

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



MAY 2019
Issue 41 • £2.50



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Editorial

Welcome.

First, my apologies for this edition of The Warrior being a bit late, you should be receiving this copy after our hastily arranged Members' Day at Crewe which hopefully you had chance to attend. The deadline for this Warrior coincided with that of having to design and produce both The Patriots, Volume 2 and the 2020 calendar which meant a bit of a struggle to finish all them in time. The book and calendar are both now available to purchase and you can find details on pages 6-7 and 23 respectively.

We were hoping to bring you details of who has been awarded the contract to complete The Unknown Warrior in this edition but discussions are still ongoing and it has proved difficult to arrange meetings when everyone who needs to attend are all available. However it is now a two horse race, and as this edition went to print the final meeting had been arranged for 6th June, we hope to inform you of the decision by letter or email by the end of June.

We obviously could not have progressed this far without the support of you, our fabulous and supportive members. You would have read over the past few years in the pages of The Warrior about the progress but also the problems that the Project has faced, and it would be good to hear your opinions as to how you think we are doing and how you perceive the Project at this moment in time. If you feel inclined to write to us, and I hope many of you do, please send your comments to the email address below or write to the office.

As always, I hope you enjoy reading the newsletter.

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

FRONT COVER:
No. 45543 *Home Guard* pictured at Skew Bridge with a local service for Preston, 4th August 1962.

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

Chairman's Thoughts

MAY 2019

As my late father often said 'hindsight is a wonderful thing', something which you could apply in spades to The LMS-Patriot Project. When we set off on this adventure back in 2008 we had only the Saint and Tornado to reference.

Our project differed from the Saint in that we were a true new build, not a conversion and compared to Tornado we were planning to make minimal changes to the design and unlike both we were using a contractor to complete the loco and a separate contractor (in the UK) to build the boiler.

We also had the disadvantage that there was a paucity of drawings and the ones we had were not necessarily accurate, as we have found out to our cost. One thing we were convinced of is that Llangollen Railway Engineering was the contractor we were convinced was capable of finishing the engine to a good standard and as a by-product valued our presence on their site. We were also delighted (at the time) that Pete Waterman's organisation agreed to build what was to be the first new large standard gauge boiler since 1962.

Fast forward ten years and sadly neither turned out to be the case, the decision by LNWR Heritage Ltd however turned out to be a blessing in disguise whereas the issues with Llanrail Engineering, which I won't dwell on here, have cost us the best part of eighteen months in lost momentum. As you will see from the engineering report we have made significant progress in making good the errors but we continue to come across unforeseen problems, some small, some not so but all a reflection of the fact that to build a steam locomotive dating back to 1934 is a minefield which hindsight would tell us an emphatic "no, don't even try". Fortunately we didn't have the benefit of hindsight and with the help of our engineering team we are slowly knocking off the items needing remedial work with a target to complete the rolling chassis by the end of September and the boiler completion scheduled for a little earlier. This means that visible progress is

minimal but please be assured that it is real and of the highest quality.

Now we have to wish for a little foresight as there are two contractors in the frame to complete the engine, both of whom being eminently capable of doing the job to a good standard but with entirely different approaches. The one issue both will face is that this is a bespoke engine, where each part has to be fitted by a skilled fitter who knows what he or she is doing. We have to recognise that we are not building a car which is manufactured using precision engineered components in a highly mechanised environment but something very different. Despite the belief that locomotives of the same class were identical, on closer inspection it transpires that they differed to a greater or lesser extent in many ways. On members of the 52 strong Patriot class for example could be found three different types of bogie, two different wheelbases, three different designs of driving wheel and if that was not enough all were modified over the years in ways that we can only guess at, drawings of such changes having not survived. With all this in mind we have to select a contractor to finish the engine within our time frame who has the skills and flexibility to cope with this. This is not an overhaul where all the parts are present and just need refurbishment, it is on a very different level and one to which the Board has to find a solution.

We are working hard – night and day – to find solutions to problems that are not straightforward and would like to thank you for your patience and continued support.

DAVID BRADSHAW, CHAIRMAN

TREASURER'S REPORT

Update for Quarter 4 (ended 31st March 2019)

BY NEIL COLLINSON, TREASURER

First thought for the quarter
The puzzling loss of regular donors' conundrum.

The first paragraph in my last missive for The Warrior mentioned the unprecedented loss of regular donors from the project. This is an update on that situation. We initially identified at least 33 members whose regular donations had ceased and I did a personal letter to those donors. We are extremely grateful to those donors who responded by telephoning the office, reinstating their standing order and making up the loss by debit card or by separate bank transfer. We are still dealing with these so will update you on the situation next quarter.

Second thought for the quarter
A good quarter to end a satisfactory year. However, as these figures are produced very quickly following the quarter/year end, specifically for the board meeting, there may be some minor changes.

INCOME

Total income to the end of quarter 4 was £107,000 (£97,000 for the same quarter last year) including an expected £9,000 in Gift Aid. There were no boiler loans. Total restricted funding was £6,600 of which £935 has been set aside for the support coach appeal. We also received a legacy of almost £20,000. Income for the full year amounted to £429,286. The final income figure for 2017/18 was £423,677.

MEMBERSHIP

Total Membership income for the quarter including Gift Aid came to £6,544 and £32,162 for

Third thought for the quarter.
Our financial planning requires a regular monthly income so a further plea to those members who have not yet instigated a regular monthly payment by standing order. Please help with the last push towards final assembly.

the year. This was 78% of the budget forecast. Whilst renewals from existing members held up well at 92%, we were let down by the number of new we members recruited during the year.

DONATIONS/SPONSORSHIP

REGULAR

The average monthly amount per donation decreased in Quarter 4 by 22p to £16.61. The number of regular donors at the quarter end was also down by 26 from 400 to 374. However, as mentioned earlier, for those that notice a small anomaly I am hoping to report that this issue will resolve itself during this quarter and we will be back on track, so to speak.

Regular monthly donations, as seen in the following tables are down to £18,314 as at the March quarter end. However, we still do have the company support of £5,000 per month, currently due to expire in December 2019

Fourth thought for the quarter
Before the usual comparison table other income figures worthy of note are as follows:

ONE-OFF DONATIONS

We received one-off donations totalling £30,000 in the quarter, the annual figure being approximately £150,000.

Bespoke numbers and trustee donations £3,142 (£6,237 for the year)

2018/19 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	6	3 (avg. £7.00)	29	£18,314
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

Fifth thought for the quarter
If you have had your fill of statistics, go to my final thought for the quarter and come back later. However, before you go, I would just mention that our very own Patriot Pictorial volume 1 achieved sales of £12,571, a profit of almost £5,000, with a few still in stock. Look out for Volume 2 soon.

Gift Aid and sponsorship £22,268 for the quarter (£90,995 for the year)

Legacies £19,564 for the quarter and year

Bank interest £65 for the quarter (£197 for the year.)

Total income for this section was £94,460 for the quarter which brings a total of £344,830 for the year or 93% of budget set.

SALES AND EVENTS

Advertising

Bachmann - £350 for the quarter and year

General sales £5,559 for the quarter - £26,832 for the year (89.4%)

Trading Company and pictorial book sales £349 for the quarter - £13,419 for the year (85% and 141% respectively)

Prize draw £4,208

Members' Day £5650

Other sales £435

Total for this section £6,258 for the quarter £50,894 for the year (99.1%)

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

EXPENDITURE

Our overheads are within the budgets set, being slightly under at 93%.

LOCOMOTIVE AND TENDER

The Balance Sheet shows a total expenditure of £80,268 spent in the quarter to the end of March with £243,588 for the year. The total now spent on engineering (locomotive and tender) is now over the £2.24 million mark

BANK ACCOUNT

Bank accounts showed a balance of £188,000 at end March 2019, with £9,500 VAT and £9,000 Gift Aid to be claimed to the end of March, totalling £206,500 to take forward to the new financial year.

However, we have committed £171,000 in purchase orders and outstanding invoices to pay.

Final thought for the quarter

In summary, the membership and sales and events sections are designed to meet operating costs, i.e. overheads. The donations/sponsorship section mentioned above is directly spent on the build. Any savings we can make on operating costs increases the amount to be spent on the build.

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

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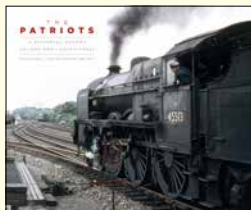
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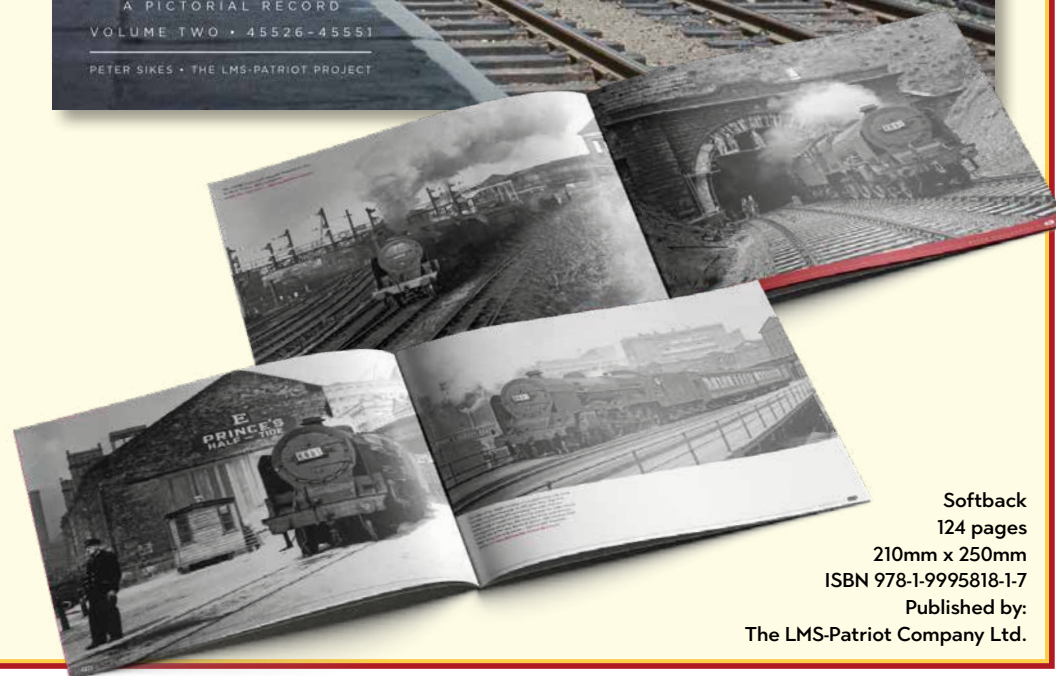


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ENGINEERING UPDATE

BY STEVE BLACKBURN (ENGINEERING DIRECTOR)

FEBRUARY – MAY 2019

During the period under review we finally gained access to the former Boiler Shop at Crewe Heritage Centre which enabled us to vacate the Main Hall area which we had occupied since arrival at Crewe back in October 2018. The actual moving date was 18th April 2019 just prior to the Easter Bank Holiday.

No sooner had we moved in a phone call was received from the operators of Tornado who were required to carry out urgent repairs to some leaking stays on their boiler. This would necessitate the removal of the cab to gain access to complete the repairs. Tornado was at the time based at Crewe for an extended period to work on local charter trains. In order to facilitate this they needed access to the boiler shop. This was agreed and over the next week or so it was good to see two new-builds occupying the same workshop space.

The move into the workshop has allowed us to continue work unhindered and in a more secure location. The agreement reached will allow us access until at least the end of July 2019.

LUBRICATION

Work continues on the completion of the lubrication pipework under the supervision of Nigel Day. This is a time consuming task but is vital to efficient running of the locomotive in future years. This work is expected to be completed by the end of June.

MOTION

Following removal and inspection of the motion it was agreed to source a new supplier to carry out the rectification work to the motion bearings. The work carried out by Llangollen was not up to the required standard on such a safety critical component so the situation had to be urgently addressed.



The Unknown Warrior and project Box Van on the adjoining road inside the Boiler Shop, Crewe Heritage Centre.

PHOTO: STEVE BLACKBURN



Pipework on the left hand running board showing the complex pipe runs.

PHOTO: STEVE BLACKBURN

The new supplier is Statfold Barn Engineering and arrangements were made to transport the motion parts to their premises at Tamworth, this took place at the beginning of March. Once there a visit was arranged to

agree the details of the work to be carried out and envisaged timescales. Work is progressing well with most tasks identified and a projected delivery back to Crewe for fitting of mid to late June 2019.

Following the removal of the centre driving wheel set for transportation to Multi-Tech Engineering (UK) Ltd. for rectification work to the crank pins, the centre driving axle boxes were removed and found to have been starved of lubrication, resulting in the white metal bearing faces showing signs of damage. This damage is not extensive and can be rectified but the front and trailing wheel sets will need to be removed for inspection and similarly treated if required.

It is the intention to lift the frames off the wheels within the Boiler Shop using hydraulic jacks. These are currently being sourced with a view to doing the lift before the end of May 2019.



The axle boxes from the centre driving wheels. The damaged bearing faces are on the underside.

PHOTO: STEVE BLACKBURN

During the first week of May Andy Forster was commissioned to carry out alignment checks on all slide bar arrangements for all three cylinders. The checks included cylinder to frame and both vertical and horizontal alignments. The results are now being analysed to formulate corrective actions where required.



Alignment equipment fitted to the right hand outside cylinder.

PHOTO: STEVE BLACKBURN

Following the two abortive attempts to manufacture a fit-for-purpose reversing shaft a revised design has been submitted to the Vehicle Acceptance Body for approval. This was duly given and tenders are currently being sought from new suppliers for the manufacture of the component.

When the lift is carried out to free the other two driving wheel sets the bogie will be removed to ensure that the lubrication of the two wheel sets is satisfactory and is not suffering the same problem as the centre driving wheel set

OTHER WORK

Amongst the other tasks currently being undertaken, the pressure relief valves have been fitted to the two outside cylinders. There is a problem with the front valve to be fitted to centre cylinder which may result in a design change to provide the necessary clearance above the front bogie. This is to be further investigated.

The exhaust steam manifold at the front of the locomotive has also been trial-fitted and some modification will be required.

THE NEXT STEPS

It is planned to get the chassis in as complete state as possible before being shipped to our preferred supplier to finish the build.



Pressure Relief valves fitted to the right hand outside cylinder.

PHOTO: STEVE BLACKBURN

The largest part of this work will be fitting the boiler. This will be done in conjunction with HBSS who are currently working on the boiler at their workshops at Huyton near Liverpool. There are still some parts of the design that need final approval from BES who are overseeing the manufacture of the boiler to meet legislative requirements. HBSS will also be contracted to complete the boiler cladding.

The manufacture and fitting of all the pipework between boiler, cab, smokebox, cylinders, valves and injectors will form large part of the work and will all be bespoke as no detailed drawings exist. Additionally various components are not as originally fitted such as the main steam injector is of Great Western design not LMS and the exhaust steam injector has been replaced with a second live steam injector.

Consideration is now also being given to the design input required for the fitting of main line electronic equipment required as part of the certification process. The manufacturer is currently being asked for their requirements to achieve this part of the build.



Exhaust steam manifold being trial fitted.

PHOTO: STEVE BLACKBURN



Tornado alongside No. 5551 (just visible) at Crewe.

PHOTO: STEVE BLACKBURN

BOILER UPDATE BY ANDREW WILCOCK, HBSS

5551's boiler is progressing nicely. Since being trial-fitted in the frames last November the boiler returned to our Huyton workshop, where the main structure of the boiler has now been fully riveted.

All side stays are currently in the process of being reamed and tapped and the first batch of copper stays have been ordered. Many components, such as internal brackets/clips, are currently being manufactured and all copper pipework is now in stock and will be manufactured in the coming weeks. Recently the dome was fully fitted and riveted on. The next task is to look at the J pipe and regulator arrangement. The front tubeplate has been removed to aid access while this is carried out. All palm stays are finished and ready for fitting. Transverse stays are also on order and should be with us in the next few weeks.

Please visit the HBSS Facebook page (<https://en-gb.facebook.com/Heritageboiler/>) for regular updates and more photos of work progress.



ENGINEERING PROGRESS

KEVIN WEST (CHIEF MECHANICAL ENGINEER)

Further to Steve Blackburn's report on page 8, I want to explain some of the other tasks that have been occupying the Engineering Team over the months since the locomotive moved from Llangollen.

In addition to the work of making up and fitting the large number of pipes that make up the Lubrication system, Nigel Day and our volunteer team have undertaken a large number of tasks on the chassis to bring work up to the standards we require. Some of this has necessitated components being removed to allow examination of the white metal bearings to check that similar issues found on the motion work are not present. Thankfully, no further issues requiring re-work have been found, but in the light of those found on the motion it was easier to check now, rather than possibly suffer a failure in traffic that could require a difficult repair and time out of traffic.

As an example of the work undertaken, the Inside Expansion Link Brackets are fitted to one of the Stretchers by specially machined bolts and secured by Nuts and Lock Nuts. The Lock Nuts fitted at Llangollen had been made by machining standard nuts down in thickness, but they had not been dressed to remove the sharp corners. Also each nut was a different thickness. These quality issues have now all been corrected. The work undertaken has turned into a complete quality inspection and assessment of the chassis.

Nigel is now working on the steam pipework required for the Sanding Gear. Castings for the various connectors are being manufactured.

The Cylinder Relief Valves have been fitted to the Outside Cylinders with work progressing on the Inside Cylinder. The operating gear for the Cylinder Drain Cocks is being assembled and checked for smooth operation.

We had had the Slidebar alignment checked and a minor amount of adjustment has been found to be required. The Valve Rod Crosshead Slide mountings are waiting to be checked to establish what machining or replacement shim pieces are to be manufactured.

As Steve mentioned, when the locomotive was lifted to remove the Centre Driving wheels we discovered some slight damage to the white metal of the Axleboxes due to insufficient lubrication in the box prior to the chassis being shunted at Llangollen. This will require a little time to correct and we will also need to check the other four Axleboxes to see if they have not suffered the same problems. The necessary equipment is being sourced to enable this work to be undertaken in the next few weeks.

With the locomotive now in the former LNWR Heritage Boiler shop, work can progress without having to clear everything away at the end of the day as we have had to in the exhibition hall. Our box van is also alongside in the boiler shop so is handy for parts and tools stored inside.

Away from Crewe good progress is being made on the Boiler by HBSS and the Tender Chassis by Leaky Finders as detailed in their reports. We are discussing the manufacture and fitting of the Ashpan and Boiler cladding by HBSS. These will both be required for when the boiler is fitted into the frames.

Progress continues on the rectification of the Crank Pins, although the sickness of staff has delayed progress at present. These things that are out of our control are frustrating to say the least.

Going forward we now can see parts being replaced on the chassis for the final time, but now with confidence.



SUPPORT COACH UPDATE

The coach we have identified is Mk1 BSK No. 35457 which is currently stored at the North Norfolk Railway. A survey was carried out by Geoff Armstrong of Wayne Jones and Partners with a few small issues being found, the main one being some water damage to the vehicle ceiling where the source of the leak needs to be identified. The closing remark on the report is that we would struggle to find another Mk1 available for purchase in a better condition.

Negotiations are now taking place with the owner and we hope to bring you positive news of the discussions in Warrior 42.

Details of how you can donate to our Support Coach Appeal can be found on pages 18 and 19.



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PHOTO: KEVIN SMITH. © THE LMS-PATRIOT PROJECT.

VOLUNTEER REPORT

DAVID HUGHES, VOLUNTEER CO-ORDINATOR

May 2019

Activity this time has centred on working towards completion of the chassis, in particular the lubrication pipework and bringing previous work carried out by others up to the required standard.

The locomotive chassis has been moved into the Heritage Centre Workshop and is now joined by our Box Van. This will eliminate the trek to get parts, materials and equipment when it was located elsewhere on the site. Everything is now in close proximity, apart from the containers, for which only occasional access is required.

We have been assisting Nigel Day with forming the lubrication pipework which, as I write, is now almost 100% complete. Peter Moody has been busy polishing the pipes to make them look respectable even though a lot of them will be hidden from view. Most of the pipe clips have now been painted ready for the final fix.

A number of other jobs have been carried out, including the replacement of the front buffer bolts and the removal of more sanding gear brackets and spring collars in readiness for lifting the chassis for axle box checks and remedial work. Some axle box retaining clips have been painted and buffed up as appropriate.

The blast pipe has been transferred from the container to the work shop, no small task, considering the weight and size of it. This has now been trial fitted by Nigel and myself to check for compatibility with the cylinder exhaust pipes. The alignment of the two sets of pipes is almost 100% accurate and minimal adjustment will be required, although the bolt holes will require some tweaking in due course.

Brian Greally and Gerry Paulson have been trial fitting the cylinder drain cocks and operating gear, first by setting up the various parts on the work bench to check for fit, the ease of movement of the mechanical linkages. These were then fitted to the cylinders and chassis. There will be further trial fits in the coming weeks as more parts return to base.

Finally damaged paintwork is being rectified, principally inside the chassis, which is also being cleaned up as time and access permits. Whilst the centre wheel set is out the opportunity has been taken to freshen up those parts of the frame which are difficult to access when it is in place.

PROJECT 2020

We have been having extensive consultations with possible suppliers to ensure that *The Unknown Warrior* will be ready and available to run on the main line in November 2020. This is plan A.

We have also held some preliminary discussion with Freightliner whose class 66 No. 66418 *Patriot* was at Crewe for the AGM. While they were sympathetic, there are large regulatory issues around both us and the Cavell Van, so unfortunately they can't help. That would have been Plan B.

So I have a Plan C, which will be revealed in *Warrior* 42.

RICHARD SANT



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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 begun discussions with the owner. Even if we decided this particular coach is not for us we still need to raise funds to acquire a suitable vehicle. With your help we are looking to raise £100,000 to cover the cost of the purchase plus possible refurbishment and/or modification required for its role as a main line support coach carrying spares and providing crew accommodation. **Thank you for your support.**

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



Please donate online at

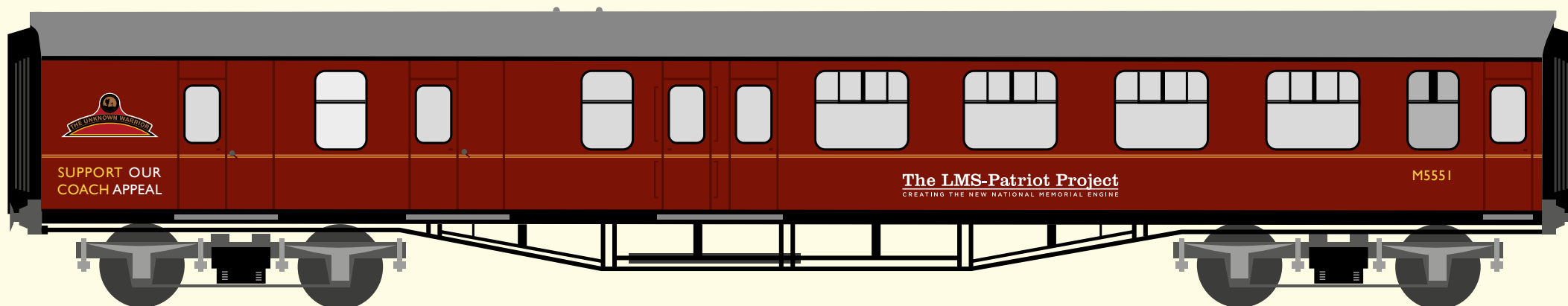
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call the office on **01785 244156**

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SALES REPORT

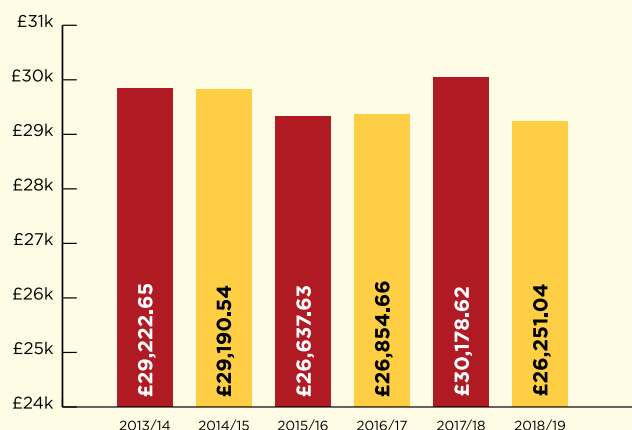
NEIL KINSEY, SALES DIRECTOR

Time to report on another financial year end. Sales have done well from both events and on line/mail order, with a significant boost from two quality books that we have had on sale, *The Patriots – A Pictorial Record Volume 1* and the RCTS publication, *A Detailed History of LMS Patriot 4-6-0s*.

Net sales for quarter 4 were £5,724.00 and for the year £35,848.14. Add to that a total of £5,638.50 from the sale of donated items that attract Gift Aid but are not part of the sales figures, and all-in-all they have made a significant contribution to the Project.

Thank you to all who have made purchases and to those who have donated items to sell.

On that note I have produced a chart below showing the totals raised since we separated donated items that may attract Gift Aid as they are considered cash donations once sold.



Apart from 2017/18 when we had an unprecedented amount of donations with Gift Aid, £13,974.09, nearly £8,500 more than in 18/19, totals for the period from 2015/16 to 2018/19 has been fairly even.

It is evident from these figures just how valuable these contributions have been, as unlike stock sale items they are all profit! So once again a big thank you.

We have one new item on this quarter's sales list which is a long sleeved polo shirt. Added after requests from a number of members. Don't forget to have a good look at the merchandise list and make a purchase or two if possible.

Finally this year's Grand Prize Draw has been launched and tickets are included with this issue of 'The Warrior'. Why not sell some to your family and friends.

Please let us know if you would prefer not to receive them and we can make a note in your file so that you will not get them in the future.

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

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.

Like all of our members, we in the office are eagerly awaiting news of where The Unknown Warrior will be completed. We are anticipating that it will generate new interest and enthusiasm, and hope that will result in lots of extra donations and new members.

Over the last few months we have received very few large donations or sponsorships. We were however very surprised when a letter arrived advising us that The LMS Patriot Company Ltd had been named as a beneficiary in the will of someone from whom we had had no previous contact. Subsequently a cheque for £19,563.78 was received in the post. The only proviso was that it should be used to help build the locomotive. It was therefore felt appropriate that the majority of the funds were used as sponsorship of three Piston Valve Rods and a Safely Valve.

In the last magazine I mentioned that we were aware that the number of regular donations had reduced since the end of 2018. Claire, the Financial Administrator, provided the office with a list where no payment had been received for at least three months. Financial Director, Neil Collinson wrote personal letters to each one and these were posted from the office with new standing order mandates enclosed. Of 34 letters posted, half have responded by completing and returning a new mandate and in some cases for an increased amount. A few others have arranged a new payment directly with their bank. If you haven't responded yet or would like to make a regular donation not having done so previously, please do let us know. You can contact us by phone on 01785 244156 or email office@lms-patriot.org.uk. Please note however, that it may be several days before we can get back to you.

When you do contact the office, it is really helpful if you quote your URN (unique reference number). In one day recently we received membership renewals for 2 members with the same surname and initials! Thankfully both had sent in the renewal slip quoting the URN so confusion was avoided.

As you are probably aware, Royal Mail increased postal charges in March this year. We aim to keep administration costs as low as possible so when we were advised that there could be a way to reduce postage costs we thought it worth investigating. 'Mailmark' is now the Royal Mail preferred option and to encourage the use of this new technology, the postage costs are reduced. To take advantage of this, a new franking machine is necessary so the contract has been signed and the new machine will have been brought into use before posting this magazine. The cost of a regular 2nd class letter will be 41p which is 6p less than standard franking and 20p less than using a 2nd class stamp. The cost of posting the magazine will also be reduced by 6p, or 29p if we had to use stamps which would be very time consuming.

Finally, we have just received a payment of £124.95 from Recycle4charity. You should generally receive a recycling envelope with your membership card. This payment related to cartridges received by them for the first quarter of this year. It may have also included payment for the final batch of mobile phones we sent. Thank you to all of you who sent your cartridges. If you need extra envelopes, do let us know and we can post some to you. Unfortunately mobile phones are no longer included in the recycling scheme.

Don't forget that if you live within travelling distance of Stafford and have a few spare hours to help in the office, I would love to hear from you.

Linda Westerman, Office Manager

NOTICE BOARD

DATE FOR YOUR DIARY

A date for this year's AGM has been agreed and will be held on Saturday 9th November. The venue and timing are yet to be decided. We will update you in the next edition of The Warrior.

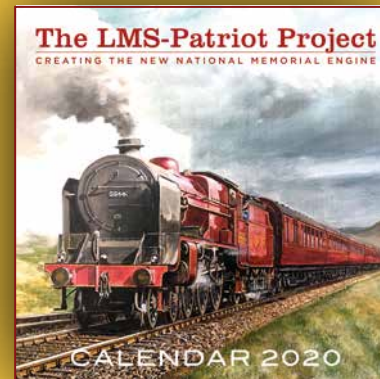
KEVIN FINNERTY

CONGRATULATIONS!

Many of you will know Gavin from his many years manning the Patriot stand all over the country, although he was missing from 'stand duties' on the weekend of 18th/19th May because of a long-standing commitment to get married!

Gavin is seen on the happy day with his wife Beckie, their two sons, Ethan and Matthew along with the bride's mother and grandmother. The ceremony and reception took place at The Grosvenor Pulford Hotel near Chester with the happy couple flying to Italy for their honeymoon a couple of days later.

Congratulations to Mr. & Mrs. Shell from all at The LMS-Patriot Project.



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Spotlight on Dave & Linda Westerman

Where does your interest in railways come from?

Dave: I have seen a photo of me holding a wooden toy loco, which my father made for me when I was very young. Relatives have blamed him for starting my love of anything on rails, except curtains!

Linda: When we first met, I knew nothing about steam trains and railways, other than occasionally travelling by train to visit relatives.

Dave: In the early 1970s, most weekends would take us to either a model railway exhibition, a heritage steam railway or a journey on the main line. In those days British Rail organised regular "Mystery Trips" and we travelled on many of those, ending up at a range of destinations. It didn't take long for Linda to realise that most of them took us to very interesting places and she soon became hooked on railways too.

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

Dave: My 1961 Combined Volume shows I saw 40 of the 50 still in service. These had been "cleared" at many locations including Bolton Trinity Street, and various WCML locations. I can particularly recall seeing 45501 *St Dunstan's* at the north end of Stoke station, probably around 1958.

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

We met Richard Sant at the Churnet Valley Railway where he was Secretary of North Staffordshire Railway (1978) Ltd., at the time. When his home became overloaded with LMS-Patriot membership files and records he approached us, along with other members in the Stafford area to help with setting up the office.

What is your role with The LMS-Patriot Project?

We volunteer in the office at least once a week. The work is very varied and includes all the usual

office routines such as sending out membership cards, updating the database with records of donations, items sponsored, and of course posting out the Warrior magazine.

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

At the moment there are many new build locomotives all vying for the public's attention. The Unknown Warrior stands out due to its association with remembrance. Having said that, there is a huge number of people who have no idea the locomotive is being built. Tornado has become a massive draw to the general public, many of whom will not have seen a steam locomotive before. We have no doubt that The Unknown Warrior, once in steam, will have the same kind of appeal to a wide audience.

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

Meeting people with the same interest and making new friends. By far the stand-out moment was helping to organise the event at Crewe Heritage Centre last November and being there to hear the very moving words from our Patron, Simon Weston CBE.

What do you think are the biggest issues with building a 'new' steam locomotive such as 5551?

Finding people with the right skills.

Parts need to be made from scratch so plans and detailed drawings are necessary. The project is fortunate to have Kevin West who can prepare the drawings but searching out the expertise to manufacture them can be quite difficult. With so many original steam locomotives in constant use there is a continuous need for them to be serviced and overhauled. On top of that, with all the new-builds, individuals and engineering

companies with the capability to do the work are in great demand.

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

Flying Scotsman did of course have special dispensation to continue working on the main line for some time after 1968. Steam was still being used and even built, in other parts of the world so we remained hopeful. We saw QJ and SY class steam locos still being built whilst on a visit to China in 1986, by which time main line UK steam excursions had returned. Steam trains were only missing from main line tracks in the UK for just over three years.

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

We can easily visualise it on the Settle - Carlisle line and it would be good to have it on a leg of the Railway Touring Company's annual Great Britain trip. As far as heritage lines go, the Great Central's double track would be a natural although the Severn Valley has a lovely set of LMS coaches it would suit very well.

What is your favourite heritage railway?

It is difficult to pick one but for Linda, it would have to be the Keighley & Worth Valley Railway due to its association with the film "The Railway Children". It is also the first railway we became members of. Each railway has its own special attraction such as the double track and unique main line station buildings on the Great Central Railway, the scenery and variety of stock on the Severn Valley Railway and the beautiful Cotswold towns and villages adjacent to the Gloucestershire & Warwickshire Railway which all feature high on our list.

Other than the Patriot Project do you have any other volunteer roles at any heritage railway or society?

We are members and/or shareholders of dozens of heritage railway projects but at the moment, we help in the ticket office and with guided tours at Amerton Railway which is between Stafford and Uttoxeter. The charity, officially named Staffordshire Narrow Gauge Railway Limited, is a 2ft gauge line, nearly a mile long, which was originally created as a home for Isabel, a saddle tank loco built in 1897 by W.G. Bagnall of Stafford. It is also home to steam locos Lorna Doone, Jennie, and Diana as well as a large selection of diesel locos with a predominantly Staffordshire built theme.



SALES STAND VENUES 2019

JUNE

Epping Ongar Steam Gala, North Weald
Fri 7/Sat 8/Sun 9

Crewe Diesel Open Day
Sat 8

Great Central Model Event, Quorn
Fri 14/Sat 15/Sun 16

Ecclesbourne Summer Gala
Sat 15/Sun 16

Tyseley Loco Works Open Weekend
Sat 22/Sun 23

Mid Norfolk Summer Steam Event, Dereham
Fri 28/Sat 29/Sun 30

Ruddington Model Railway Show, Nottingham Heritage Centre
Sat 30/Sun 1 July

AUGUST

Gauge 0 Guild Exhibition, International Centre, Telford
Sat 31/Sun 1 Sept

SEPTEMBER

Severn Valley Autumn Steam Gala, Kidderminster
Thu 19/Fri 20/Sat 21/Sun 22

Lichfield Model Railway Show
Sat 21

OCTOBER

Great Central Autumn Steam Gala, L'bro
Thu 3/Fri 4/Sat 5/Sun 6

Swanage Autumn Steam Gala, Swanage
Fri 11/Sat 12/Sun 13

Bluebell Autumn Gala, Horsted Keynes
Fri 11/Sat 12/Sun 13

Mid Hants Autumn Steam Gala, Ropley
Fri 18/Sat 19/Sun 20

East Lancs Autumn Steam Gala, Bury
Fri 18/Sat 19/Sun 20

NOVEMBER

Great Central 'Last Hurrah', Loughborough
Sat 16/Sun 17

Warley Model Railway Exhibition
Sat 23/Sun 24



Contact
Robert Wells on
07788 664113
or email
robert.wells60@
gmail.com
if you would like
to volunteer your
help at any of
these events.

PATRIOT PHOTOS by H. C. CASSERLEY

We were fortunate to be contacted in September 2018 by Mrs. Margaret Casserley. She is the daughter-in-law of the late H. C. Casserley and when her husband, Richard, passed away she became the owner of HCC's photograph collection.

Margaret had seen an LMS-Patriot Project advert about The Unknown Warrior in Steam World and offered to help the Project by granting permission to use some of her photos.

H. C. Casserley lived in Berkhamsted so there are numerous photos taken in the LMS era in that area. He bought his first camera in 1919 and his family are planning to get a collection together to have some sort of commemoration of his work to celebrate the centenary of his first photograph.

Henry Cyril Casserley was born on 12 June 1903 in Clapham, South London, son of Edward Casserley, a minor Post Office official. He died on 16th December 1991. Henry spent his working life in the head offices of the Prudential Assurance Company in London (evacuated to Derby in WW2). He married Kathleen Goose on 16th July 1931. Full details of their family are not published, but they had at least one son, Richard, born 1936 or 1937, who also took up photography and has latterly acted as custodian of his father's collection. An exceptionally persistent photographer, especially during the period between 1920 and 1951, and he covered an extraordinary mileage, initially by train. There are charming photographs of his honeymoon taken in some unlikely locations in the Scottish Highlands, including one in a Pullman observation car, and later by car which features in many of the photographs. There are few historical features on either locomotives or obscure branch lines which do not include a few of his photographs.

The family lived beside the railway line just east of Bromley South railway station from 1931 to 1939 but moved to a house on a new estate in Berkhamsted, Hertfordshire, because the electrification of the Southern Railway greatly reduced the number of steam trains passing Bromley. Casserley acquired his first motor car in 1934, which aided his reaching obscure small railway lines and investigating windmills, in which he had also developed an interest. He was in military service from 1942–1944, mostly based in the Army stores section at Bicester, but was invalided out and returned to his job at the Prudential. He retired in 1964 and devoted himself to his 'second career' as photographer and writer. His wife died in about 1986 and his interest and memory then declined until his death, aged 88.

H. C. Casserley's first camera was a Kodak No. 2 folding Brownie with f/8 Rapid rectilinear lens acquired in 1919, but this was soon replaced by a professional standard Butcher's 'Popular Pressman' quarter-plate reflex camera

(using 41" x 31" glass plates). In 1937 he replaced it with one of the new Leica 35mm cameras, which was much more convenient and served him until the end of his career, being replaced with an identical model when the original was stolen in 1963. Despite a few experiments with early commercial colour film, he remained committed to the black-and-white medium to the end and always did his own processing and printing. He was meticulous in keeping records of his negatives, using a numbering system he later shared with his son, and estimated that he had personally taken 60,000 railway subjects by 1972 in some fifty-two years of work. He started by recording locomotives, usually 'on shed' because of the bulk of his camera and the slow film speeds, but he expanded his range to cover scenes in and around stations as his desire to travel over all lines of railway in the British Isles took him to obscure corners of the railway system. There are many characteristic broadside shots of Southern Railway locos 'at the bottom of the garden' in Bromley in the 1930s, but generally he had little time for the scenic movement in railway photography, being strictly a 'photographer of record'. He largely stopped photographing railways with the end of steam traction on British Railways and Córas Iompair Éireann.

He was an important record photographer both of locomotives and of branch lines. Much of his travel was by car (which features in many of his photographs). His 1937 Hillman Minx is shown on a transit through the Severn Tunnel and on a flat truck at Piling station (see Backtrack, 2016, 30, 484). His wife also features in many of the earlier pictures, including many taken on their honeymoon, including ones taken in the Pullman observation car Maid of Morvern on the Oban line.

Overleaf are four of the images donated by Margaret Casserley with a few more appearing in Volume 2 of The Patriots, A Pictorial Record, which is now on sale.



No. 5508 · BERKHAMSTED · 19th AUGUST 1938



No. 5515 *Caernarvon* · BERKHAMSTED · 14th JULY 1939



No. 5541 *Duke of Sutherland* · BERKHAMSTED · 9th MAY 1945



No. 5521 *Rhyl* · BERKHAMSTED · 13th MAY 1940

MIDLAND MAIN LINE EXHIBITION

Loughborough Library's latest exhibition features the Midland Main Line from 1840 to 2019, and includes the Patriot class of steam locomotive which ran on this route towards the end of their working lives.

The Unknown Warrior Project is highlighted in the exhibition and the Crest from No. 5551's nameplate, kindly on loan from The LMS-Patriot Project, is shown in one of the display cabinets.



This free exhibition, open to all, runs until the end of June, during Library opening hours.

Local and Family History Centre, Loughborough Library, Granby Street, Loughborough, Leicestershire LE11 3DZ.

	SMART HOURS	STAFFED	SMART HOURS
Monday	8-10am	10am-1pm	1-7pm
Tuesday	8-10am	10am-5pm	5-7pm
Wednesday	Smart all day	8am-7pm	
Thursday	8-10am	10am-5pm	5-7pm
Friday	8-10am	10am-5pm	5-7pm
Saturday	8-10am	10am-2pm	2-6pm
Sunday	Closed all day		



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BEFORE HIS UNTIMELY DEATH LAST YEAR, OFFICE VOLUNTEER PETER WHITTAKER HAD SPOKEN TO LMS-PATRIOT PROJECT MEMBER AND FORMER FIREMAN FRED JACKSON ABOUT REPRODUCING A FEATURE ARTICLE THAT APPEARED IN **STEAM DAYS** THAT RECALLED HIS WORKING DAYS ON THE RAILWAY. IT IS REPRODUCED IN FULL HERE.

A NORTH-WEST ENGINEMAN REMEMBERS

Joining the LMS at Hellifield shed at the age of 14, Fred Jackson recalls highlights of the career that saw him move to Preston shed for promotion and rise through the Links to experience the elite work of the West Coast Main Line, seeing out his steam days working from Lostock Hall shed.

In late March 1945, or it may have been April, when the war in Europe was drawing to a close, I commenced my footplate career at Hellifield shed on the London, Midland & Scottish Railway. I was just 14 years of age and had to travel to Manchester for a medical, and passing this gave me my seniority date. This was to be very important throughout my working life on the footplate. The maximum age to start work as an engineman was 23 years, but having just left school I was too young to begin as a cleaner. Instead I was put to work as a bar boy. I worked with the steam raiser replacing firebars, helped him build up fires and learned how to use injectors, all good grounding for firing duties. I was even allowed to move engines around the shed in light steam and I helped firemen dispose engines after finishing booked turns.

I lived down in Lancashire & Yorkshire Terrace, in one of the houses built by the old 'Lankie' when it opened its own engine shed at Hellifield, so I didn't have far to walk. As I was so young I could not start work before 7.00am and so I worked one of two shifts, from 7.00am to 3.00pm or 1.30pm to 9.00pm. Shortly after the war, the working week was reduced to 44 hours, and I was able to finish at 1.30pm on Saturdays. This remained my pattern of working until my 16th birthday, when I became a

cleaner, but in effect I was employed as a passed fireman thanks to my already extensive experience as a bar boy.

I did little cleaning as I spent my time on shed and shunting duties. As I knew my way round a footplate I soon found myself out on the main line. I used to spend my Saturday afternoons riding on the engine's footplate the Chatburn, on the Blackburn line, as this was where I was now living. I watched and learned and also did a little firing, all good experience for a young lad. I often went out on the 1.30pm Hellifield to Bolton duty, but I also remember going out on a pilot engine up to Ais Gill on the Settle & Carlisle line if the 11.20am Leeds to Glasgow (St. Enoch) service required assistance.

In March 1947 I had my 17th birthday and was officially allowed to be booked to main line turns, and to also work nights. Any jobs before 7.00am meant my cycling the eleven miles to Hellifield, but this was not a problem as I rarely saw any cars or lorries at this time of the day as petrol rationing was still in force. More frightening were the rabbits running across the road in front of me, and the sudden mooing of cows in the fields.

When I booked on, like all footplate men, I read the daily and weekly notices in the enginemens' lobby. These notices told of any permanent way

restrictions, engineering work, water troughs or columns out of order, anything that might affect the running of trains. Engine drivers also had fortnightly notices issued to him for all the routes he had signed – 'M' for the old Midland routes and 'C' the Central Division, the L&YR. When I was a Preston we also had 'W2', the Western Division north of Crewe, 'W1', south of Crewe, and 'S' for Scotland. The drivers all had small books which they carried in their pockets, into which the notices were inserted, and these were carried with them wherever they went.

With the notices read, we would find our locomotive and carry out the routine checks – first test the gauge glass water cocks, check the toolbox, make sure there was a shovel and bucket on board, and make sure the box of detonators was full. Next, I would have a look in the firebox to check the state of the fire, inspect the tube plate for leaks, make sure the brick arch was clean and not damaged, and that the firebars were all in place. Satisfied, I would spread the fire over the grate and add coal where there were holes and also under the doors. The backplate was given a quick clean, and the slacker pipe was used to wash down the floorboards and dampen the coal in the bunker. It was also important to check that the injectors and sanders were working. Then, a trip to the sand furnace for buckets of dry sand to top up the sand boxes. The smokebox was inspected, again for any leaking tubes before the door was shut and seen to be air-tight. Finally, I checked that the coal was trimmed properly.

Meanwhile, my driver would have been oiling round the engine and checking the brakes. At Preston the fireman was expected to oil round the inside motion of three or four cylinder locomotives. We worked as a team but if the driver asked the fireman to do something you did it, no question, especially when we were out on the road. When we were underway we rarely spoke, the footplate was very noisy and we gave hand indications for signals. Watching out for signals was

priority and teamwork was essential as some could only be seen from one or other side of the footplate.

This was all part of a fireman's training, watching how different drivers went about their job, whether shunting and looking out for ground signals, shunters' and guards' hand signals, or watching how the slack in a train of 50 loose-coupled wagons was taken up. This was in addition to looking for the correct signals when drawing empty coaches out of the sidings, or when backing them into the north or south bay, and learning to trim the oil lamps used to set the correct headcodes for the train being worked. Then there was the Rule Book to memorise.

The engines we had at Hellifield were a mixed bunch of pre-Grouping and LMS types. There were three Stanier 8F 2-8-0s, Nos. 8005, 8145 and 8189, all good engines, along with Fowler 3P 2-6-2Ts, Nos. 21 and 64, with their Stanier cousins Nos. 183 and 184. We had a couple of Midland 2P 4-4-0s, Nos. 459 and 470, three 4-4-0 Compounds, Nos. 1006, 1056 and 1080, and a pair of new Ivatt 2MT 2-6-2Ts, Nos. 1205 and 1206, which were lovely engines. Nos. 2770 and 2893 were Hughes/Fowler 'Crabs' and we had several Midland 3F and 4F 0-6-0s, Nos. 3137/86, 3226/31, 3335, 3585/86, 3781, 4149, 4282, 4555 and 4579, as well as a handful of Lancashire & Yorkshire Railway 'Radials', Nos. 10625/86, 10842/96/99.

We had some good work to Carlisle, Manchester, Leeds, Hawes (the Bonnyface local passenger duty), Bradford, Lancaster and Morecambe. Then there was the 8.10am all-stations slow train to Carlisle with the men returning home with the 1.01pm Edinburgh (Waverley) to London (St. Pancras) train, which they worked as far as Hellifield, where another local set of men took over as far as Leeds. Hellifield was also responsible for the 5.20pm 'slow' to Carlisle. Coming south with a 'Fish & Parcels' the crew would be relieved at Hellifield. In those days there was a lot of passenger work over the Blackburn line. The 7.00am service was the important businessmen's train to Manchester (Victoria), which also called at Blackburn, Darwen,

Bolton and Salford. The local passenger work saw us working to Blackburn, Bolton, Bradford and Leeds.

Fitted freights were worked through the night and were as important, or more so than some passenger work. Hellifield men worked the 4.00am Carlisle to Manchester (Ancoats) fitted-freight through to Ancoats Yard where it was backed into the yard for unloading. This was a double trip and we booked off at Belle Vue and worked back with the Ancoats to Carlisle vacuum-fitted freight. The engines used on this train were often given poor Scottish coal that just turned to ash. On many southbound trips the firebox was full of ash by the time we passed through Hellifield, which could be seen dancing on the firebed as air passed through the grate. On arrival at Belle Vue the ash could be two feet deep, not a sight the disposal men wanted.

Winter 1947 was the year of the 'Big Snow' and the line over Ais Gill to Carlisle was blocked for some five to six weeks, with trains diverted via Clapham and Ingleton. At the beginning of November of that year two of Hellifield's 4Fs with back cabs were fitted with covers over the tender coal space and tarpaulins over their cabs. They were then fitted with large snowploughs, which came up to the top of the chimneys. A staff riding van was fitted out and coupled between the sanders of the 4Fs, the ploughs facing both ways. When snow was forecast, the engines were kept in light steam awaiting the call.

I remember that one of our 8Fs, No. 8005, was snowed-in near Dent for about five weeks as the 4Fs were overwhelmed by the quantity of snow that fell. There were very few trains running and even the Blackburn line was blocked for a while. During the worst of the snow some crews were on duty for up to 24 hours at a stretch. A rest room and food was made available at Dent station – this was fine if we could get that far. I would have loved a chance to go out on the ploughs but it was a difficult job and booked to the senior men. The water troughs were another problem; as the ice built up it had to be

chipped away to avoid derailments. When the ploughs came back on shed for coal they were a sight, the framing was covered in ice and even the boiler tops had a covering. The inside motion was also caked in snow and ice, even close to the firebox – an incredible sight.

An incident that sticks in the mind was when the Carlisle (Kingmoor) breakdown crane ran away up at Mallerstang Ballast Sidings (between Ais Gill Summit and Kirkby Stephen). The crane had been re-railing wagons in the sidings and when the engine was running round, the guard had inadvertently failed to secure the brakes so that when the locomotive buffered-up the crane started rolling towards Appleby. The jib was still raised and so it hit the first overbridge it came to, the impact knocking the jib onto its carrier wagon, killing a number of fitters and seriously injuring others. Luckily no train was on the Appleby to Mallerstang section at the time.

We always had extra Sunday work as there was always a huge backlog of permanent way maintenance and renewals taking place. The work was not hard and it paid well, so there was no lack of men willing to turn out. Not only had the track been neglected but the locomotives were also in a run-down state, with the possible exceptions of 2-6-2Ts Nos. 1205 and 1206.

I was gaining more and more experience and had become a more than competent fireman. Some jobs always live with you and one of these occurred at dawn of a summer morning. We relieved a Class 8 coke train off 'The Lankie', the line from Chatburn and Blackburn, for Heysham Moss. I set to preparing the fire for the short climb up Giggleswick Bank and then it was mainly downhill as far as Lancaster. As we breasted the top of the bank near Clapham the landscape below Ingleborough was covered in mist, while the summit was clear with the most beautiful blue sky. It just took my breath away as did the run down the Lune Valley.

Another memorable occasion was when we

relieved an empty cattle train that was returning to Scotland over the Settle & Carlisle line. We had a Hughes/Fowler 2-6-0 Crab on 45 empties and we were stopped at Ribbleshead station as a westerly gale was blowing up the valley from Ingleton. We set off with full regulator and almost full gear, the power of the wind was tremendous and we crawled across Ribbleshead Viaduct at barely walking pace, fighting the wind and the load. Wagon sheets were often blown off when crossing the viaduct and the local farmers were paid to return them.

Once I reached 18 years old I was due for National Service and by the end of June 1949 I was in the army at Carlisle. With my basic training out of the way I was sent to Trieste in northern Italy, an area disputed by Yugoslavia. We travelled out by train and ferry via the Hook of Holland where we found many War Department 2-8-0s with extended chimneys. We passed through the ruins of Cologne, a depressing sight, but along the River Rhine the scenery was wonderful. I was enthralled by the barges, but all too soon we were heading into the mountains from Munich to Salzburg and on to Villach where we spent the night on the train. The following day saw us arrive in Trieste. I served here for twenty months in the King's Own Lancaster Regiment and the South Lancashire Regiment.

I was demobbed in July 1951, the Korean War having extended my army service. The thought of returning to Hellifield, with the prospect of little or no promotion, did not appeal and so upon returning I began to look for a move. After a couple of months there was a vacancy at Preston – I applied and was successful, transferring as a fireman in October 1951. I stayed in the engineman's hostel and lodgings were hard to come by and did not move out until I got married four years later in September 1955.

My seniority meant that I went into the Control Link. There were a dozen sets of men, of which four covered sickness and holidays, with the remainder working to Control orders. The work mainly covered freight, special goods and also empty stock

trains and assisting overloaded trains to Carlisle. The work was so different from Hellifield and I quickly realised that I needed a lot more skill on the shovel.

It was not long before I had my first trip to London. I booked on with Passed Fireman Frank Fletcher and our engine was Stanier 5XP class 4-6-0 No. 5582 Central Provinces, recently transferred from Scotland and very rough. We ran light engine to Blackpool and backed up onto sixteen coaches for Lytham St. Annes where RAF personnel boarded for Southampton Docks, a load of more than 550 tons. We were booked as far as Willesden non-stop, some 230 miles. In my days at Hellifield we rarely covered more than fifty miles – a big change. Not knowing the route I depended on my driver for where the water troughs and gradients were, not ideal but we managed.

All trains had reporting numbers but usually only the specials and extras carried these on the smokebox door – 1 denoted express working, 2 was for parcels and empty stock workings, 3 was used for stopping trains, and so on. A letter told where the train started, W the Western Division, S the Scottish and C was for the Central Division. The locomotives also carried headlamps; expresses had one lamp over each front buffer; stopping trains had one lamp under the chimney; parcels/fish/empty stock and fitted freight workings had one over the left buffer and one in the centre; part-fitted trains carried one over the right buffer and one under the chimney; Class A freights (all oil axleboxes) had one lamp under the chimney and one down on the centre bracket; and loose-coupled mineral trains had one lamp over the right-hand buffer. The red rear light was the guard's responsibility and was important for signalmen to check that trains had not parted.

Preston had 36 locomotives on its books when I transferred. There were two 2P 4-4-0s, Nos. 40565 and 40631, five Black 5 4-6-0s Nos. 44708, 44878, 44892, 45332 and 45337, six Baby Scots including No. 45519 *Lady Godiva* and 45544, Jubilee

No. 45538 Giggleswick, rated by Fred as the best 'Baby Scot' he fired.



No. 45599 *Bechuanaland*, 2MT 2-6-0s
Nos. 46429/30, 2-4-2T No. 46762, 3F 0-6-0Ts
Nos. 47291/93/96 and 47319, 7F 0-8-0s Nos.
49104/34/41/50/91, 49200/67, 49382 and 49390,
Radial 2-4-2Ts Nos. 50639/76/95, 0-4-0ST
No. 51218 and 3F 0-6-0s Nos. 52105 and 52619.

Over the years we had a number of Baby Scots at Preston, Nos. 45502 *Royal Naval Division*, 45505 *The Royal Army Ordnance Corps*, 45507 *Royal Tank Corps*, 45508, 45516 *The Bedfordshire and Hertfordshire Regiment*, 45518 *Bradshaw*, 45519 *Lady Godiva*, 45520 *Llandudno*, 45524 *Blackpool*, 45537 *Private E. Sykes V.C.*, 45538 *Giggleswick*, 45542, 45543 *Home Guard*, 45544, 45547 and 45550. Of these No. 45538 *Giggleswick* was the best Baby Scot I fired.

We also did a lot of main line work on Camden, Crewe North, Carlisle (Upperby) and Liverpool (Edge Hill) Royal Scots, Jubilees, Baby Scots and Black Fives, as well as other classes running-in from Crewe Works. Summer was always busy at Preston.

Many trains that were combined in the winter ran as separate workings, and these gave us a lot of extra work.

I was soon through the Control Link and was then promoted to the Barrow/Crewe/Windermere Link, and not long after, the London Link. We had some excellent jobs, among which were the 2.35am return to Glasgow, and also the 11.30am Glasgow to Liverpool and Manchester which was one of the heaviest jobs out of Scotland, it ran everyday with Preston men working north one day and south the next. Then there was the 10.39pm service, ex-Euston which included sleeping cars, and the Up 5.35pm 'Emerald Isle Express', the 6.30pm from Preston, the 12.09am Newspaper and TPO Manchester to Glasgow and the 12.45pm 'Lakes Express'. I fired for most of the regular drivers in this link, Fred Spencer, Jack Moss, Harry Preston, Jack Ireton, Bob Dickinson and Frank MacCaully, all of whom were about 60 years old. They were tough men to withstand the rigours of the job.

The 2.35am to Glasgow was usually loaded to fifteen coaches, while the Up train left Glasgow with thirteen or fourteen coaches and picked up two sleepers from Edinburgh at Carstairs. At Carlisle a parcels van was then added which brought the load to somewhere between 510-540 tons. We were booked to take an Edge Hill (8A) 'Royal Scot' or rebuilt Patriot. Friday nights often saw an additional coach to accommodate passengers sailing to Canada from Liverpool.

We booked on at 2.08am when working the 2.35am Glasgow, with then minutes allotted to reading the notices, fifteen minutes walking time to Preston station and two minutes to sort ourselves out on the footplate after relieving the Edge Hill men. While waling to the station we would be passed by the 11.15pm Birmingham to Glasgow train, worked by Crewe men and a Crewe North 'Royal Scot'. We were also passed by the 10.25pm Glasgow sleeper with Upperby men on the footplate of a 'Duchess', and sixteen sleeping cars and van behind the tender.

The 12.09am Newspaper train was a hard turn as it was allowed 101 minutes for the ninety miles to Carlisle. The first 21 miles to Lancaster were booked for 22 minutes and Shap Summit was scheduled to be passed in 70 minutes. As a result, standing orders stated that the locomotive for this turn should be hand-coaled, but this could cause problems with a 'Jubilee' or 'Royal Scot' as many of the large lumps of coal had to be cracked, but with a 'Duchess' this was not necessary. The firing on this turn required skill, now brawn.

A Camden-allocated 'Royal Scot' 4-6-0 was usually booked to work the 10.39pm departure to Euston. This was loaded to fourteen or fifteen sleepers, and we picked up another parcel van at Crewe. This had been worked up from Manchester and contained the day's Manchester Guardian which was at that time printed in Manchester. On arrival at Euston we were usually kept at the buffer stops for up to an hour as the newspapers and parcels were unloaded.

Firing a Down train out of Euston was always a test for the fireman. The 1 in 75 of Camden Bank to Primrose Hill with a cold engine then quickly sorted the good from the shy steamers – if the water and steam were low when you were passing Camden shed meant you were usually in for a rough trip. With an engine due for a boiler wash-out, priming had to be avoided. Once through Willesden and Watford wee were faced with the gradual climb through the Chilterns to Tring. The gradual descent to Wolverton gave the fireman a breather, but the single-bore Leighton Buzzard Tunnel had very limited clearances and so the firebox doors were closed and the blower cracked open. Even then the fire could blow back and singe your legs. Then it was through Bletchley, Wolverton and Roade followed by the easy climb to Blisworth and on through Weedon to Rugby. Here there was a brief respite before opening up again to Nuneaton, Tamworth and Lichfield before coasting through Stafford station.

By the time Crewe was reached we had been over six sets of water troughs, which meant that water was never a worry. The area around Stafford and the Trent Valley was notorious for fog and in the winter months this could turn to freezing fog.

Once away from Crewe we were soon running through Wigan and then Warrington before shutting-off through Leyland and arriving at Preston. Once we had left Preston behind it was fairly level to Lancaster and Carnforth, but then the climb to Shap began. If we were struggling for steam or with the load we could take a banker from Oxenholme, but once over the summit it was downhill to Carlisle. Again water was not a problem as there were five sets of troughs between Crewe and Carlisle. From Carlisle it was easy going to Gretna, then the climb to Lockerbie and Beattock began, and we invariably had a banker up to Beattock Summit. Then it was downhill through the lower Clyde Valley to Carstairs, Motherwell and into Glasgow (Central).

A frightening experience occurred with another

'Royal Scot', this time Edge Hill's No. 46135 The East Lancashire Regiment just out of Crewe Works in December 1952. We were working the 2.35am train to Glasgow and the loco was steaming superbly and riding well, we must have been doing 85-90mph through Lockerbie on straight track when she suddenly rolled violently and sparks flew off the driving wheels as they hit the frames. The driver made an emergency brake application and when he blew off the brake things settled down and we arrived in Glasgow (Central) none the worse for our experience. We later learned that a flash flood had washed out the ballast from under the track and I still wonder how we had stayed on the rails.

Sometimes things on the footplate don't always go to plan. One night we had a 'Royal Scot' for the 11.30pm train from Glasgow (Central), which was loaded to eighteen bogies, some 560 tons gross, and with such a load a 2P 4-4-0 was provided as an assisting engine with Upperby men on the footplate. We got to Carlisle without much bother but at Lancaster the platforms would only accommodate fourteen coaches, so we had to draw up twice. On getting the 'right-away' Frank MacCauly popped the whistle and opened her up. Nothing happened, so Frank gave her the second valve and at the same time the 2P found her feet and our loco lost hers. Frank tried to open up the regulator wide and then it shut, but he couldn't move it. He then attempted to wind the reverser into mid-gear to close the steam ports in the cylinders, but the 'Royal Scot' engines were notoriously hard to reverse under normal conditions. In the meantime the 2P had come to a halt and we were standing still with the engine's driving wheels slipping madly. The floorboards were bouncing up and down and my fire was rapidly disappearing up the chimney. Frank eventually regained control and we got back to Preston without any more alarms. I later heard that the permanent way men had to replace two rails at Lancaster as our engine had worked two depressions in them.

One morning I was sent down to Preston station

at 4.30am to relieve one of the Camden firemen on the Euston to Inverness service who had gone sick. The engine was a Camden 'Royal Scot' and with fourteen behind the tender we had a good trip to Carlisle where we booked off. The driver asked me if I would work back to Euston with him in the morning. I readily agreed, as the mileage money would come in useful. For the first 140 miles I would be paid for eight hours and then for every additional fifteen miles I was entitled to an extra hour's pay, so by the time we got to London I was considerably better off, and as a newly married man I was in the good books of my wife! On that trip I never overfilled the tender tank from the troughs or let the 'Scot' blow-off.

Life on the footplate meant that you arrived home at all hours and often got up to go to work in the middle of the night. Making plans was inadvisable, and even when working a booked turn delays could play havoc with your social life. When an extra job came your way or you were booked 'spare' the shed staff usually informed your wife. In winter the footplate was draughty and very cold, despite the firebox, while in summer the heat could be unbearable and coal dust got everywhere even with bicycle clips over the bottom of your trouser legs. Often I would get home looking like a miner.

Even to dedicated men the hours worked were difficult for a family man. A typical week in the London and Glasgow Link would see crews leave their beds at 1.00am on the Sunday morning to book on at 2.08am ready to work to Glasgow on a double-trip. Hopefully with no serious delays booking off would be between 8.30 and 9.00am. We would adjourn to the Glasgow (Gushetfaulds) hostel for breakfast and bed and be up again at 5.00pm. After a wash and meal we would book on again at 10.00pm ready to work the 11.30pm Glasgow to Liverpool and Manchester duty, reading Preston at 4.45am and booking off at 5.15am. Then home to bed.

Monday night would see us work the 12.09am Newspapers to Carlisle having booked on at

11.41pm. The return working was the 4.30am 'Fish and Parcels' to Crewe and Euston. Tuesday would be a rest day and Wednesday night would see us book on at 9.24pm to take over the Workington and Windermere sleeper for the run to Euston, with any luck we would book off at Camden at 6.00am. After some sleep and a meal we booked on again at 5.00pm to work either the 'Emerald Isle Express' or the 6.30pm to Preston. Then it was home and bed again, but it would be up early on Saturday to work the 2.08am to Glasgow and back home ready to start the roster again. Your sleep pattern was all over the place, but even so I loved the job, and I wouldn't have done anything else.

Another very heavy train to work was the Sundays-Only 1.09pm Workington to Euston service which was due in London at 6.25pm. Being a Sunday working it was plagued by permanent way work and despite easier timings it rarely ran to time, much to the annoyance of the National Servicemen using it to return from leave. The usual load was fifteen or sixteen coaches and we were given nothing bigger than a 'Patriot', we returned north with the 6.40am Euston to Workington and Windermere train. After preparing the engine, we would fill the corners of the footplate and tender with large lumps of coal. On arrival at Camden shed we would use these to build up a good fire for the start of the run north. On this turn I regularly shovelled between nine and ten tones of coal.

One Sunday when we worked the 1.09pm and started off in cold but clear weather when we left Preston but once we'd got through to Tring we ran into fog, in reality an almost solid wall of smog. The slowed our progress and at Watford we were turned on to the Up Slow, we were then overtaken by the late running 'Royal Scot'. Such were the delays that we did not reach Camden shed to sign-off until midnight. This meant that we could not take out the 6.40am service as we would not get our statutory eight hours of rest.

As a fireman I was always interested in the quality of the coal supplied to different sheds.

Preston shed usually received best Yorkshire or Lancashire 'hards', which always burned brightly. At Camden most of the coal came from the Kent coalfield – a very hard coal. The Scottish sheds were given local coal which tended to produce a lot of smoke and ash. Hellifield got mainly Grimethorpe coal which was very shiny and it clinkered up on the firebars. The trick with 'Grimethorpe' was to ensure that lumps of broken fire bricks were placed on the grate.

Promotion was slow and my own climb up the ladder depended to a large extent on drivers retiring. Once I had passed the theory and the practical tests to become a Passed Fireman there was no guarantee of driving jobs coming my way, but I was lucky that some six months after qualifying I got my first driving turn. Reporting for work one morning I was told that I was taking a train to Windermere as the driver; it was a school special from Holywell.

I set off with my fireman to walk to Ribble Sidings, where we took over trains not booked to stop at Preston station. A little behind time the thirteen coach train ran in behind a Stanier 5MT class 2-6-0, and the Down 'Caledonian' express delayed us a little more. We had a good run to Windermere. However when I got home I had a terrible migraine, no doubt caused by the stress, although I had achieved my goal to become a fully fledged driver. I still had to work 287 driving turns before I earned more money!

My third driving turn was on one of Preston's top jobs, a double trip to Glasgow. The engine was rebuilt 'Patriot' No. 45527 *Southport*, which had a more comfortable cab than a rebuilt 'Royal Scot'. We had seventeen on, around 550 tons, and we were given a 2P 4-4-0 as the pilot. I was not sure how much use the 2P would be, so on the approach to Carnforth I really opened up, but we slowly lost time to Penrith where the assisting driver came back to explain that he was short of steam; once free of the pilot we had a good run to Glasgow. The return trip went well with fourteen on from Glasgow and

two more from Edinburgh picked up at Carlisle. Also at Carlisle a Stanier 'Black Five' backed on for the climb to Shap.

My time at Hellifield shed meant that I could sign for a large number of routes and this helped me gain more and more driving jobs. For instance I could work five different routes to Manchester including via Bolton, Dobbs Brow, Whalley and Blackburn. Not all the turns were driving ones as some were piloting/conducting drivers who did not know the route, but as a driver you had to know each route like the back of your hand. It was one thing to work a route in daylight and quite another to work over the same route at night or in thick fog.

One trip that sticks in the memory for other reasons came on the 6.30pm Euston to Preston service in January 1958. It was a heavy train, even after the three coaches for Colne had been detached at Crewe, and on this occasion we had an extra coach which was conveying the Red Star Belgrade football team who were to Manchester United in the first leg of the European Cup Quarter Final at Old Trafford on 14th January. We had a Crewe North-based 'Royal Scot'. No. 46101 *Royal Scots Grey*, just out of the works after a general overhaul, but we had a rough trip, so short of steam that we had to turn off the steam heating to the coaches. Little did we realise that within a month most of the

Manchester United team would either be dead or badly injured in the Munich Air Disaster.

Preston shed had picked up a lot of extra work over the Christmas period. For the ten days or so before the big day parcels trains that normally combined at Preston ran as separate portions. Then there were the football and rugby league supporters' trains. On one night I was booked to work the 1.00am Down 'Postal' to Glasgow with 'Jubilee' No. 45582 *Central Provinces*. The return working was a Scottish football special as Scotland were playing England at Wembley. We booked on at 9.00pm and worked through to Crewe where we came off and returned to Preston 'on the cushions'. Variety was the spice of life and on another occasion I took over the late running 'Mid-Day Scot' with a Polmadie 'Duchess' after the Glasgow crew booked off at Preston to take over a northbound Birmingham to Glasgow service.

From 1959 English Electric Type 4 diesel-electrics were coming into service and before long I was sent to Liverpool (Edge Hill) for training. This took two weeks, first there was time in the classroom and then out on the road working empty coaching stock from Waverley Carriage sidings to Crewe and back, then my first driving turn, a fish train from Carlisle to Preston. The mileage the diesels were doing was an eye-opener compared to steam, which needed so much time on shed being prepared, or for disposal.

I was now driving on a regular basis, especially in the summer. Many of the expresses I drove were diesel powered and we got the 'Duchess' Pacifics on trains such as the 2.35am Glasgow job. I drove many of them and they were always masters of any train, no matter how heavy.

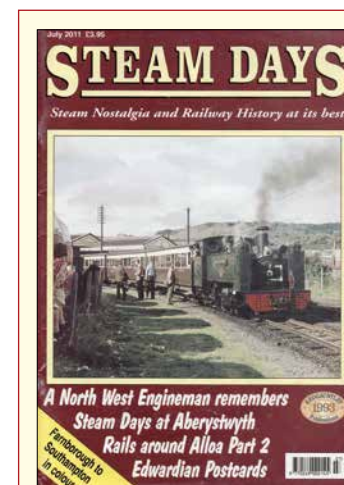
On 28 June 1960 the shed roof at Preston caught fire, but this made little difference to the crews. With more and more diesels entering traffic the writing was on the wall for Preston engine shed and its closure on 12 September 1961 was no doubt brought forward by the fire. I transferred to Lostock Hall shed, still as a Passed Fireman. The best job here was the 'Lakes Express', which I worked on many occasions. On one trip with the Up train I had a 'Royal Scot' with a load of fourteen coaches and we were following the Up 'Royal Scot' service which was being hauled by a Type 4 diesel and by Crewe was had caught him up. This incident proved to me that these diesels were underpowered for the heaviest expresses.

By the time I became a fully fledge driver most of my work was on diesel multiple units working between Colne and Blackpool. Lines were closing and this was a disaster for both passengers and workers alike. The diesels were clean and comfortable but required little skill to driver, unlike a steam engine which demanded teamwork from the driver and fireman.

Given my time again would I go down the same route and walk up Station Road at Hellifield to the station and shed to begin working as a cleaner – you bet I would.



Over two years after the shed roof was destroyed by fire No. 45507 *Royal Tank Corps* is pictured in store at Preston on 5th August 1962. PHOTO: BILL ASHCROFT. © THE LMS-PATRIOT PROJECT.



This article originally appeared in the July 2011 issue of **Steam Days** magazine. Published monthly, **Steam Days** brings you steam nostalgia and railway history at its best.

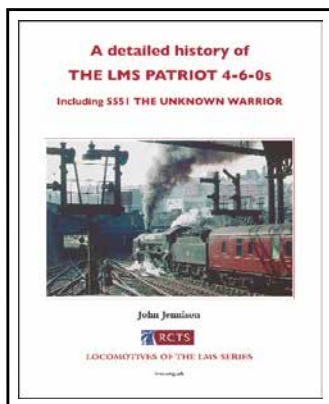
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TRAINSPOTTING FRIENDS

It was not surprising that my friend John and I were ardent train spotters from a very early age. Both our homes looked over the railway cutting just north of Lightcliffe station on the old Lancashire & Yorkshire railway line between Bradford and Halifax and our school holidays were spent waiting for the signals to indicate the imminent arrival of the next train.

We soon learnt that the line carried a range of local freight and suburban passenger trains travelling to and fro between Bradford and Leeds and Halifax, Huddersfield, Penistone and Sowerby Bridge, and in addition we noted expresses travelling between Leeds and Bradford and Stockport, Manchester Victoria and Liverpool Exchange. However, we were still unaware of excursions, the one-off freights, trains linking up with London expresses or those with destinations in the Midlands and beyond through Sheffield.

The line from Halifax to Bradford and Leeds came off the main L&Y Calder Valley line from Lancashire at Milner Royd Junction just south of Halifax. It opened in 1850 and must have required considerable engineering skills to build three substantial tunnels and a viaduct between Halifax and Bradford Exchange.

Compared with the old LNW line from Liverpool Lime Street to Leeds via the Standedge route through Huddersfield, the L&Y route from Lancashire to Bradford and Leeds was always the poor relation, but we were not to know this when we began our regular observations of the train movements.

Although the line was secondary to the main Calder Valley route from Lancashire through Brighouse and Mirfield Lightcliffe station, which opened in 1850, was receiving a regular service in 1949 with over 20 stopping trains each way every weekday.

Motive power variety was fairly limited and we soon began to recognise the old Aspinall L&Y class 5 2-4-2 tank engines and the Fowler tanks hauling the often antiquated sets of three non-corridor carriages - locomotive and carriages all still in LMS livery in the late 1940s.

Freight, usually short, was in the hands of the ubiquitous WDs, the occasional Fowler 'Crab' 2-6-0 5F or Fowler 0-6-0 4F, but most frequently elderly Aspinall L&Y 0-6-0 3Fs.

Our greatest enthusiasm was for the long distance expresses from Liverpool and Manchester to Leeds and Bradford as they were invariably in the hands of Stanier Black Fives from Bank Hall shed, but in the way of all things we soon became bored with the procession of non-descript local trains and these Black 5 hauled expresses and began to pine for something more exciting.

This came when we realised that on a Saturday when the Bradford Northern Rugby League team was playing a team from Lancashire at its Odsal ground, or there was a cup match at the stadium, there could be a steady procession of specials passing through often carrying supporters from Wigan, Warrington or St. Helens, the three most successful Lancashire teams, to Bradford Exchange or Low Moor.

So at last on one autumn Saturday in the early 50s we gave up our gathering wood for our annual November 5th bonfire and observed something beyond the mundane as our first unrebuilt Patriot

Thank you to all who contributed their articles that appeared in Warrior 40, we are grateful so many of you decided to contact us. Remember that you can send anything Patriot, memorial, war or railway related and photos are always good to receive (if you do send photographs please supply an address so they can be returned to you). Please send them to us at memberscorner@lms-patriot.org.uk or post to: **Richard Sant, The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**

45543 *Home Guard* passed through, closely followed by 45519 *Lady Godiva*, both in pristine green livery. A truly wonderful moment for two small boys accustomed to nothing more exciting than the Black 5s.

More Saturdays over that first winter and then Saturdays in subsequent years continued to provide us with more top link locomotives on these rugby excursions including occasional Royal Scots, Jubilees and rebuilt Patriots amongst the Black 5s. But the unrebuilt Patriots continued to appear occasionally including 45533 *Lord Rathmore* and *Home Guard* again.

Although our rarest 'cop' was rebuilt Patriot 45532 *Illustrious* from Camden shed(!) actually stopping at Lightcliffe station, the unrebuilt versions always seemed to give us the greatest thrill, perhaps because *Home Guard* was the first named locomotive we ever saw. Even to our young eyes there was a distinct similarity between the Fowler 2-6-4 tanks, 0-6-0 freight engines, and the Patriots. All had a solid strong workhorse feel about them and there was a sense of ongoing development in the designs of these different classes of locomotive.

Happy days!

**ALAN GOMERSALL
MAY 2019**

Dear Pete Sikes

I was sorting through my magazine collection and came across an interesting article in the November 1957 Railway Magazine by J. P. Wilson on locomotive whistles. Several railways and their distinctive whistles were commented on, the author noting that their sounds seemed to reflect their respective railway's characters. But keeping to the LMS he noted that while the Stanier 'Hooter' was inspired by that of the Caledonian, it had a deeper and more raucous sound like a ship's siren, and that when the Stanier 3-cylinder tanks were introduced on the Tilbury line they were soon nicknamed 'Tugboat Annies.' (In the same vein I expect many of your readers will have heard the story of the first Black Five going down the S&D to Bournemouth whereupon the harbour bridge at Poole was opened when its whistle was heard through the mist!)

Commenting on the LNWR Mr. Wilson said "For real drama one must look to the old London and North Western, for was it not the Premier Line? It was indeed, and its rugged purposeful engines tore along in a fury of sound." He went on to say that when the 'Claughtons' were broken up some of their remains were used again on the 'Baby Scots' which replaced them, and among these items were the whistles. "Although their sound brought back memories of the old North Western, somehow it is out of keeping with these sleek and handsome machines. Those whistles belong to a sterner and wilder past." The article was accompanied by the author's photograph of 45509 *The Derbyshire Yeomanry* taken at Nottingham.

I don't know if we already have a whistle for 5551 but one thing is for sure - we are all looking forward to hearing it!

**BEST WISHES
DAVE WINTER (MEMBERSHIP NO. 1350/01)**

THE ELUSIVE PATRIOT

Trainspotters were spread far and wide in the UK, as were BR locomotives, so wherever you lived there were some that would prove elusive and maybe never get underlined in your Ian Allan Combined Album or Locoshed Book. As the modernisation plan progressed these locomotives were either stored, withdrawn or relocated to sheds at the other end of the system, but sometimes, they wandered abroad.

For me, born in 1946 and living in Northampton, our stock in trade was largely ex. LMS, and the shed allocation was of 2P 4-4-0 simples; Ivatt 2-6-2 tanks (41218 and 41219 known as 'The Twins', which spent virtually their whole lives there); Fowler, Stanier and Fairburn 2-6-4 tanks; the odd Crab 2-6-0; numerous Midland 3F and LMS 4F 0-6-0; Stanier Black 5s; Jinties (known locally as 'Humpies'); numerous Stanier 8F 2-8-0 and Bowen Cooke 7F Super Dees. Yes, not a namer in sight, and while I may stand corrected, in my years as a spotter (1952-64) I do not believe one was ever allocated to Northampton, so you had to either watch the through semi fast trains or go out of town to Roade, Blisworth or Rugby to see a Patriot, Jubilee, Scot, Princess Royal or Coronation. Fortunately on Sundays the main line was diverted via Northampton so that maintenance could be completed, particularly in Kilsby tunnel, so we saw all the main classes and virtually every loco we saw was named. The only namers based in Northampton were in the Gasworks!

Even so Patriots were not uncommon on the Birmingham to Euston or Rugby to Euston turns, although the odds were it would be a Jubilee. So, being in the South Midlands, Bristol, North West or Scottish based locos were treasured prizes if they strayed from their homes, and two that come to mind are 45504 *Royal Signals* and 45519 *Lady Godiva* (an odd name considering the company she kept!). Royal Signals turned up one day at Roade on a down goods taking the Northampton Loop. At the time she was listed in my locoshed book as a Bristol Barrow Road loco, where it appears she ended her working days. Lady Godiva, also of Bristol Barrow Road turned up likewise, again on a down freight on the Northampton Loop, but this time in Roade Cutting where the main and Northampton lines diverge, and there was a lot of wild celebration amongst the spotters as for some it completed the class.

45543 Home Guard was far from being a rare visitor to Northampton, but in 1962 she was the last Patriot to visit the shed and town. I, along with a number of spotters and photographers, heard she was visiting, but the nearest I got was a distant view as she headed up to Northampton Castle station in failing light, so, sadly no picture.

She was not however the last Patriot I saw, that was the unnamed 45551 on my visit to the 1962 Crewe Works Open Day. While it was a very happy day as my very last Royal Scot, 46104 *Scottish Borderer* was in steam on Crewe shed, it was a very sad day to see 45551 (pictured opposite) next in line for the cutting shop at Crewe Works. Long live 45551.

You should have my photo of her there on your files, but I will send a separate copy from my laptop later today. Sorry it is such a poor picture but the site is difficult and it was the first pic on a new roll of 35mm film and maybe I should have wound on another frame to avoid the fogging! Where were digital cameras in 1962!

CHEERS
COLIN SKEARS



In previous articles I have shared memories of many types of locos and lines, one category of the former being preserved locos which can be divided into two groups.

Firstly the oldest pre-grouping locos seen on special trains, some out of museums and probably not steamed since the end of steam, e.g. C.R. 123, H.R. 103, G.N.S.R. 49 *Gordon Highlander* and N.B.R. D34 *Glen Douglas*. Secondly, there are those of the Big Four which lasted until the last years of steam, now enjoyed on special trains on lines not previously seen on pre-1968, or on preserved lines. I was fortunate enough to travel behind many of these on their then normal routes. The first preserved loco I have not previously mentioned I recall before the end of steam in 1968 was Gresley K4 2-6-0 *The Great Marquess* on a rail tour. It was one of a class of six built 1937/38 for the West Highland Line. Whilst on the topic of preserved locos I'm glad that like the omission of the Patriot class the omission of the GWR County class is being rectified. I was pleased to ride behind *County of Warwick* from Bristol to Exeter in 1960 - compensation for never riding behind LMS Coronation *City of Coventry*, of that county.

Another class of loco I can only recall one journey behind was out of Edinburgh Princes Street (closed 1965), a BR 6MT Clan Pacific.

Finally may I recall memorable journeys not previously mentioned, a double-headed class 5 4-6-0 on the West Highland line from Fort William, despite diesels rapidly taking over, the very last Neath to Brecon behind a double-header and Aberdeen to Glasgow after the LNER A4 Pacifics finished their days on this route!

BEST WISHES, BARRY GREENER

PRESTON MEN

Dear Sir

I was very pleased to see the front cover of the February edition of The Warrior showing the two 'Baby Scots' climbing up to Shap Summit. There is every chance that both engines could be manned by Preston men as it was a main line shed. As a former Preston driver (1951-61, transferred to Lostock Hall in 1961) we used Baby Scots on regular work.

We were always pleased to work these engines when we had jobs to London and Glasgow

My third driving turn as a Passed Fireman (spare driver) was with 5527 *Southport* (8A) to Glasgow with 17 coaches including Sleepers, a total of 540 tons with assistance to Carlisle, 2.35am and return workings, 11.30 Glasgow to Liverpool and Manchester. We often had a rebuilt Baby Scot, it was a 365 days a year job for Preston men. No. 5531/5535 were shedded at Edge Hill. We had 5538 *Giggleswick* at Preston and often worked her to London.

As a matter of interest to any members the GPO film 'Night Mail', made in the 1930s is a Patriot in action.

The footplate crew featured on 'Night Mail' – often shown on Freeview – were Crewe men.



They worked it from Crewe to Glasgow and return, then a fresh engine was put on for the journey south to London.

On one occasion I drove the Down 'Night Mail' to Glasgow and then worked a football special from Glasgow to Crewe. Scotland were playing England at Wembley, non-stop Motherwell to Crewe with Preston 5XP (Jubilee) No. 5582 *Central Provinces*.

Trains were always manned by regular sheds, i.e. Royal Scot by Carlisle men both ways. At Preston we worked the 10.39pm sleeper to London, returning at 5.35pm with the Emerald Isle or at 6.30 to Preston with the Lakes Express. Working south to London we generally had a 'Scot' or, on occasions, a Duchess for this work.

Many of our jobs to Carlisle, Manchester or Liverpool were often hauled by 'Baby Scots'.

I'd also like to tank Kevin West for the Engineering Update. It must be a mammoth task to build an engine from drawings without experienced people who spent a lifetime doing this work. Footplate crews were never very technical, route knowledge was our main expertise. This was built up over years of working the routes. I hope members are grateful for this huge effort.

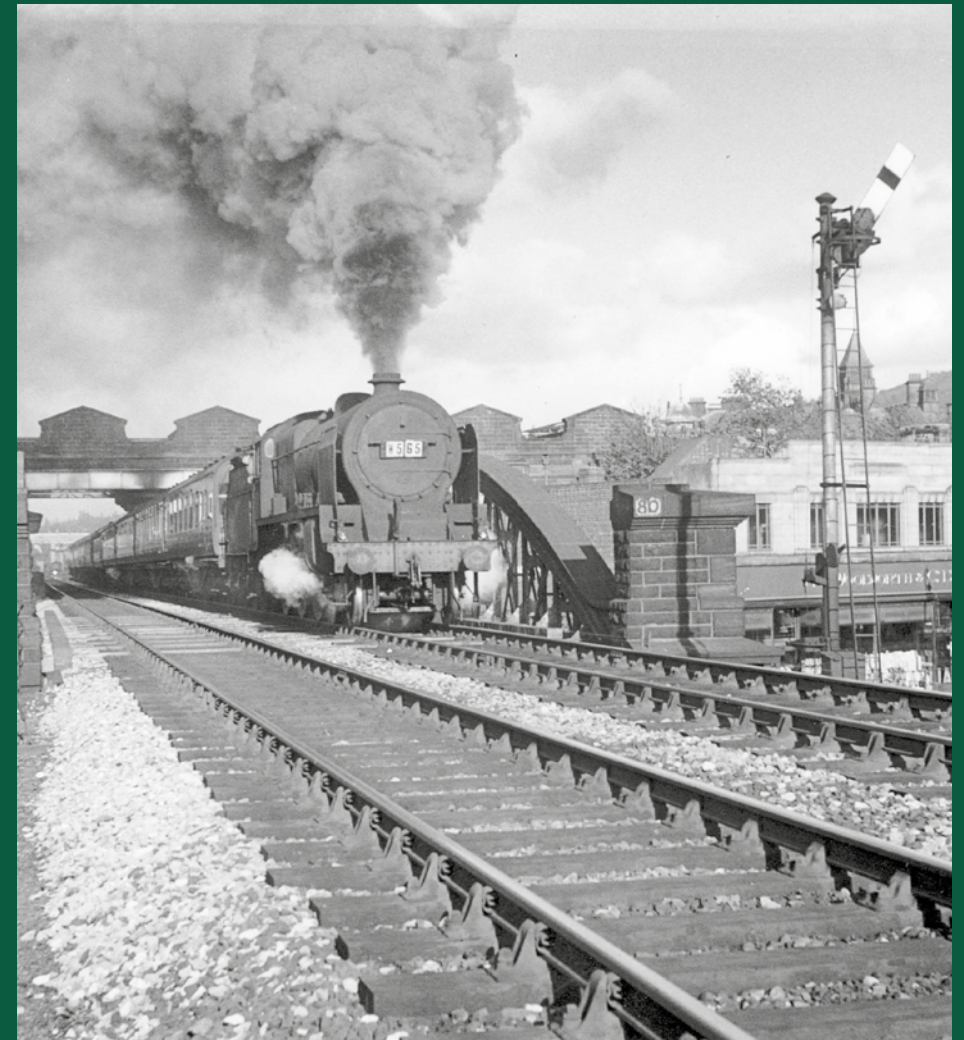
Thank you.

FRED JACKSON (MEMBERSHIP NO. 5538/4)

Dear Sir,

Patriot 45505 The Royal Army Ordnance Corps crosses Brook Street Bridge at Ilkley on 15th May 1955 with the return 6.45pm excursion to Whalley Bridge near Manchester. The train had been stood in No 3 platform for about a half hour the loco having gone to Skipton to turn, the table at Ilkley being too short. I had words with the driver and told him I was to take a photo and could he provide a good smoke effect. He said he did not want to be reported by the Council but he would see what he could do, with the result as seen. I gave him the thumbs up as he passed. The bridge and the line to Skipton have long since gone but we saved our railway to Leeds and Bradford with both having been electrified in spite of Beeching!

FRANK W. SMITH (BILL)
MEMBERSHIP NO 515/06



No. 45503 *The Royal Leicestershire Regiment* calls at Syston, Leicestershire with the 5.32pm Peterborough to Leicester London Road train. This service was usually hauled by a Thompson B1.

PHOTO: FRANK CASSELL



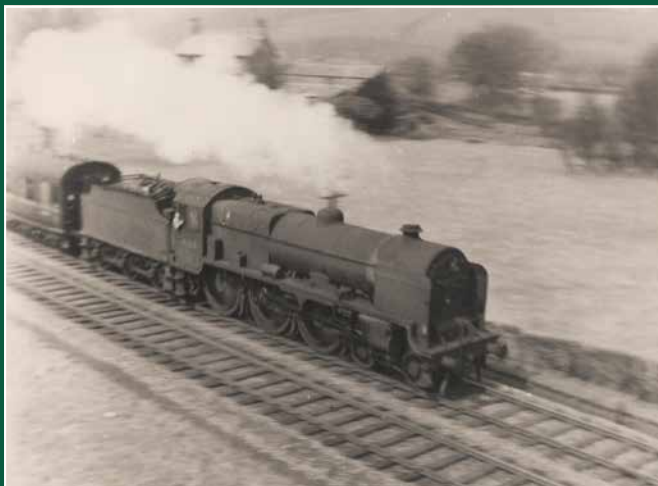
Dear Peter,

I live next to the now disappeared Morecambe-Wennington section of the old 'Little North Western' Morecambe-Leeds and Bradford line. When I was growing up our local train service was operated by Midland Compounds but as their number declined Lancaster depot had a succession of compounds serving their last years. When they had all gone we had a mixture of Ivatt 2-6-0 'Mucky Ducks', Crab 2-6-0s, Black Fives etc.

In 1961 and 1962 the duties were taken over by some of the remaining original Patriots, always a favourite of mine but now in a deplorable state of filth so that their cabside numbers were illegible. My brother and I often train spotted from the lofty perch of one of our big old apple trees from which we got a clear view of trains leaving Caton station heading east. Unfortunately we only had an old Kodak box Brownie camera so the results were not all that good but if the enclosed pictures are usable despite their rather faint nature please do so. One is 45505 *The Royal Army Ordnance Corps* (top) with a high-sided tender and I believe the other is 45518 *Bradshaw*. I have scanned the photos and hopefully will be attached.

I hope 2019 brings the unfortunate Llangollen episode to a close and the build will proceed more smoothly, I am 77 now and hope I see it completed!

BEST WISHES,
EDWARD MEADOWCROFT (MEMBERSHIP NO. 098/01)



To the Editor

During the summer of 1960 the Saturdays Only Liverpool-Scarborough through train was diverted away from its usual route via Milford and Gascoigne Wood Junctions where it gained the line to Selby and the East Coast, and to run instead via Featherstone, where I lived at the time, and Knottingley to reach Goole and the Hull line. This brought an unexpected bonus for us lads in that it was hauled by the Bank Hall Jubilees 45698 *Mars*, 45717 *Dauntless* and 45719 *Glorious* and even more interestingly the unnamed Patriot 45517, a real gem to us linesiders since this class only appeared rather infrequently on the Goole line in those days perhaps on Rugby League specials to Featherstone or on Blackpool extras during the summer.

Talking of the Rugby League specials one of the most memorable appearances concerned 46100 *Royal Scot* herself which worked a train from St. Helens to Featherstone on 21st March, 1959 one of several trains that day when a club record crowd of 17,531 watched the home side dump Saints out of the cup en-route to a semi-final defeat at the hands of Hull.

A couple of years later when I was attending the grammar school at Normanton news filtered through that an unrebuilt Patriot was on shed, it so happened that there was a "nature" walk that afternoon and this was to pass the foot of the embankment near the shed and sure enough there was 45515 *Caernarvon* standing outside, the female biology teacher found that she was a few pupils short when she got back to school and after school the shedmaster had a busy time preventing the depot being swamped by trainspotters! The locomotive was based at Newton Heath at the time and was the last unrebuilt Patriot that I saw and was withdrawn shortly afterwards.

ALAN WALKER

CROFTON, WAKEFIELD (MEMBERSHIP NO. 1033/31)

Dear Sirs

I would like to make a donation of £50 towards the Support Coach and I hope the appeal is doing well. I mentioned in a letter in Issue 39 that I was a fireman at Warrington Dallam shed and would like to take the opportunity to pass on some reminiscences of the original Patriots there that you may find of interest and which I append below.

One particular job I enjoyed was the 5.15pm (before the 24-hour clock was used) local passenger service to Chester, which was almost always a Patriot. The year would be around 1960.

On arrival at Chester we hooked off and turned on the triangle and stood in a bay to await our next duty which was to work the semi-fast Llandudno to Manchester Exchange whose loco had other work or went to 6A shed. We had a wait of some 40 minutes or so and the fire would cool off. There were strict smoke emission controls and this could make it awkward with a steep climb out of Chester, but I never seemed to have any problems with the steaming as they all seemed to steam well. I was only a young fireman as this time but our drivers were very helpful, Bert McCulley showed me the best way of firing them.

We were first stop Warrington then right away to Manchester. Once incident I recall was in Sutton Tunnel near Runcorn when we went into a prolonged slip, the noise was tremendous and it was quite scary, but Bert didn't seem concerned at all! Plenty of scope for fast running then especially over 'The Moss' but we were limited to 40mph from Patricroft. We hooked off at Exchange and went light engine to Patricroft shed where we left the loco and came home as passengers.

The only loco I remember was 45515. I always thought we were using Dallam locos but when I looked it this loco I noticed it was an Edge Hill diagram, leaving the loco at Patricroft also points to this. Edge Hill like other large sheds probably used specific classes for their jobs, even using the same locos.

I fired 45524 quite often on our 8.30am Northwich/Middlewich job and was told some years later that it was local work only due to a damaged axlebox, but don't know if this was actually the case. Mostly our unrebuilt were used on express freights to London, Nuneaton and Carlisle.

KINDEST REGARDS, FRED GOULDING

WARRINGTON (MEMBERSHIP NO. 1690/08)

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

Dear Pete

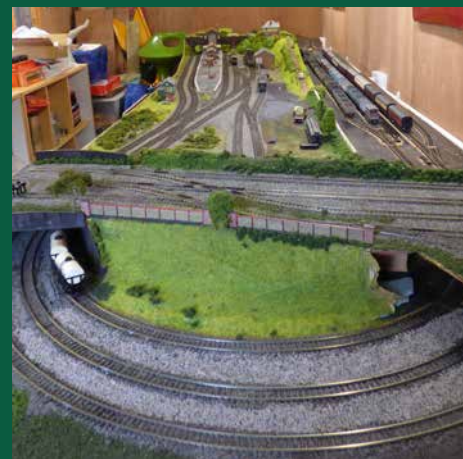
The Patriots were in many senses a development of the LNWR "flagship" loco the Claughton 4-6-0. Indeed the first two Patriots included parts that had been salvaged from the Claughtons they replaced. Many Claughtons reappeared as Patriots but it is doubtful if anything from the Claughtons, they replaced, was included. As a boy spotter in the 1940s I saw many times 6004 the last of the Claughtons. Alas in those far off days I did not possess a camera. However I do have a model in 7mm scale O gauge with a c/work motor of 6023 Sir Charles Cust. This model itself is of historical interest as it once ran on the the late Norman Eagles famous O gauge c/work layout, "The Sherwood Section of the LMS." I attach two photos of 6023 for your consideration.

BEST WISHES

ALAN CLIFF (MEMBER: LMS PATRIOT PROJECT 709/07.)



RAILWAY LAYOUT FOR SALE



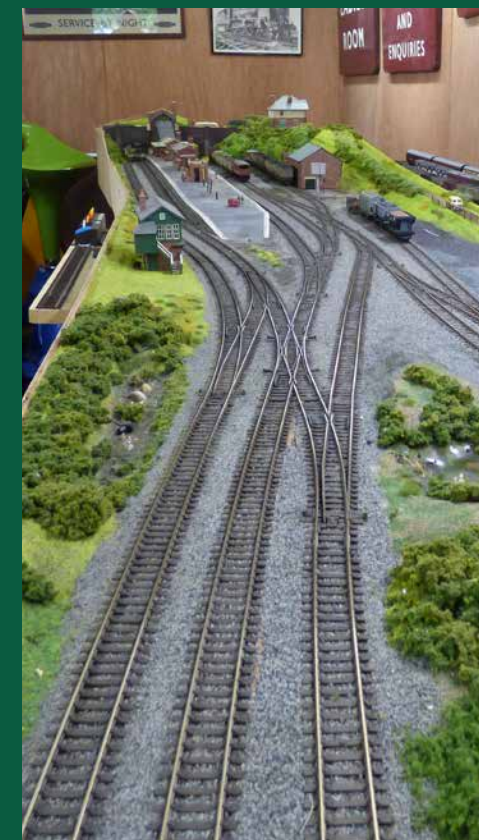
'OO' gauge layout for sale.

Fully DCC wired, 14ft x 4ft, continuous loop. All buildings and structures hand built, station based on Rothley, Great Central Railway. No rolling stock or vehicles included.

Layout is in one piece, buyer to arrange transport.

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WORD SEARCH 17

BATTLES (PART 2)

ANCRE HEIGHTS • ANTWERP • ARLEUX • BETHUNE • BIRDWOOD • BULLECOURT • BYNG
CAPPEL • COPSE (x2) • CURRIE • DELVILLE WOOD • DROCOURT-QUEANT • EGYPT • FESTUBERT
FLANDERS • FLERS-COURCELETTE • FOREST (x2) • FRENCH • FRENSBURG • GALLIPOLI • GIVENCHY
GRAVENSTAFEL • GUILLEMONT • HAVRINGCOURT • HAIG • HAZEBROUK • HILL(S) (x10)
HILL/SEVENTY • HILL/SIXTY • HINDENBURG LINE • HORNE • KEMMEL • KITCHENER • LOOS
MOUNT SORREL • NEUVE CHAPELLE • POELCAPPELLE • POLYGON WOOD • POZIERS • (THE)
SCARPE • SOISSONAI • SOMME • ST. QUINTIN CANAL • TARDENOIS • WAR • WYTSCHACTE

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

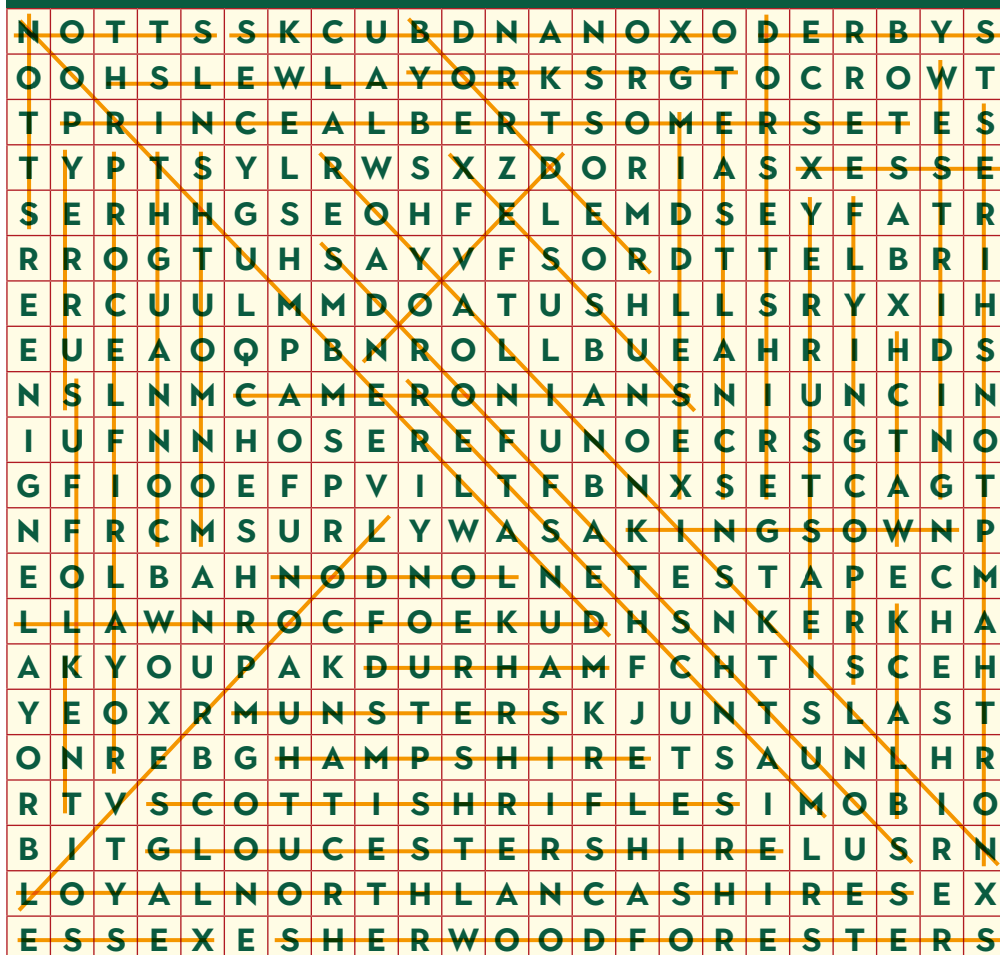
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WORD SEARCH 16

ANSWERS: 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



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Patron Simon Weston, CBE

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