEEL **25000** BOILER PRESSURE **200** lbs.

BEARINGS, ROLLER—(Mils) **-** FIREBOX GRATE AREA **30.5** SQ. FT. TRACTIVE POWER AT 85% B.P. **26,520** lbs.

BRAKES **WESTINGHOUSE** (VACUUM) EJECTOR VALVES **PISTON ROPE** MOTION **CORROCK** CARRIAGE WARMING **WITH** **NOT USED**

SPECIAL FEATURES **Electric Light, Self-Cleaning Smokebox, Locking Firebricks, Self-Emptying Ashpan, 2 Longmen Diesel-Ashpan Motors.** DATE BUILT **2nd May 1932**

BUILT BY **CIEWS** LOT No. **REN'L PROG.** AUTHORITY—Min. No. **112** DATE **14/1/32**

MILEAGE AT **31,12.50** **844,162** TOTAL (LIFE) **DATE ACTUALLY BROKEN UP** **19th October 1962**

DATE TAKEN OUT OF TRAFFIC FOR BREAKING UP, ETC. **NOTES** **Withdrawn w.e. 16/6/62 (2 m. R. Outside authorised Prog.)**

**IMPROVEMENTS, ETC.**

DATE	ORDER No. (N.W. & C.)	PARTICULARS	CAPITAL £ s d	REVENUE £ s d	ALLOCATION	TOTAL £ s d
1-11-52	R.1013	4 E.2194	10 8 4	11 0 10	-	12 6

**DISTRICT ALLOCATION**

M.P. DEPOT	DATE	M.P. DEPOT	DATE
Willie. U.	11-1-50		
Bamford	25-6-60		
Willenden	9-7-60		
Edge Hill	10-6-61		

**ORIGINAL COST** ENGINE **£ 5,163** TENDER **£ 405** TOTAL **£ 5,568**

**YEAR OF DEPRECIATION** FIRST—**19** FINAL—**19 30** Years

**STANDARD LIFE** **30** Years

**TENDER** Prefix **4555** No. **4555** Date attached **11-10-34**

**Below information used for Depreciation purposes on and from 1/1/48.**

**DATE** **11/1/48**

**CLASSIFIED REPAIRS (WORKSHOP AND M.P. DEPOT)** E.R.O. 3644 Bich

ENGINE NUMBER **45551**

(\* BOILER: A—Changed, B—Lifted out and put back, C—Repaired on frames)

DATE	WEEKDAYS OUT OF SERVICE				Class of Repair	Where repaired	MILEAGE		* Boiler	Cost Form No.	COST OF REPAIR (Excludes barrel and firebox where boiler repaired to Store Order)	
	Taken out of traffic	Returned to traffic	Waiting Repair Decision	Waiting Works			On Works	Total			Since previous General or Intermediate repair	Jan. 1st to date shipped
23-11-49					HQ.	Lowrie			A			
15-5-51	6-6-51		1	18	19	L1		65-118	15-069			
25-8-52	1-11-52		10	48	58	HQ.		46-469	17-022			
4-11-52	8-11-52			4	4	NC (R.D.)		62	17-055			
30-8-54	2-9-54		4	23	27	H1		76-760	32-265			
28-9-55	28-10-55		3	5	18	H1		119-507	38-501			
22-4-56	2-9-56		3	15	18	HQ.						
12-3-58	2-5-58		5	8	30	HQ.		67-589	8-138			
6-5-58	12-5-58			3	3	NC (R.D.) E.O.		386	8-624			
8-6-58	17-6-58				10	NC (R.D.) E.O.						
7-9-59	25-10-59		14	10	26	H1		64-890	34-698			

**ANNUAL STATISTICS**

Year	Mileage	Fuel Oil Issued (Gallons)	WEEKDAYS OUT OF SERVICE						STORIED	Total	BOILER CHANGES					
			Waiting Repair Decision	Waiting Works	On Works	Total	Running Repairs & Exams	Not Required			Service-able	Unservice-able	Date fixed	Registered No.	New or Replaced	Economic Stock Reference
1951	44,516			1	18	19	37					23-11-49	6003	R	103	B
1952	24,558			10	53	63	32					1-11-52	6032	R	103	B
1953	45,954						57					26-9-53	6039	R	103	B
1954	38,231			4	23	27	41					2-5-58	6173	R	103	B
1955	40,914			3	5	18	26									
1956	41,230			3	12	41	56									
1957	45,271						42									
1958	38,230			5	8	46	59									
1959	38,173						36									
1960	45,916															

**STORIED (SERVICEABLE OR UNSERVICEABLE)**

DATE	DATE	DATE	DATE
5-16-1-61	16-6-62		





The following article appeared in the December 2018 edition of The Western Front Association Bulletin and was sent to Company Secretary, Richard Sant by Richard Pursehouse with permission to reproduce in The Warrior.

## THE UNKNOWN WARRIOR

RICHARD PURSEHOUSE AND DANIELLE CROZIER

**In London's Westminster Abbey lies the body of the Unknown Warrior, a symbolic representation of all those who paid 'the ultimate sacrifice' in the Great War. There are many stories about how the selection of the body was made, and whether he is truly 'unknown'.**

After the Great War, discussions were held about plans for a permanent, symbolic memorial to honour the hundreds of thousands who had died, and to replace the wood and plaster temporary Cenotaph at Whitehall, designed by Edward Lutyens and constructed in 1919 for the first anniversary of the Armistice.

However, in August 1920, just three months before the dedication of this second, new Cenotaph of Portland stone, again designed by Edward Lutyens, and built by the firm Holland, Hannen & Cubitts, an idea was put forward by the Reverend David Railton MC to the Dean of Westminster Bishop Ryle: perhaps he might consider burying the body of an unknown soldier within Westminster Abbey?

The Dean's response was positive, although King George V was initially cautious in response. Incredibly for such a concept the King, the War Office, Prime Minister Lloyd George and his Cabinet agreed within three weeks, with David Lloyd George making an announcement in the House of Commons on the plan. In reply to a letter from 'a Dartmouth man', his Majesty responded he, "would be the chief mourner to an unknown warrior not an unknown soldier, doing honour to the whole of the forces of the Empire."

Certain stipulations were agreed – the soldier must be unequivocally unknown (so that thousands of relatives could think he might be theirs), be British

(identified by buttons and badge), and several bodies would be exhumed, all of which had to be from early in the war to ensure they were sufficiently decomposed and therefore unidentifiable. A final decision as to which coffin would travel to London would be made in the days before the ceremony.

But who was to make that final decision? That task fell to a North Staffordshire Regiment officer.

In November 1939, on the eve of the 20th anniversary of the first ceremony at the Cenotaph, Brigadier-General Louis John Wyatt of the North Staffordshire Regiment finally set the record straight about how the process was undertaken in an open letter from his home in Kirkby Lonsdale, which was printed in the Daily Telegraph and other newspapers.

After the Great War Wyatt became Director of Graves, Registrations and Enquiries and was promoted in July 1920 to GOC of British troops in France and Flanders. Wyatt's 1939 letter describes how he received official notification in October 1920 from the Adjutant-General Sir George Macdonagh that the suggestion had been approved. His account in 1939 went on:



Brigadier-General Louis John Wyatt of the North Staffordshire Regiment.



The body of the Unknown Warrior being carried out of a château in Boulogne by eight British NCO's on 9th November 1920. Wyatt is standing behind the coffin.

"I issued instructions that the body of a British soldier, which it would be impossible to identify, should be brought in from each of the four battle areas – the Aisne, the Somme, Arras and Ypres, on the night of November 7th, and placed in the chapel of St Pol. The party bringing in each body was to return at once to its area, so that there should be no chance of their knowing on which the choice fell.

"Reporting to my headquarters office at St Pol at midnight on November 7, Colonel Gell, one of my staff, announced that the bodies were in the chapel and the men who had brought them had gone. With Colonel Gell, passing the guard which had been specially mounted, I thereupon entered the chapel.

"The four bodies lay on stretchers, each covered by a Union Jack; in front of the altar was the shell of the coffin which had been sent from England to receive the remains. I selected one, and with the assistance of Colonel Gell, placed it in the shell; we screwed down the lid. The other bodies were removed and reburied in the military cemetery outside my headquarters at St Pol.

"I have no idea even of the area from which the body I selected had come; no one else can know it.

"The following morning, the 8th, the Church of England, the Roman Catholic and the Non-Conformist chaplains held a service in the chapel. On the same day, at noon, the coffin, under escort, was sent to Boulogne, where it was placed in a plain oak coffin, with wrought iron bands, through one of

which was passed a Crusader's sword from the Tower of London collection. While the coffin lay in the Chapelle Ardente in Boulogne Castle a company of French infantry mounted guard over it.

"The next morning, November 9, carried by the pall-bearers, who were selected from NCOs of the British and Dominion troops, it was placed on a French military waggon and under the escort of French troops taken to Boulogne Quay, where a British destroyer was waiting. The Admiralty had sent HMS Verdun as a special tribute to the French nation and the gallant defence of that city.

"Six barrels of earth from the Ypres Salient were put on board, to be placed in the tomb at Westminster Abbey, so that the body should rest in the soil on which so many of our troops gave up their lives.

"The French military authorities sent a Division of all arms to pay their last homage to the memory of their gallant Allies. Marshal Foch, who represented the French nation, made a touching speech and Lieutenant-General Sir George Macdonagh, representing King George V, replied.

"Then HMS Verdun cast off, a guard of honour of bluejackets Marines at 'the Present' carrying the Unknown Warrior to Dover and England."

Torpedo boat destroyer HMS Verdun, deliberately selected for its emotive solidarity with the French city where so many French troops had fought and died, was accompanied by six escorting destroyers to Dover. The two inch thick oak coffin (from a tree



The body of the unknown warrior draped in the Union Flag being taken across the channel on the deck of HMS Verdun.



grown in Hampton Court Palace garden, lined with zinc) inside which was the rough pine coffin, had been provided by the British Undertakers' Association. Brian Parsons, author of "The Undertaker at Work 1900-1950" has kindly allowed permission for the following to be quoted from his book:

**Two members of the Association (the National President, H Kirtley Nodes, and also the Secretary of the London Centre, the Revd John Sowerbutts) travelled to France with the coffin, encoffined the selected body and accompanied it on the train back to England. There is a replica of the coffin in the restored railway van that was used in November 1920.**

The ironwork and coffin plate were made by D. J. Williams of the Brunswick Ironworks at Caernarfon in Wales, and the plate's inscription reads:

**A British Warrior who fell in the Great War 1914-1918 for King and Country.**

Once docked at Dover the coffin came ashore on "the shoulders of six stalwart bearers" and was escorted to the railway station through two columns of silent guards with rifles "reversed arms" as the band of the Royal Irish Fusiliers played *Land of Hope and Glory*. At the station the coffin was guarded "reversed arms", lying inside the carriage which also contained the wreaths from *HMS Verdun*.

The train arrived at platform 8 in Victoria Station at 8.32pm on 10 November where the coffin remained lying in state overnight. The coffin was borne on the same gun-carriage as the bodies of Nurse Edith Cavell and Captain Fryatt. The cortege moved through London from Victoria Station on the morning of 11 November, with nine battalions from the Brigade of Guards (one from each regiment) lining the procession route.

King George V was the Chief Mourner and at the Cenotaph he met the pall bearers that had accompanied the gun-carriage of the six black

horses of 'N' Battery Royal Horse Artillery from Euston - Field Marshal Lord Haig, Admiral Lord Beatty, Admiral Sir Hedworth Meux, Air Chief Marshal Sir Hugh Trenchard, Admiral Sir Henry Jackson, Admiral Sir Charles Madden, Field Marshal Lord French, General Sir Henry Wilson, General Lord Byng, General Lord Horne, General Albert Farrar-Gatliff and General Lord Methuen. The Firing Party consisted of a sergeant, a corporal and twelve Guardsmen.

At the unveiling ceremony at the Cenotaph the King placed his wreath of red roses and bay leaves on top of the coffin. His card read;

*In proud memory of those Warriors who died unknown in the Great War. Unknown, and yet well-known; as dying, and behold they live.*  
George R.I. 11th November 1920.

The nave was lined with a guard of honour of 100 Victoria Cross holders (59 from Great Britain) from all three services, under the command of Major-General Bernard Freyberg VC, including William Harold Coltman stretcher-bearer of the 1/6th North Staffordshire Regiment and the highest decorated British NCO of the Great War. Bishop Ryle conducted the service in Westminster Abbey, attended by the King, Members of Parliament, and a congregation of wives and mothers of the fallen, selected by ballot on the following basis;

1. Women who have lost a husband and sons, or an only son.
2. Mothers who have lost all or only sons.
3. Widows.

As the coffin was lowered into the grave by eight guardsmen from 3rd Battalion Coldstream Guards, the King scattered some French soil upon it from a silver shell. The 'Reveille' and 'Last Post' sounded and the open grave was covered by a silk pall which had been presented to the Abbey by members of the theatrical profession (the Actors' Church Union) in memory of their missing members. Upon the silk 'actors' pall' was placed padre David Railton MC's

Union Jack which he had used as an altar cloth while serving in the Great War, and today still hangs in St Georges Chapel. Railton had been awarded his Military Cross in 1916 for bringing in an officer and two men from No-Man's-Land while under fire. The 'actors' pall' or flag is intricately embroidered with wire stitching and is still used for funerals at Westminster Abbey.

A silent watch with "reversed arms" was kept at the four corners by servicemen representing the Army, Navy, Marines and Royal Air Force. The first of an estimated one million mourners then began to file past the grave. Overnight the silent watch stood "adamantine in silent lucidity", illuminated by four candles.

It was estimated at the time 100,000 wreaths were placed around the nearby Cenotaph, piled up almost to its apex.

**The grave of the Unknown Warrior in Westminster Abbey with a guard of honour representing the Army, Royal Navy, Royal Air Force and the Marines standing sentry over it.**



On 18th November the grave was closed after silver sand from Thorney (the area where Westminster Abbey and the Houses of Parliament are) surrounded the coffin, on top of which was placed the French soil and finally a temporary York stone slab with a gilded inscription:

**A BRITISH WARRIOR WHO FELL IN THE GREAT WAR 1914-1918 FOR KING AND COUNTRY. GREATER LOVE HATH NO MAN THAN THIS.**

The following November (1921) a permanent gravestone of black Belgian marble from a quarry near Namur replaced the temporary York stone and the 'actors' pall' was removed. At some point *HMS Verdun's* ship's bell was presented to Westminster Abbey and hangs near to the grave.

On 21st October 1921 General Pershing, the Commander-in-Chief of the U.S. Army, brought the Congressional Medal of Honour to Westminster Abbey which was placed next to the King's wreath, and is today displayed in a frame on a nearby pillar. The American Unknown Warrior was reciprocally awarded the Victoria Cross.

Several 'myths' have fomented around the story since 1920. At the unveiling of the war memorial at Stone, near Stafford, the Staffordshire Advertiser on 15 January 1921 reported one of the many twists to the story:

*Mr. Albert Toft, the eminent sculptor, who designed the War Memorial unveiled by Lord Dartmouth at Stone on Monday, belongs to an old Staffs family. He received his early education in art at the Stoke and Newcastle-under-Lyme Schools of Art, and was apprenticed at Wedgwood's pottery works in Burslem. It is interesting know that Mr. Toft claims to be the originator of the idea of burying the Unknown Warrior in Westminster Abbey. A question on the subject was recently put to the Prime Minister in the House of Commons.*

*"Since then," Mr. Toft wrote in a letter to London newspapers, "many claimants have appeared, but think I may fairly claim priority over all whom I have seen mentioned. Early in the spring of 1919, my series of living statutory groups entitled "Makers of History" was revived at the London Coliseum. I had then added to it a bronze group showing Tommy and Jack being crowned by the figure of Victory. This was set in scene representing the interior the Abbey, painted by Mr. Joseph Harker. The lecturer, who explained the various figures and groups, introduced this one with the words, "Tommy and Jack, the men who did the work. They have merited their place in the Abbey. I had arranged and rehearsed the group before the cessation of hostilities."*

Other 'myths' include who may be in the coffin - Rudyard Kipling's son Jack? The Queen's brother Fergus? How many VC recipients were present at the event? The number of coffins from which the final selection was made (four? six? twelve?). And what happened to the three bodies that remained (they were buried at St. Pol CWGC)?

Other countries have subsequently conducted similar ceremonies. The French tomb contains a private killed at Verdun and is buried at the Arc du Triomphe (the original suggestion was the Pantheon), selected from eight coffins by a Poilu soldier who placed a bunch of flowers on the fifth coffin. Italy in November 1921 held a ceremony in the Piazza de Venezia in Rome. Belgium's Unknown Soldier was selected by a blinded veteran and was buried in 1922 at the foot of the Congress Column in Brussels. For Canada's Tombe Du Soldat Unconnu a body was exhumed in May 2000 from a cemetery at Souchez near Vimy Ridge and is buried at Ottawa. New Zealand's Unknown Warrior was exhumed in 2004 (centenary of the start of the Great War) from Caterpillar Valley cemetery and buried at Wellington. Australia's Tomb of the Unknown Australian Soldier was buried at Canberra in 1993 (75th anniversary of the end of the Great War). Germany's Monument of Honour (in Berlin's redesigned Neue Wache building) was unveiled in 1931.



Mrs. Wyatt, wife of Brigadier-General Louis John Wyatt at the naming of 'Royal Scot' No. 6141 The North Staffordshire Regiment. Photo courtesy of Staffordshire Regiment Museum.

### THE MEMORY IS KEPT ALIVE

There have been discussions for the centenary of the burial at Westminster Abbey that the Unknown Warrior should be awarded the Victoria Cross, the highest accolade for valour and the only medal that can be award posthumously.

A new 'Patriot' Class locomotive 'The Unknown Warrior' is currently under construction with an estimated finish date of November 2020, which will tour the country ([www.lms-patriot.org.uk](http://www.lms-patriot.org.uk)). Currently touring the country for commemorative events is the Wreath of Remembrance with its 'Riders', which was created from wrought iron and incorporates a horse shoe from one of the stallions that pulled the gun-carriage containing soil from the Flanders battlefields to the Memorial Garden in Horse Guards.

At the 1923 wedding of the Duke of York (who later became King George VI) to Elizabeth Bowes Lyon ('the Queen Mother'), whose brother Captain Fergus Bowes-Lyon was killed 27 September 1915 during the attack on the Hohenzollern Redoubt at Loos, Elizabeth placed her wedding bouquet on the grave of the Unknown Warrior, a tradition that has continued with all royal brides since, including her daughter Princess (later The Queen) Elizabeth in 1947, Diana Spencer, Kate Middleton and recently Meghan Markle.

## RAILWAY INDUSTRY FREIGHT OPERATORS COMMEMORATE 100th ANNIVERSARY OF ARMISTICE WITH THE NAMING OF TWO CLASS 66 DIESEL LOCOS

BY ANDREW LAWS

On 5th November during the lead up to Armistice Day, Freightliner class 66 diesel No. 66413 was named 'Lest We Forget' in a ceremony at Southampton Maritime Terminal attended by more than 50 guests; including the Mayor of Southampton, industry representatives and several ex-military colleagues from both Freightliner and sister company Pentalver.



The locomotive was named in recognition of the sacrifice that railway workers made in the Great War. Over 100,000 railway workers enlisted when the war broke out. By the end of the war, tragically 20,000 had lost their lives. The rail industry had a key part to play during the war transporting troops, rations, coal, water, horses and artillery across Britain and Europe.

DB cargo also commemorated the 100th anniversary by naming one of their class 66 diesels, No. 66100 'Armistice 100, 1918-2018' in a ceremony at the Midland Railway Centre, Butterley on 9th November 2018.

The naming came about through the DB Cargo staff suggestion scheme, when staff member Andy Hogan from Tees, whose great grandfather was killed in action in 1915 and is buried in Bailleul in Northern France, suggested it would be very fitting for an Anglo-German company such as DB to mark this special anniversary.

It is very appropriate that the 100th member of the class that was built should carry the name 'Armistice 100'.

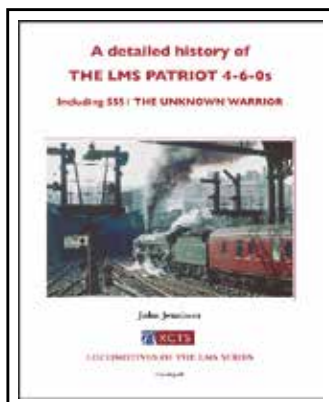




**JUST PUBLISHED**

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

No. 45518 *Bradshaw* takes water at Camden Shed  
on 11th October 1953.  
PHOTO: ARTHUR CARPENTER/THE TRANSPORT TREASURY.



# GUARDS VAN HURLED ON EXPRESS ENGINE

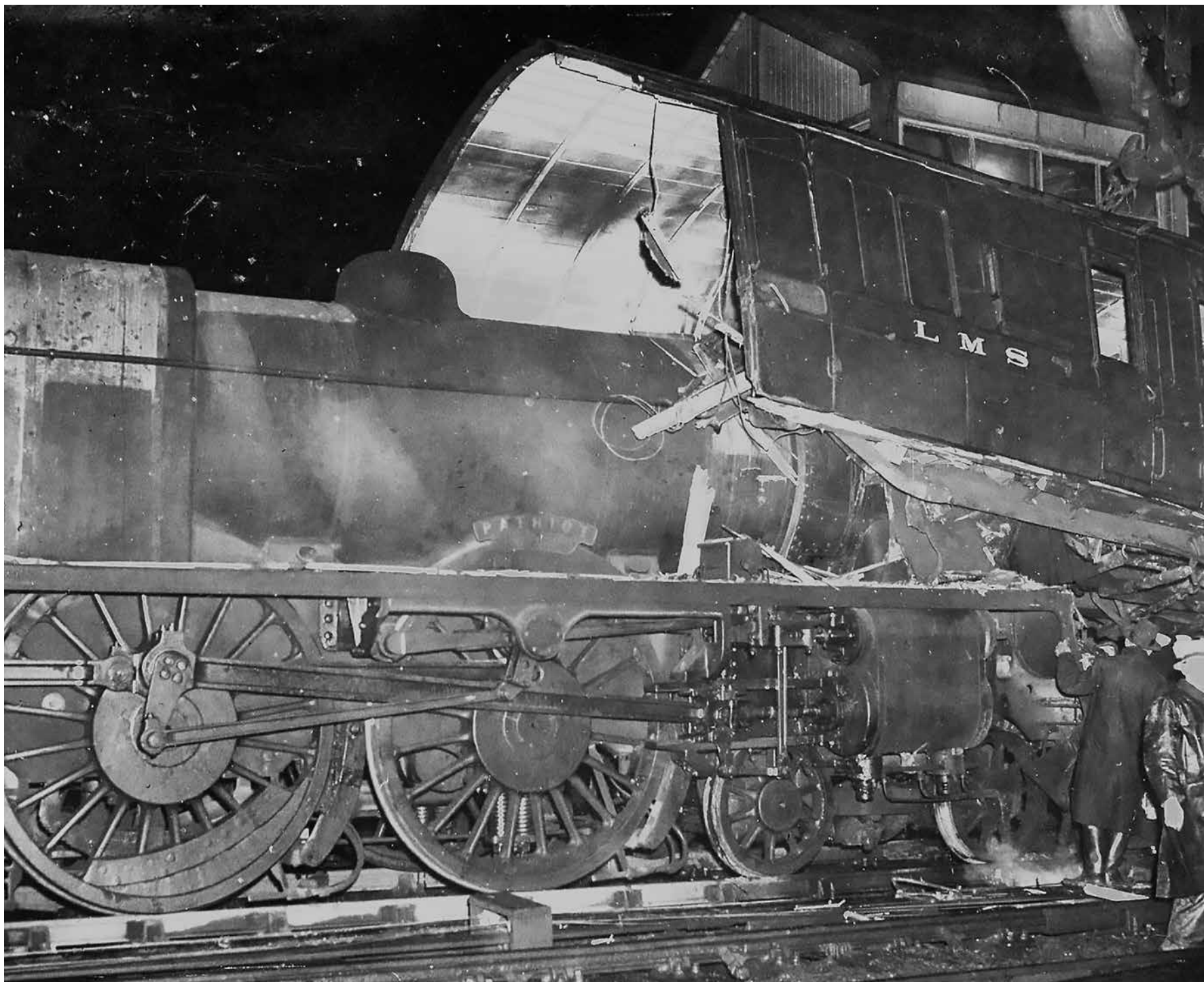
The driver and fireman of the 3.45pm Euston to Liverpool express pilot engine 5500 5XP *Patriot* had a miraculous escape from death when their train bored into the rear of a local passenger train outside Stafford Station, on Saturday 7th December, 1946. Five passengers were injured as “Patriot” heading the express train ploughed through the van, and part of the rear coach of the local train.

The shattered guards van of the local train was hurled on top of the express, the telescoped wreckage of which is seen straddling the engine front.

**Right: The aftermath of an accident involving 5500 Patriot at Stafford on 7th December 1946.**

**Below: A handwritten report of the accident which is reproduced above.**  
PHOTO: MANCHESTER LOCOMOTIVE SOCIETY/  
THE LMS-PATRIOT PROJECT.

Guards Van Hurled on Express Engine  
The driver and fireman of the 3.45pm  
Euston-Liverpool Express pilot engine 5500  
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The shattered guards van of the local  
train was hurled on top of the express,  
the telescoped wreckage of which is seen  
straddling the engine front.





## RAILTRAIL TOURS

**Railtrail Tours are delighted to announce that a generous donation will be made to the Patriot new build project for each Railtrail holiday booked by a Patriot member or Associate.**

Managing Director, Dave Felstead, says 'As a Potteries man myself I have wonderful memories of train spotting in the 1960s on both the West Coast and Midland main lines including trips around Crewe and Derby works. Having spent three decades as a volunteer on a heritage line in Staffordshire and now a volunteer on the Great Central Railway at Quorn & Woodhouse steam is clearly in my blood. Without doubt it will be a truly magnificent day when 'The Unknown Warrior' steams and makes its maiden journey on the main line'.

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Amongst our 2019 steam tours collection are tours to steam railways, steam galas, and main line steam in the UK, Netherlands, Germany, Austria, Switzerland, and France. Of special interest this year is a unique Grand Tour of Denmark whilst 2020 will see an amazing tour of steam to Australia featuring steam on five gauges.

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# Spotlight on Nigel Day

**Nigel has been tasked with the fitting of the lubrication to No. 5551 and is helping on a daily basis to rectify many of the problems the Project has encountered.**

## How did you become involved with the Project?

Indirectly through Michael Fanning who is a leading light in the Doncaster P2 Locomotive Trust. He contacted Project Chairman, David Bradshaw to inform him I was available.

## Do you think the Project will achieve its goals?

Yes but not all at once. My presence is to help get the loco on track to being finished. There are several aims but just to get all the components fitted to a working loco is the first stage.

## Can you give us a brief history of your involvement in the railway industry?

That would take a long time even in the short version. 46 years of beam engines, a few traction engines, over thirty years of rack locos on three continents, narrow gauge, locos of up to 500 tons, construction of many tens of whistles and brassware, rebuilding River Esk at the Ratty from a pile of fossilised rust, over thirty years of modern steam development work, redraughting more locos than anyone else alive, conversions of locos to vegetable oil firing, and so on.

## What is your involvement with The LMS-Patriot Project?

I am sure that to many people reading this I am an unknown who has started working on your locomotive. It's early one morning in the first week of 2019 and writing this is the right time to explain my involvement and experience of the steam movement. I have been in the steam world



**A happy looking Nigel (left) with David Hughes as they prepare the engine for the Armistice Weekend at Crewe.**  
PHOTO: GAVIN SHELL

since I was 14. A long time ago now as I head into my 47th year of steam. For much of that time many people have told me things were impossible to do, even my lecturer at Tech College said I would never make a career out of steam.

That I have done and I've worked all over the world on some very advanced steam technology, following people like André Chapelon and Livio Dante Porta. I like a good challenge, preferably one that is regarded as hard or impossible to most in the steam world.

For the last four years I have been working at the Ratty (Ravenglass & Eskdale Railway) which has had some really bad luck. The major item was to build rather than rebuild River Esk from a pile of fossilised rust. The result is a locomotive which is better than it ever has been. I included some of my advanced technology in her with excellent results. It was a team effort, not a contracted out job. Since finishing River Esk, various events of fate have led me to The Unknown Warrior. Maybe I will tell these one day but it's the future which is important, the future of finishing your loco.

Building locomotives can be like waging a war. There are battles which you will win and those you lose. Each and every one of those battles is a learning curve. The realisation that The Unknown Warrior has been through some major battles is important but to finish the war you must learn and move on. The events of what have happened are not to be dwelt upon. The realisation of what

has to be done to finish the loco is what's important. In the time I have been with your locomotive I have seen much good and also not so good. A lot about that has been written by others. Even more has been said, good and bad, by the all the visitors and experts who have come and gone quite often unaware of who was listening, there is nothing that people can bluff me with a steam loco and when they say it can't be done, I do it. The reality is you're working on the loco when everybody has gone away, doing the hours and making progress. It's the future that counts, the past makes the future, learn from the past and then move on.

We now have a long list of things we need to do. This is as a result of much work being done since the Armistice Weekend. The reason for things being on the list is to get the loco to a running condition as soon as possible. That is the aim. It is not one that can be completed by one individual or group. It's one that will take the united force of all the sections of our own army and all of our partners. Yes, I have dreamt of taking the loco to a secret workshop and finishing her on my own but that's not possible or realistic! The realisation is that to finish The Unknown Warrior it is going to involve everyone and that its fate is in our hands is critical, not any one else's. No one can do it all, it has to be a full effort from all. Even I can only do my bit and point you all in the right direction to complete her. Now is not just a matter of standing up but physically doing what's needed amongst the multitude of tasks required, however basic they are, they all count just as much.

There are some issues which are now well in hand like the boiler and the tender. That though is the tip of the iceberg. Work is being done on the chassis at Crewe and yes you can help with whatever skills you may have. I am willing to help, teach, guide, organise and encourage you to make the locomotive become a reality. We need a proper workshop to work in, someone to organise and do the shopping on our list so we've got the equipment and supplies to hand without me having to put my copper knitting down to go and get things, someone to make the tea and tell us to clean up after ourselves and much more. We can figure out what are the best times for people to come and help. David Hughes will be only too pleased to hear from you, contact him by email at: volunteer@lms-patriot.org.uk.

Physically we're getting on top of the planning stages and the guys are working hard on that. Solutions are being found and implemented. There are still things we need to sort out such as an ongoing plan but dreams – and this dream in particular – can only happen with more dirty hands. I have made a commitment to see this locomotive through to being complete, as I did with River Esk. I know many of you have also made this commitment but now is the time to make this last battle happen. Dare I say it, but the lesson of recent times is that the whole commitment to finishing The Unknown Warrior is in yours and everyone's hands now, not just one person, organisation or supplier. The more you do physically to realise her completion the more she will mean to you and what she stands for.

## Do you think steam has a place on the high speed network of today?

In a limited form.

## When did you become interested in railways and what triggered that interest?

From a kid but mostly in my teens.

## What are your first memories of steam and can you remember ever seeing a Patriot in service?

Various ones from childhood but never to speak of in BR days.

## Any interesting memories of BR days?

I'm not that old.

## Any remaining railway ambitions?

I will explain it this way. I have done so much to make steam survive in the face of diesels that I have one ambition left of cutting up a diesel or two!

## Where would you most like to see The Unknown Warrior in action?

Up and down Crewe Heritage Centre yard.

## What is your view on the amount of new build projects currently in progress.

There should be a modern steam loco with all that I have helped develop and much more than the 5AT Group proposed.





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# MEMBERS' CORNER

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

## To the Editor

**I read Warrior 39 and was shocked at the decision to move the engine to Crewe for whatever reason and the issues that have caused the relationship with Llangollen to reach such a low level, so being involved in the very early days of the engine I have put together some thoughts that you may wish to publish as follows.**

## Dear Peter

**Having read the last magazine I have to say how disappointing it was to read just how bad the breakdown in relations with Llangollen Railway had become.**

I am proud to say that I was heavily involved at the time of the formulation of the idea to build The Unknown Warrior because I was undertaking a short role on business development for the railway, working with the then railway chairman Gordon Heddon. We were to hopefully change the culture of the railway to become a modern heritage attraction business, developing new revenue streams and becoming more sustainable. This was in part successful and quite a number of substantive ideas were developed. These included the Robertson Suite, Berwyn Station holiday let, rapid growth in the group/coach operator market and real ale trains, but the engineering workshops at that time were profitable, enjoyed a good reputation and apart from acquiring some improved equipment, needed little attention.

The Unknown Warrior project was put to me by Dave Owen in a quick discussion on platform 2 and was seen as an easy decision for Llangollen to play a key role in a major project. The project offered future revenues, job security for the staff and positive PR opportunities and working with David Bradshaw and the first of the Patriot team, the early relationships began in a very positive manner. Llangollen Railway was to facilitate the public launch of the project combined with the first PR event for the funding of the extension to Corwen hence the play on words with the Corwen Patriot Gala, an inflection toward Owen Glyndwr the great Welsh patriot. Llangollen was to offer facilities for early meetings to form the trust, help recruit a board member and then the first membership day was devised between myself and Andrew Laws.

All the staff at the railway were fully behind the project and I am pleased to say that it worked well and the relationship was set to be mutually highly beneficial. Shortly after however, after some decision making at the railway board level that I could not possibly agree with or give my support, I decided to reduce my involvement with Llangollen and accept an invitation to become a trustee of the steam ship *Daniel Adamson*. I was later asked to return to the railway but this was no longer possible.

It is very disappointing that for whatever reason Llangollen has lost a great opportunity, wasted volunteer effort and going forward possibly tarnished its fine reputation in railway engineering circles. There is no doubt in my mind that The Unknown Warrior will be a great success and an asset to Crewe but its first runs on Llangollen metals and return visits with the resultant revenues and PR opportunities that it would have given have now all been lost. All very sad!

YOURS SINCERELY

LES GREEN, WARRINGTON

17/12/2018

Thank you to all who contributed their articles that appeared in Warrior 39, we are grateful so many of you decided to contact us. Remember that you can send anything Patriot, memorial, war or railway related and photos are always good to receive (if you do send photographs please supply an address so they can be returned to you). Please send them to us at [memberscorner@lms-patriot.org.uk](mailto:memberscorner@lms-patriot.org.uk) or post to: **Richard Sant, The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**

## LETTER FROM

Mr. Phil Akrill  
Littleover, Derbyshire

## DONATION RECEIVED

Dear Admin Team

Today on 28th December 2018 whilst out on the GCR enjoying a day of steam I met a lovely lady who, having seen the Patriot kit I was wearing wanted an update on our loco. Having duly obliged, she then said she would like to make a small donation to our Project.

She asked if I was a volunteer and I showed her my badge. She then handed over £100.00 cash.

How nice is that?

I asked for her name but she declined and said please just add it to your pot. So here you are, enclosed a cheque for the same.

Just shows the power of wearing our Patriot kit when out and about.

In addition, I did suggest she may want to become a member and receive regular updates, and she said she would look out for our stand at the next gala event she attends, so let's hope she does join us.

All the very best wishes and hope you all had a good Christmas, Happy New Year to you all.

Best regards

Phil Akrill

Membership No. 497/05

Dear Pete,

Would just like to say a big thank you for sending me the 2019 calendar as my prize in the caption competition (Warrior 38). I am absolutely thrilled with it and even after the end of 2019 I intend to save all the pictures in a folder. Wishing you and all the other members of The LMS-Patriot Project a very merry Christmas and a Happy New Year!

KIND REGARDS, JOHN SAUNDERS



# STEAM TRAINS AROUND BRITISH COASTS

Steam trains and the seaside for me are synonymous ever since as a small boy in the post-war years I had holidays at Rhyl Co-op camp where I was first aware of main line and miniature railways. The camp was next to the main North Wales line to Holyhead and nearby was the miniature railway around Marine Lake. A few years later before I was a “spotter” in the early/mid-1950s we transferred to the East Coast where I remember Hunstanton and Bridlington stations and seeing shunters at Lowestoft docks. I now regret not noting the numbers of locos seen which probably had disappeared by the time I was spotting in the mid/late 50s, after which I divided my enthusiasm into two eras, firstly up to 1968, the age of BR steam, which also included the first years of preservation on Welsh narrow gauge lines and branch lines that had been closed in England. Secondly there was the era post 1968 when I travelled behind foreign steam engines and on British preserved or re-opened lines.

Whereas during the first of these periods I covered many lines in North Wales I did nothing on the East Coast and had to wait until the second era when I went on the “Poppy” line from Sheringham with an LNER N7 0-6-2T. However, during the first period when BR still ran day excursions to the sea, I did go to Skegness on one from Coventry behind an LMS class 5 4-6-0, the same class which was sometimes used on the “Sky Blue” express taking Coventry City Football Club supporters to away matches. The only one I recall towards the coast was to Hull.

On one of my trips to Scotland I travelled from Kelso to the coast at Berwick-on-Tweed behind a BR class 3 2-6-0 (77xxx). From here I travelled to Edinburgh behind an LNER V2 2-6-2. The furthest north I went in Scotland was Wick and Thurso on a special enthusiasts train, the same way I travelled on the west coast to Kyle of Lochalsh and Mallaig. In a previous article (Warrior 36) I mentioned some of the lengths I had gone to for a steam ride without mentioning one in Scotland thanks to problems with the then new Glasgow electrics, enabling me to use reinstated steam trains to Wemyss Bay and behind an LNER V1/3 2-6-2 tank to Helensburgh.

Back in England, I was able to travel to the coast by steam from Carlisle to Silloth behind an LMS Mogul (43xxx). Also I managed to travel the long coastal route from Carnforth to Carlisle behind a Fowler 2-6-4 tank. I have previously mentioned visits to North Wales as a boy, but later on as an adult I would cover the rest of the Welsh seaside towns and coastal routes including Caernarfon to Afon Wen where I photographed a BR class 2 Mogul (78xxx) piloted by a GW Mogul (43xxx) class, before travelling on to Porthmadog. On a later holiday, having climbed Cader Idris in 1959 with a school party we returned to the Midlands on the Cambrian Coast Express from Barmouth Junction behind a GW 0-6-0. The most southerly branch line I travelled on in Wales was Pyle to Porthcawl.

In the south of England memorable branches included Launceston to Plymouth, Exmouth Junction to Exmouth and those to Seaton and Sidmouth. I had hoped to travel behind a SR Beattie Well Tank

on the Axminster to Lyme Regis branch, but despite being seen on Exeter shed was replaced by an LMS class 2 2-6-2 tank (41200). This class was also used on the Callington branch. The furthest town to the west of the south coast to mention as an excellent base for steam was Brighton.

Finally, living in Coventry almost as far from the sea as possible, may explain why I have strong memories of steam trains around British coasts. During the pre-1968 era as I was spotting, steam locomotives were still being built. The only one I saw and “cabbed” which I knew to be brand new appropriately was at the seaside at Barry. It was a class 2 2-6-2 tank (84xxx), the last tank class to be introduced back in 1953!

By the way, when I mentioned Hull, I should have added that when there I had hoped for a ride behind one of the few remaining NER B16 locos but I had to be satisfied with a B1 ride to Scarborough. Also when mentioning Welsh coastal towns, I should have mentioned travelling from Aberystwyth to Carmarthen early in 1963 behind a GW Manor class. Many dead sheep were seen because of the severity of that winter. In the last issue, mentioning my love of 0-6-0 locos, I referred to those of North British. I have been reminded by fellow member and mag contributor Mike Lane (who I have known since the 1960s) of a ride we had behind a J37 around the coast as far as Leuchars as part of an RCTS Fife Coast Rail tour.

BARRY GREENER (MEMBERSHIP 664)

Dear Sir,

Apologies for not writing earlier as the attached black and white photo of No. 45504 Royal Signals was taken in 1961 on one of my trainspotting expeditions to York (about 3 or 4 times a year from our home which was just above Bramhope Tunnel. Patriots were a relatively rare sight at York, especially heading Up between Platforms 8 and 9 as I recall.



I hope you can make use of it. I shall be sending a cheque for £25.00 to you next month as a donation towards the Project in response to your advert in HR Issue 246.

I am 72 years “young” and am retired living for most of the year in Cyprus, with a lifelong interest in heritage railways.

Yours faithfully,

John Merritt

Lt Col (Ret'd) RCT

Life member of A4 Locomotive Society since 1967

Selected for The RCT Officers Railway Course, Longmoor (16 weeks) Sept.-Dec. 1972 – Passed!  
Original Shareholder GCR



No. 45505 *The Royal Army Ordnance Corps* arrives at Hereford on 23rd July 1955 with the 09.10 Chester-Swansea service.  
PHOTO: © MLS COLLECTION.





## BOYS AT THE GOODS YARD

I was brought up in a small village only two miles west of Market Harborough. It was on the cross country railway line from Rugby to Peterborough via Market Harborough. In the late fifties and early sixties the disused wartime airfield just a mile north of the village was used as a military vehicle disposal facility.

There was a team of workers who unloaded the trucks. Each vehicle had large wooden chocks in front and behind each wheel nailed down with two 6" nails. These were prised from the wooden wagon floors with crow bars and thrown down to the ground. The vehicles were then unchained and lifted off by crane.

A small bunch of local lads, including myself aged around 10 or 11, used to hang around the goods yard watching all this going on. We were soon put to work collecting up the discarded chocks and piling them up for re-use. Being work-shy some of the lads drifted off, but myself and a couple of others stayed. We were then told to make ourselves useful, each of us being given a hammer and told to bash the 6" nails backwards through the chocks so that they were ready to use again. When the time came to load up the wagons for the outgoing vehicles we then helped the loading gang by throwing up chocks onto the wagons for them to nail in place. The vehicles were then secured by chains.

After several days of helping like this our reward was footplate rides on the loco, usually a Fowler 4F 0-6-0. I personally was in heaven, being allowed to ride on the footplate even if it was only up and down the goods yard during shunting.

The vehicles were moved from the goods yard up to the old airfield in convoy. The ones that were "runners" often towing several other non-runners linked by a steel bar, rope or chain. Each vehicle needed someone to steer, any adult would do. My Uncle Reg had a contract to move vehicles and one day he asked my grandma, a non-driver, to steer one of the vehicles in the convoy. She wasn't too happy about doing so but agreed. Reg, who had done a bit of motor racing, always drove flat out and he was driving the leading vehicle. On arrival at the airfield poor grandma was ashen faced and visibly shaken, she refused to ever to do that again.

Can you imagine now almost 60 years later, having young boys around in a goods yard helping in the way we did and then having steam loco footplate rides. Any self-respecting Health & Safety person would be having several heart attacks simultaneously. But we boys and the men thought nothing of it.

Ahhh, happy days!

REGARDS,  
DAVID BURDITT, MEMBER NO 352/04

## 5551 AT CREWE – A SHORT FILM



Some of you who attended the Armistice Weekend at Crewe may have noticed a young chap filming the events on Saturday 10th November.

Arthur Sikes (son of Warrior editor, Pete Sikes) volunteered his services so that he could get some experience of filming a live event including the unveiling of the new crest by Simon Weston. Arthur is in the first year of a Film Technology Production course at Nottingham Trent University.

To view the short film go to [www.lms-patriot.org.uk/videos](http://www.lms-patriot.org.uk/videos)

Hope you enjoy it.

## PATRIOT PAINTINGS FOR 2020 CALENDAR

For the last five years the fund raising and publicity team have been searching for more and more Patriot locomotive paintings for the annual calendar. So far we believe we have found some of the most stunning artwork of members of the class. But it has got us wondering, there must be many paintings that we have yet to see.

Internet search engines can only help so much and that's if you have the correct key words to start with. So our search now goes out to you! Are you an artist who has painted a member of the class? Have you acquired an image over the years that has not been seen before? Do you know someone who owns a Patriot painting? We would love to hear from you.

The excellent example shown here was sent in by Gordon James, a friend of Project member Ray Wake, of No. 5544 on Shap Fell. The painting by Derek Wheeler was commissioned by Ray in 1985 and will appear in the 2020 calendar.

If you have any information about Patriot paintings or have a canvas you have painted yourself please contact us at: [memberscorner@lms-patriot.org.uk](mailto:memberscorner@lms-patriot.org.uk)





To: The Editor,  
The Warrior, LMS-Patriot Project.

**Following the ill fated Llangollen era and at the point where the Project enters the final stages in the construction of 5551 my thoughts on the future are as follows:**

Assuming no decision has yet been made on who the chosen contractor will be, I think that in the interests of long term planning construction should occur at a location which will become the engine's permanent or at least long term base. I think it is critical that the engine has a secure home as opposed to maintaining a nomadic existence. This should also provide access to readily available engineering facilities, and just as important, a secure and central point for working members to focus on. Whichever location is chosen there needs to be easy access to the main line and it is absolutely vital that secure covered accommodation is provided for the locomotive. It must not be stored out in the open for long periods of time. On reflection, despite the considerable delays that have ensued, the move out of Llangollen could be viewed as a blessing in disguise. If 5551 was completed at Llangollen it would at some point have been low-loaded away to an alternative location in order to fulfil its future commitments, in particular, main line running which has to be the ultimate goal. In reality, it is unlikely that the locomotive would ever return to its former base at Llangollen.

Future Members' Days raise some interesting questions. The event should continue but in a far less intensive form than was previously the case at Llangollen. As the locomotive will be operational and, consequently far more accessible to members on a day-to-day basis, then Members' Day should be more of a social event. If, for example, 5551 was based on a heritage railway then an annual event could take the form of a dining train specifically for members, family, and friends. Such an event would galvanise a close relationship with the host railway and form part of a long term commitment to it. Many of the traditional features of previous Members' Days such as shed/works visits would no longer be required and reports covering engineering issues and future plans would be adequately covered at AGMs and within the quarterly Journal.

I hope the above will be thought provoking.

J. A. BENNETT. MEMBERSHIP NUMBER: 390.

I would want the Members' Day to be a similar format as those previously at Llangollen. I think it is important for members to be able to view the progress and finishing off of the locomotive, without this the members day would be pointless. I would like the Members' Day to be as previously, to include a talk on the progress of the locomotive plus a train ride on the steam railway where the locomotive is located, this worked very well in the past and was very enjoyable, as was staying locally in a hotel for three nights trying their local pubs and beer.

REGARDS

MR PHILIP J. WILSON. MEMBERSHIP NUMBER: 036/09

Hello Pete

Members' Day is an excellent way of engaging with members and for them to meet and make new friends whilst the society made a good return. The format was developed around the facilities at Llangollen and may not be matched elsewhere, i.e. the Robertson Suite and adjacent workshops. The nearest I can think of would be the East Lancs who may give you a tour of the Buckley Wells workshops. A party the size of LMS-Patriot members would attract their interest and a good discount plus you could develop links as to where the engine can run in future.

LES GREEN



Dear All

Going through my old photographs the other day I came across this one (above) taken at Bushey Troughs in 1949 when I was aged 17! I thought you might like it, possibly for on-going publicity purposes. No. 45546 *Fleetwood* with a northbound express, obviously during the summer but I was bad at being more precise! It hasn't been previously published although Steam Days do have copies of all my photographs with no clauses attached.

YOURS SINCERELY,

T. PETER WALL. MEMBERSHIP NUMBER: 1534/01 (NOW 86½!)



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# WORD SEARCH 16 REGIMENTS (PART 2)

*For the purpose of this grid some regimental names have been abbreviated.*

BORDER(ERS) • BLACK WATCH • BUFFS • CAMERONIANS • CHESHIRE(S) • CONNAUGHT • DERBYS  
DEVON(S) • DURHAM • DORSETSHIRE(S) • DUKE OF CORNWALL • EAST LANCS • EAST SURREY  
ESSEX x2 • FLYING CORPS • GLOUCESTERSHIRE • HAMPSHIRE • KINGS OWN • KENT • LIVERPOOL  
LONDON • LOYAL NORTH LANCASHIRES • MANCHESTER(S) • MIDDLESEX • MONMOUTH(S)  
MUNSTERS • NORTHAMPTONSHIRES • NORTHUMBERLAND (FUSILIERS) • NOTTS (AND DERBYS) x2  
PRINCE ALBERTS/SOMERSET(S) • OXON AND BUCKS • ROYAL ENGINEERS • ROYAL INNISKILLIN(G)  
ROYAL RIFLE CORP • ROYAL WELSH • SCOTTISH RIFLES • SHERWOOD FORESTERS  
SOUTH STAFFORDS • SUFFOLK • SURREY • SUSSEX • WEST RIDING • YORKS RGT

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

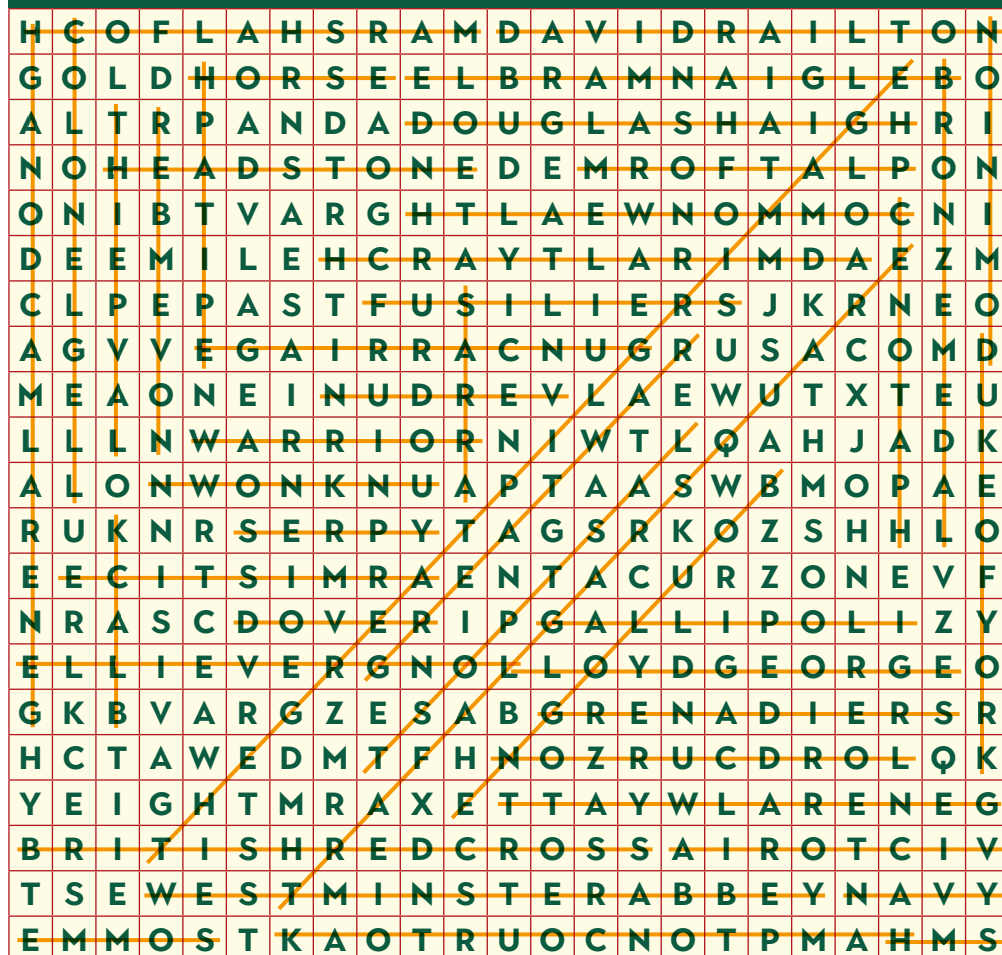
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B	I	T	G	L	O	U	C	E	S	T	E	R	S	H	I	R	E	L	U	S	R	N
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# WORD SEARCH 15

## ANSWERS: WW1 CENTENARY (1918-2018)

ADMIRALTY ARCH • ARMISTICE • ARRAS • BELGIAN MARBLE • BLACK/WATCH • BOULOGNE  
BRITISH RED CROSS • BRONZE MEDAL • CENOTAPH • COLONEL GELL • COMMONWEALTH  
DAVID RAILTON • DOMINION • DOUGLAS HAIG • DOVER • DUKE OF YORK • EPITAPH • FUSILIERS  
GALLIPOLI • GENERAL MACDONAGH • GREAT WAR • GRENADIERS • GUN CARRIAGE  
HAMPTON COURT OAK • HEADSTONE • LAST POST • LLOYD GEORGE • LONG REVEILLE  
MARSHAL FOCH • MENIN GATE • PLATFORM (8) • SOMME • THE GREAT PILGRIMAGE • THIEPVAL  
TRAFALGAR SQUARE • UNKNOWN/WARRIOR • VICTORIA (STATION) • HMS/VERDUN  
WESTMINSTER ABBEY • GENERAL WYATT • YPRES • NOVEMBER • HORSE • NAVY



# The LMS-Patriot Company Limited

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

**Patron** Simon Weston, CBE

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6502248

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**Registered Charity No:** 1123521

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## Newsletter

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45513 passes Balshaw Lane signal box working the  
06.30 Carlisle to Crewe service, 1958.

PHOTO: BILL ASHCROFT. © THE LMS-PATRIOT PROJECT.

