

# The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



AUGUST 2019  
Issue 42 • £2.50



## Contents

Chairman's Thoughts	3
Treasurer's Report	4-6
Members' Day 2019	8-9
Engineering Update	10-16
Notice Board/AGM	17
Picture Gallery: 45507 at Berkhamsted	18-19
Support Coach Appeal	22
Volunteers' Report	23
Sales Report	24
From the Office	25
Sales Stand Venues	26
Ngā Tapuwae Heritage Sign Unveiling	27
Picture Gallery: 45537 at Syston East Jnc.	28-29
Alf Tubb - Composer	30
Donated WW1 Medals	31
Calendar Recognition	32
LMS Patriots by W.A.T. Aves	34-39
Members' Corner	40-51
Word Search 18	53
Word Search 17 Answers	54
Project Contact Details	55
Picture Gallery: Our new home	56



## Editorial

**Welcome to Warrior 42 on the back of the fantastic news that was sent to you in July that our engine will soon be moving to the PRCLT at West Shed for the final stages of the build.**

Now we know where The Unknown Warrior will be located we are very pleased to announce that a Members' Day has been arranged, you can read details of this event on pages 8 and 9. Our volunteers have always enjoyed arranging and working at Members' Days, this is because it is very rewarding to meet and chat with many of our supporters, and we hope that you will be able to attend the West Shed in large numbers to see our loco in its new home. We have already been made to feel very welcome by the PRCLT and we are looking forward to a healthy relationship with them.

As well as increasing donations and membership at this very expensive part of the build we are looking to increase the amount of volunteers to help us achieve our goal. There are various roles that we are looking to fill, including anyone with engineering skills, administrators for our essential paperwork, researchers, help at the project office in Stafford and staff to help out on our sales stands. If you could spare a little time to help the project then please go to page 17 to read more about the roles we are looking to fill.

As ever I hope you enjoy this edition of The Warrior.

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

FRONT COVER:  
LMS Patriot class 4-6-0 No. 45551 at Shaw Carr Bridge comes down from Standedge with a Manchester to Leeds express.

PHOTO: KENNETH FIELD/RAIL ARCHIVE STEPHENSON.

## CHAIRMAN'S THOUGHTS

AUGUST 2019

In the last Warrior I spent time looking back, highlighting the setbacks we have suffered and the difficulties that we have encountered in getting The Unknown Warrior to its present condition. So I thought this issue's column should take a more optimistic look at things though a recent visit to our boiler manufacturers, HBSS, reminded me that even when good progress is being made nothing can be taken for granted.

In this case it was simply that a supplier had indicated that he could supply all our copper stays in a timely fashion but when it came to the crunch this proved to be unrealistic. Fortunately in this case an alternative supplier was available and was able to meet our needs in terms of quality and delivery and with the result that only a slight delay resulted but it was a timely reminder that nothing can be taken for granted.

By the time you read this the engine will be ensconced at West Shed and work will have recommenced. Because we have left Crewe Heritage Centre earlier than expected some of the work which our team would have done there will now take place at West Shed. These jobs involve removing the two remaining driving wheel sets to check the bearings, replacing the centre driving wheelset following remedial work to the crankpin and axlebox bearings (all costs which either have been or will be charged back to the supplier). We will also be agreeing the programme of work with West Shed and establishing what can be undertaken by volunteers and what is to be done by the paid workforce.

As we are embarked on the final stages of the build we expect to be able to give a reasonable estimate of completion costs, broken down into five parts; boiler, chassis, final assembly, tender and main line running gear. Exact figures will be difficult because of the fluctuating price of raw

materials with copper in particular being a fairly volatile commodity. We hope to have this information available for Members' Day which because of the late decision to hold it, I regret I won't be attending as I will be away.

Finally, I would like to mention the need for more volunteers to help steer us over the remaining period of the build, in particular we would like to hear from anyone with engineering and/or CAD skills who ideally lives reasonably close to West Shed. We are going to be exceptionally busy over this period, so if you think you have such skills or know someone who has and would fancy volunteering to help us 'over the line' we would love to hear from you (or them). In the first instance I would ask that you call me on 01327 860179 or e-mail [bradshaw.md@gmx.com](mailto:bradshaw.md@gmx.com), I can then discuss the opportunities and direct you to the right person in the team.

I am delighted that despite our setbacks your support continues. Let's look forward to the next twelve months.

Kindest regards

DAVID BRADSHAW, CHAIRMAN



# TREASURER'S REPORT

## Update for Quarter 1, 2019/20 (ended 31st June 2019)

BY NEIL COLLINSON, TREASURER

*First thought for the quarter*  
*A big thank you to our regular donors who have restarted the standing orders. And even if you don't read all the boring stuff do see my fourth thought for the quarter.*

The last two Warrior reports from me highlighted an issue with our standing order income from you, our valued members. I am pleased to say that the declining income has been reversed as you will see from my usual comparison table later in this report. Many thanks also to those of you who have made up the missing payments by telephoning the office and paying by card.

*Second thought for the quarter*  
*Our accountant (independent financial examiner) presented the final accounts for 2018/19 to the board at the meeting on 27th July. That year now passes into history and I report on our results for the first quarter of my seventh year as custodian of the Patriot purse strings.*

### INCOME

Total income to the end of quarter 1 was £91,800 (£99,000 for the same quarter last year) including an expected £16,000 in Gift Aid (21.4%). There were no boiler loans but the scheme has closed so none were expected. However, we will need to start paying the interest on the loans to be added to the books before the end of this financial year. Total restricted funding was £12,500 of which £5,300 has been specifically for the support coach appeal.

### MEMBERSHIP

Total Membership income for the quarter including Gift Aid came to £6,351. This was 16.1% of the budget forecast for the quarter. Whilst renewals from existing members held up well at 26.2%, we were let down by the fact that there no new life members.

*Third thought for the quarter*  
*As we are now involved with the final push to completion of your locomotive, regular income is so important. Dig deep for victory.*

### DONATIONS/SPONSORSHIP

#### REGULAR

Total donations were £73,868 including estimated Gift Aid of £15,322. The average monthly amount per donation increased in Quarter 1 by 20p to £16.81. This arrested the decline we experienced in quarters 3 and 4 last year for reasons that have been well documented, but we have not reached the level we achieved in quarter 2 last year. The number of regular donors at the quarter end was up by 15 from 374 to 389. At the end of June, the amount received monthly was £6,388, which still falls short of the magical £20,000 per quarter. We budgeted for £21,000 and achieved £19,000 so 22.7% of the budget set.

However, we still do have the company sponsorship of £5,000 per month, which was due to expire in December 2019 having already been extended from 2018. I am very pleased to announce to you, our valued members first, that our sponsor has said that this will extend to November 2020 or until TUW is complete. Very many thanks to Neville.

#### ONE-OFF DONATIONS

We received one-off donations (including sponsorship) totalling £23,646 in the quarter.

2019/20 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q1	19	10 (avg. £9.10)	8	£19,306

(£30,000 in quarter 1 last year.) That is disappointing when we set a budget of £150,000 for the year or £37,500 per quarter.

The usual table gives the comparisons and the 19 new donors includes the 16 re-instated standing orders this quarter, some of which made up the shortfall. This nets out at three which is disappointing compared to previous quarters.

*Fourth thought for the quarter*  
*I would just like to mention here member Peter Tilbury. Peter did a sponsored walk of the Llangollen canal in aid of the project around members' day in 2018. He has recently completed a further sponsored walk of the Oxford Canal and I would like to say a huge thank you to him as he raised £2,007 which, with Gift Aid added of £384.25 totalled £2,391.25. Well done!*

2018/19 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	11	3 (avg. £7.00)	27	£18,314
Q3	5	5 (avg. £7.80)	24	£19,722
Q2	4	3 (avg. £6.67)	5	£19,888
Q1	15	2 (avg. £9.00)	10	£19,828

### SALES AND EVENTS

An excellent quarter for this section overall, with general sales at £6,793 (28.3%), Pete Sikes' book sales at £3,452 (28.8%) – this is for both volumes 1 and 2 – raffle at £1,282 (25.6%). As Neil Kinsey will mention elsewhere, we do very well at certain events where we take the sales stands.

### EXPENDITURE

Our general overheads are over the budgets set, at £26,605 against a budget of £23,112 (29%). Advertising and marketing have spent £5,941 against a quarterly allowance of £2,500, membership has spent £3,712 against the same quarterly budget as marketing. Marketing and publicity expenditure has continued to be high although last year's budget was halved to £10,000. However, the only regular advertising we will do now until the end of the year will be with Steam Railway which will have the desired effect of bringing the budget back into balance.

## YOU SHOP. AMAZON GIVES.

We have joined Amazon Smile as a registered charity.

Amazon will donate 0.5% of the net purchase price (excluding VAT, returns and shipping fees) of eligible purchases to the charitable organisation of your choice.

AmazonSmile is the same Amazon you know.  
Same products, same prices, same service.

Support us by starting your shopping at [smile.amazon.co.uk](https://smile.amazon.co.uk)

Follow this link: <https://smile.amazon.co.uk/ch/1123521-0>

*Fifth thought for the quarter*

*Now the important bit. What have we been spending on the locomotive and tender? A lot. This has got to be finished by November 2020 but we can only spend what we have got.*

#### LOCOMOTIVE AND TENDER

The Balance Sheet shows a total expenditure of £117,970 spent in the quarter to the end of June with the total now spent on engineering (locomotive and tender) now over the £2.329 million mark. The breakdown is £2.2 million on the loco and £124,000 on the tender. Insurance at Crewe cost £3,000 which we hopefully will get a portion back after it moves to West Shed, subject to the arrangements for work on-site. Add on to that the cost of the inspection on the support coach of £643.

#### BANK ACCOUNT

Bank accounts showed a balance of £120,500 (£100,000 in Reserve Account) at end June 2019, with £19,500 VAT and £16,000 Gift Aid to be claimed, totalling £156,000 to take forward to the next quarter. However, as there were outstanding invoices for £60,800 due at end June, with Purchase Orders to the value of £150,000 received awaiting invoices, giving a total of £210,000 committed.

*Final thought for the quarter*

*This report has been produced at express speed the day after the board meeting because our esteemed editor needs to get the finished copy of The Warrior off to the printers yesterday so that you can read all about the different type of Members' Day we are doing this year.*

**And finally, finally, we have a positively exciting 15 months ahead.**

**We can only achieve it with your financial support. So keep it coming.**

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



[www.prostatecanceruk.org](http://www.prostatecanceruk.org)

#### Men's Health Awareness

I have been recently diagnosed with Prostate Cancer, something that affects 1 in 8 men of a certain age.

Whilst my prognosis is good and treatment should be fairly routine I would like to urge anyone of retirement age or over to ask your doctor for a PSA blood test.

Prostate Cancer has a high cure/management rate especially if it is caught early, so please be aware. We don't want to lose you!

NEIL KINSEY



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'The Unknown Warrior'**



# MEMBERS' DAY 2019

GAVIN SHELL, COMMERCIAL DIRECTOR - PATRIOT ENTERPRISES LTD.

As many of you will know, our annual Members' Day has been one of the highlights of the year for us. This year has been incredibly difficult due to leaving Llangollen and awaiting the decision on where the loco is going to be completed. This meant that we were unable to hold a Members' Day in its usual format. However we did quickly arrange mini event at Crewe on 8th June, where members were able to see progress and speak with the team.

We are now excited to tell you that we have arranged with our friends at West Shed to have a joint Members/PRCLT Patrons weekend on the 21st/22nd September, from 11.00am until 4.00pm on both days. Our main day will be Sunday 22nd, but if you are unable to attend on that day we will have some volunteers present to meet and talk to you on Saturday 21st. On Sunday 22nd there will be tours of the workshop to see progress on the engine. There will be talks on finance and also by our Engineering Team about the way forward. It will also be the first opportunity to talk to the Trading Company directors about plans for the locomotive once it has been completed. PRCLT will be arranging a hog roast on both days and the cafés at the Midland Railway-Butterley (MR-B) will be open for refreshments.

Parking will be primarily at Butterley Station where you can catch a train to Swanwick Junction station (check with MR-B for prices) and make the short walk to the West Shed. However there is also limited parking at Swanwick Junction which is located on the right just before the gates to enter the site. See opposite page for location details and the MR-B timetable for the weekend is reproduced below.

While at the railway why not also visit the other attractions such as the Golden Valley Light Railway. On Sunday 22nd only Butterley Park Miniature Railway with its 5 inch and 3½ inch raised track will be operating. The main railway is running both days and the Matthew Kirtley Hall as well as the other attractions at MR-B will be open as well.

Unlike in previous years where we have hired a private train, this year it is all based around the PRCLT West Shed, so there is **no charge** for this event and friends and family are also welcome. Donations are of course welcome, especially with outgoings increasing at this very expensive part of the build.

If you are intending to attend we would appreciate it if you could complete the form on the right so that we can give PRCLT a rough guide of numbers visiting the West Shed for catering purposes.

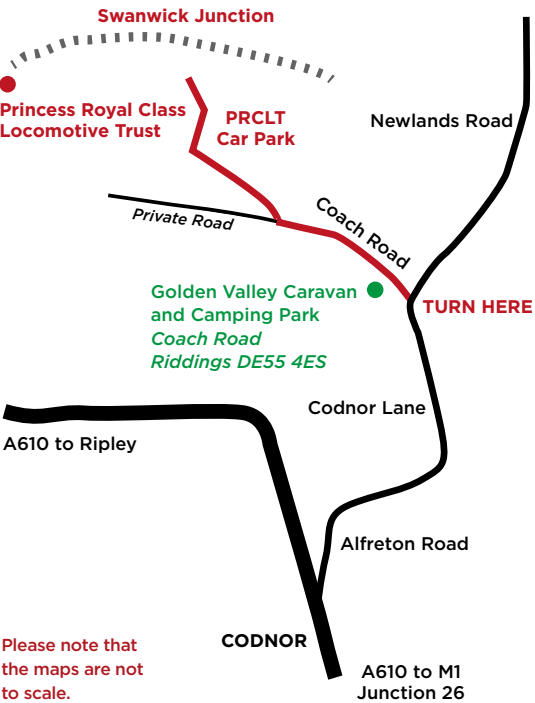
MIDLAND RAILWAY-BUTTERLEY TIMETABLE A (Steam or Diesel) - SEPTEMBER 21st/22nd					
Butterley	dep.	11.00	12.25	14.00	15.20
Swanwick Junction	arr.	11.04	12.29	14.04	15.24
Swanwick Junction	dep.	11.06	12.31	14.06	15.26
Riddings	arr.	11.16	12.41	14.16	15.36
Riddings	dep.	11.26	12.51	14.26	15.46
Swanwick Junction	arr.	11.36	13.01	14.36	15.56
Swanwick Junction	dep.	11.45	13.15	14.45	16.00
Butterley	PASSES THROUGH NON-STOP				
Hammersmith	arr.	11.51	13.21	14.51	16.06
Hammersmith	dep.	12.01	13.31	15.01	16.16
Butterley	arr.	12.03	13.33	15.03	16.18

## DIRECTIONS TO MIDLAND RAILWAY-BUTTERLEY



There is a walking route of about half a mile direct from Butterley Station to PRCLT, but it may not be suitable for all.

## DIRECTIONS TO PRCLT, WEST SHED



Please note that the maps are not to scale.

MEMBERSHIP NUMBER/URN:

NAME:

ADDRESS:

POST CODE:

I WOULD LIKE TO BOOK \_\_\_\_\_  
PLACE(S) TO VISIT WEST SHED  
ON SATURDAY 21st SEPTEMBER ☐

I WOULD LIKE TO BOOK \_\_\_\_\_  
PLACE(S) FOR MEMBERS' DAY  
ON SUNDAY 22nd SEPTEMBER ☐

Please return this form to:  
LMS-Patriot Company Ltd.,  
The Hub, 17 Eastgate Street,  
Stafford ST16 2LZ.

**Please ensure that you write clearly on the form.**

*If you do not want to cut the form from your copy of The Warrior photocopies will be accepted.*

*Alternatively you could write to us at the above address or email us at [office@lms-patriot.org.uk](mailto:office@lms-patriot.org.uk)*

For more information about PRCLT and Midland Railway-Butterley visit their respective websites:  
[www.prclt.co.uk](http://www.prclt.co.uk) · [www.midlandrailway-butterley.co.uk](http://www.midlandrailway-butterley.co.uk)



# ENGINEERING UPDATE

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

ALL PHOTOS BY KEVIN WEST

JUNE - AUGUST 2019

*Work on The Unknown Warrior has continued at various locations since the last report.*

## CHASSIS

At Crewe Heritage Centre we have continued undertaking inspection and rectification work on the chassis and running gear. Despite moving into the former LNWR Heritage Boiler Shop the facilities we had at our disposal and the possibility of a forthcoming move to the new contractor's premises, have meant progress has not been as speedy as we had planned.



The chassis of 5551 in the Boiler Shop, Crewe Heritage Centre.

It had been planned to lift the locomotive to inspect the leading and trailing Axleboxes to see if they had similar damage to the Centre Axleboxes due to insufficient lubrication while being shunted at Llangollen. This was planned for the week after the Open Day on 8th June which many members attended. Unfortunately, this was postponed for a variety of technical and logistical reasons and it has now been decided to do this inspection once the locomotive moves to the West Shed. It will save a huge outlay in hired-in lifting equipment and also allow the West Shed staff to inspect the chassis in more detail when it has been lifted. There are also much better facilities at West Shed to enable more extensive repairs to be made if required

that we could have not done easily at Crewe, such as re-metaling and machining.

While the locomotive is lifted at the West Shed the Bogie will be run out and also lifted from its wheels to check the Axleboxes as they are also showing signs of contamination from workshop grime whilst at Llangollen, this will need to be removed. The whole bogie will be cleaned whilst it is out from under the locomotive. Also to be tackled then is the fitting of the Cylinder Relief Valves and Drain Cocks for the Inside Cylinder.

The locomotive chassis will also be cleaned as much as possible whilst off its wheelsets to remove accumulated grime.

Nigel Day has completed installation of the Lubrication system and started on the pipework relating to the steam supply for the Sanding Gear. The Tee Pieces for the steam supply have been cast and will be sent for machining in the near future. The sand delivery pipes produced by Llangollen were badly formed with many kinks and dents, they have been removed to be used as patterns for replacement parts.

The Steam Brake Cylinder had been temporarily bolted to the Drag Box under the Cab for transport from Llangollen. Studs are being designed to allow final fitting.

Away from Crewe, the Engineering Team, along with other board members, have been spending a huge amount of hours working on a number of very time consuming activities. These included preparing documentation and attending meetings associated with the selection of the contractor to take the locomotive to completion. Another very time consuming task is the documentation relating to the re-work and rectification of work undertaken at Llangollen. While the first task is now complete with the selection of the Princess Royal Class Locomotive Trust as the contractors to take the locomotive to completion, the negotiations and paperwork with Llangollen are ongoing and I expect will continue for some time to come before a

satisfactory conclusion is reached. These tasks have meant time to undertake design work and drawing creation has been limited, so the output from the design office has been much lower than planned for the last few months.

## MOTION

The Coupling and Connecting Rods are at Statfold Engineering for rectification and replacement work to the bearing brasses and white metal, originally undertaken at Llangollen. This has been found to be of unsatisfactory quality. Similar work is required on the Radius Rods and Union Links. The Coupling Rod Knuckle Pins which join the Front and Rear Rods are also being replaced as we are unable to obtain any material specifications for the parts previously supplied. The cost for all this work is included in our claim to Llangollen Railway Engineering.

## REVERSER

The Cab Reverser Stand parts completed by Harco Engineering are to be delivered to Crewe before the locomotive moves to the West Shed. The final part outstanding is the machining of the female thread in the nut. This is now at Statfold Engineering for completion.

## CRANK PINS

The rectification of the Crank Pins has been another frustrating episode, which we hope is now nearing a successful conclusion. The Wheelset was removed from the chassis back in February and dispatched to MultiTech for new replacement Crank Pins to be fitted. There followed a period of technical discussion during which the staff member who had the right experience to undertake the work was taken ill. This turned into a long term period off work, so we started looking at alternative ways to rectify the error in the keyway. After several iterations of meetings and drawings passing between our CME, MultiTech and VAB, we came up with a suitable method to repair the keyways. The existing Crank Pins have a shaped slot machined into the end to accept an insert. This insert will be held both by the outer shape and be screwed into the Crank Pin. Once in position the keyway slot for the Return Crank will be machined in situ to the correct dimensions. All the drawings have now been prepared and a timescale for early completion is being agreed.

## COMBINATION LEVERS

The original Outside Combination Levers acquired from parts obtained from a scrapped Jubilee class locomotive at the end of steam in the late 1960s have been examined and deemed as not fit for use. We have sent drawings out for quotation from several suppliers and aim to issue the order for new parts in the next couple of weeks.

## BOILER

Away from Crewe progress on the boiler assembly is making good progress. Following the fitting of the barrel to the Firebox, the HBSS team have riveted the dome to the boiler top. Investigations are now being made with regard to fitting the ex-8F regulator into the dome and installing the operating gear.



An interior view of the boiler. The Inner Firebox can be seen at the far end with the Dome doubling plate riveted into the top of the barrel.

We are now also looking at the main steam pipe with regard to the existing regulations, safety standards and material availability.

The team at HBSS are now working on the installation on the Firebox Stays, almost two thousand of them. The stays are fitted primarily to the flat sections on the firebox. They are threaded each end and are screwed into the Inner and Outer Firebox plates. The sizes and location of the stay pattern is calculated to ensure the plates do not deflect when subjected to the boiler working pressure.





A view of the left side of the Firebox with most of the Stays installed.

Prior to the start of installation and following the retirement of our previous boiler inspector, we have had to undertake an amount of reassessment of the design of the boiler for our insurance company. Once again this has entailed supply of detailed drawings to be assessed and calculations made to establish the boiler design is sound and compliant with today's regulations. One area that has come under investigation is the firebox stay material. In the early days of the project, when our fund-raising abilities were unknown our boiler inspector had suggested using an accepted stay pattern for each of the sides, front and back of the firebox, of a number of rows of copper stays across the top and vertical edges with steel stays in the centre. This would be a much cheaper option than all copper as originally fitted and in line with many locomotives in use today. This was calculated and agreed as safe. Recently this decision has been questioned by the current staff at our insurance company. We then asked about fitting Monel metal stays across the whole firebox, which although more expensive initially are much more robust in work and actually cheaper over the life of the boiler. This was rejected by the

boiler inspector due to no proof that any original Patriot boilers were ever fitted with Monel stays. We have therefore had to return to the original design and use copper for all the stays.

To fit each stay requires the holes in the plates, one in the outer steel firebox and the other in the copper inner firebox to be drilled perfectly in line, then opened out by successively drilling three times with increasingly larger drills to get to just under the required size. The holes are then reamed three times to open them out to exactly the correct size for tapping the thread. The threads in the two plates must be exactly in pitch otherwise it is impossible to screw in the threaded stay. At present a little over half these stays have been fitted and most of the rest are in stock or on order. The purchase of these copper stays has brought our treasurer out in cold sweats on a couple of occasions, although we have assured him that the end is near and the bank account can recover slightly!

Also being manufactured at present are the internal pipework mounting trays and supports. All the pipework for the internal pipe runs has been purchased and is on site for when it is required.

As well as the stays around the Firebox there are also ten Longitudinal Stays that run from the Backhead to the Front Tubeplate. These are basically steel rods with forged ends that are machined and threaded. The rear end is threaded



A selection of Firebox Stays ready to install.



A view of the Firebox side showing the plate marked up with the correct length of stays required. Photo - Kevin West

into the Backhead and secured with a nut on the outside. The front end fits into a plain hole in the Tubeplate and held by nuts on both sides of the plate. Originally these were single pieces of steel, 24ft 4 1/2 in long. Unfortunately, we are now unable to get a single piece of material that length without paying a hefty premium. The original cost quoted for the material and machining required was just under £1,000 each. It then went up to almost £8,000 each as the material had to come from a specialist supplier to get the length required! By changing the design and using a Stay that was made of two pieces with a joint inside the boiler we could bring the price back down to £1,000 each, despite there being extra parts and more machining! But, there is always a but, we had to get the design change approved by the boiler insurance company despite this being a standard practice in locomotive boilers. This has been completed so we can proceed with a jointed stay design. Subsequently we have found that another locomotive group, which has a boiler insured by a different insurance company to ours, had a similar problem that was resolved by welding the two pieces of material together to create a single stay of the required length. We are waiting for this loco group to provide us with copies of the approval documents they have for this procedure, although this may take some time due to the holder being in the middle of a house move. We have discussed this method with our insurance company and they do not see an issue to using it subject to going through the required checks. Whichever way we go it is still a saving of £70,000 over using a single piece of material!



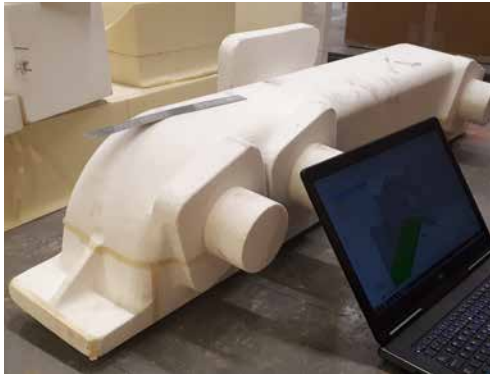
A view of the boiler with the Tubeplate in the foreground.

## CASTINGS FOR HERITAGE PROJECTS

Away from HBSS we are making progress on the manufacture of the Superheater Header. The pattern was started some time ago, but progress was stopped due to questions and uncertainty from the foundry. In the middle of last year our pattern makers were contacted by the Welshpool & Llanfair Railway about a Header they needed for their 0-8-0 *Sir Drefaldwyn*. The discussions which followed between our CME, the pattern makers and the foundry resulted in a number of small modifications to the original design to aid the casting and improve the chances of obtaining a sound casting the first time.

The main issue with castings for heritage projects is that we are looking for just one or two castings, where in the past locomotives were built in batches of a number of units. The locomotive works would have their own





The pattern for the Superheater Header casting.

pattern shop to make the traditional wooden patterns and core boxes and a foundry that was producing hundreds of castings each week. The staff in these works had extensive experience of producing the parts required and any scrap casting were simply returned to the melting pot for re-use.

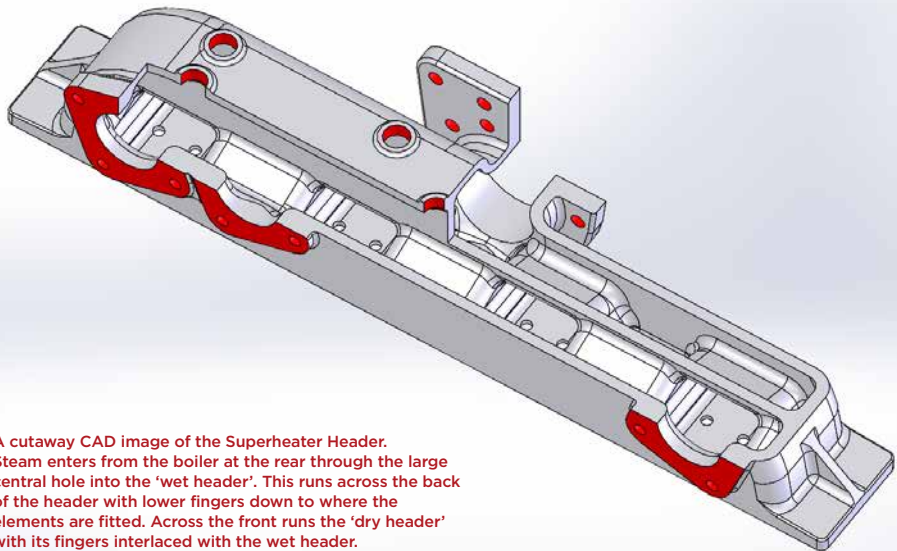
We are now in a totally different environment. We are asking the foundries to produce quite complicated castings, correct first time from a polystyrene pattern, which usually gets destroyed during the casting process. A failure, for whatever reason, means a new pattern is required.

On a Superheater Header the steam from the boiler passes through the 'wet header' into a number of chambers, into which the Superheater Elements are fitted. The steam passes through these elements which run inside the large Superheater Flues in the Boiler. This is where the steam is dried by the hot gasses from the fire. The steam leaves the other end of the elements into the 'dry header' chambers which are interlaced with the wet header chambers, and then out of three outlets to the cylinders. I hope the attached cutaway CAD image illustrates the arrangement.

The outer shape of the casting is relatively easy to produce, it is the complicated inside shapes and the relationship between them which is the difficult part. On the cutaway view can be seen four of the seven stabilising holes for the cores that have been added to aid the casting process at the request of the foundry. These holes will be tapped and filled with plugs on completion.

### ASHPAN

We have copies of the original drawings for both of the designs of ashpan fitted to the Patriot. The parallel boiler engines, like 5551, had a simple pan with damper doors at the front and back. It also originally had another pair of doors either side of the trailing axle, but these were welded up at some stage in the life of the class.



A cutaway CAD image of the Superheater Header. Steam enters from the boiler at the rear through the large central hole into the 'wet header'. This runs across the back of the header with lower fingers down to where the elements are fitted. Across the front runs the 'dry header' with its fingers interlaced with the wet header.

The fire grate was made up of three sections of bars all sitting on fixed brackets. The 18 rebuilt Patriots fitted with the type 2A boiler in the 1940s had a more modern design hopper ashpan with bottom doors to empty the ash. The fire grate was of a more modern design which included a rocking grate.

We have discussed the merits of both styles on ashpans and grates with several locomotive owners to gain their experience and comments before we make a decision on what to fit to



Blower & Sanding Valve from Crab No. 13065 at East Lancs Railway.

5551. Like all things there are pros and cons with both designs and varying thoughts on what we should do. The present line of thought is we should fit the original design.

### BOILER FITTINGS

We are also working on assembling the drawings and details for the boiler fittings we require. These include all the backhead fittings and the Safety Valves.

The major problem is a lack of drawings for the fittings used on the Patriots. Only one original drawing has been found. This is for the combined Sanding and Blower Valve.

We are now in the middle of contacting all the owners and operators of Fowler class locomotives to enquire what patterns and drawings they may have for similar parts that will enable us to produce the drawings and get our fittings made. There are a number for related locomotives running now that were restored from scrapyards several decades ago which required these fittings. Some we know acquired ex-BR parts saved at the end of steam, but some must have been made new and would have required patterns and drawings. The current owners and operators are not necessarily the same people that restored these locomotives so has the information been transferred with the locomotives?



A Safety Valve from Crab No. 13065 at East Lancs Railway.



The East Lancashire Railway have been very helpful and have a number of patterns that will be of use to us. Their Crab No. 13065 is presently stripped for major boiler work and the fittings are available for us to examine. Tyseley Locomotive Works saved a number of patterns from the Science Museum store at Swindon a few years ago and we are to arrange a visit to see if we can identify anything that could be of use.

This work will take some time to arrange and work through and will be a task that someone with basic engineering knowledge could help us with by making contact with these owners and asking the questions and following up their replies. If anyone is interested in helping please can you contact the office on 01785 244156.

As this report is being written we have been contacted by a member of the group involved in looking after 7F 2-8-0 No. 53809 informing us they have a number of drawings related to the fittings that were made for their locomotive. We will be following this up over the next few weeks.



The Drivers Brake Valve from Crab No. 13065 at East Lancs Railway.

## MAIN LINE RUNNING GEAR

A meeting has been arranged with one of the suppliers of the electronics we require to fit for running on Network Rail, to understand what is required, where the equipment is needed to be located and plan the installation.

## TENDER CHASSIS

Work has continued at Leaky Finders on the refurbishment of the Tender chassis. The replacement Drag Boxes to the original riveted design are progressing well. Work has also been progressed on the axlebox Horn Guides. We have finally managed to establish the required clearances between the guides and Axleboxes which will provide the correct position for the guides on the frames.

## TENDER TANK DESIGN

Following the meeting regarding the main line running gear we will be able to finalise the design of the Tender Tank and place the order for the tank manufacture.



The Injector Water Valves and Clack Boxes from Crab No. 13065 at East Lancs Railway.

# NOTICE BOARD

## WOULD YOU LIKE TO HELP US FINISH THE UNKNOWN WARRIOR?

**The Engineering Team are looking for help in various roles, these are required either to complete the locomotive physically or undertake the tasks required for the approvals.**

We are in need of help in a number of areas:

**Progress Chasers** to keep in contact with our suppliers. When orders are placed with suppliers we require someone to contact them every week or at regular intervals to keep track of progress and feed back to the Chief Mechanical Engineer any questions or queries.

**Researchers** to investigate availability of parts, drawings and knowledge that will aid the manufacture of the remaining parts. An example are the boiler fittings we require – none of the original drawings exist, so we need to make contact with the owners/operators of related Fowler locomotives (Crab, 4F, 7F and Jinty tanks) to see if they can help. We know several of these locomotives were restored from Barry scrapyard condition, so would have required fittings. Some of these we know are ex-BR fittings saved in the late 60s, but not all are. Are there patterns and drawings out there that were made to have these parts replaced? An added complication is that fact that the current owners are not necessarily the people that restored the locomotive from scrapyard condition, so has the information been lost? The task is to make contact with the owners/groups/railways to ask, then follow up any leads that arise.

**Engineering Document Controller** Do you have excellent organisational, analytical and communication skills, have access to a computer and a keen eye for detail? This vitally important role is to collate all the engineering drawings and material certification documents for the locomotive so they can be recorded and filed both electronically and hard copy.

**Volunteer Engineers** We need to build up a team of competent engineers who will go out with the locomotive on its visits to preserved lines. We also will need a main line support crew. Tasks will range from cleaning, coaling up to general fitting tasks and general maintenance.

**If you are able to help in any way with the above roles please contact us on 01785 244156 or email [volunteer@lms-patriot.org.uk](mailto:volunteer@lms-patriot.org.uk)**

## ANNUAL GENERAL MEETING

This year's AGM will be held at the West Shed on the Midland Railway at **2.00pm on Saturday 9th November**, in the company of The Unknown Warrior.

Full details, along with the Financial Statements, will be sent to members by post by the middle of October to give you time to make plans to attend. We look forward to seeing as many of you as can come along.

**KEVIN FINNERTY**

No. 45507 *Royal Tank Corps* on Down vans working north of Berkhamsted on 23rd August 1958.

PHOTO: H. C. CASSERLEY. COURTESY OF MARGARET CASSERLEY.





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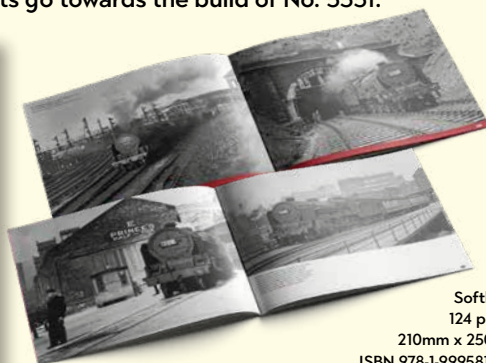
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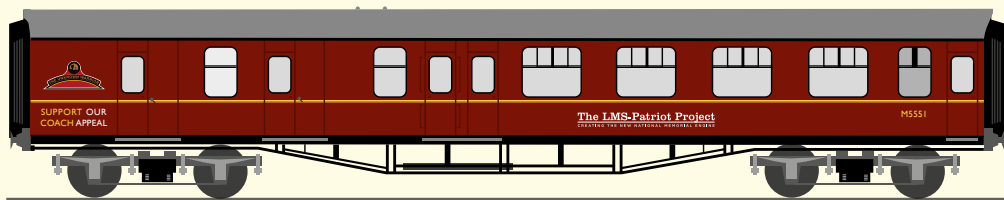


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# SUPPORT OUR COACH APPEAL

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.



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

Please donate online at [www.lms-patriot.org.uk](http://www.lms-patriot.org.uk)  
call the office on **01785 244156**  
or send a cheque (stating support coach appeal) to:  
**LMS-Patriot Company Ltd.**  
The Hub, 17 Eastgate Street, Stafford ST16 2LZ.

## VOLUNTEER REPORT

DAVID HUGHES, VOLUNTEER CO-ORDINATOR

July 2019

**Last time I reported on working towards the completion of the chassis at Crewe but this has now been overtaken by events with the decision to relocate the locomotive to West Shed for completion.**

Notwithstanding this, with the exception of the four remaining axleboxes, work has continued on the remedial work from previous contracts. The axle boxes will now be dealt with at the West Shed where the frames will be lifted using their jacks. The work being carried out in preparation of the lift at Crewe has been aborted.

In May, as previously reported, Andy Forster carried out alignment checks on all slide bar arrangements for the three cylinders. Armed with corrective measurements the volunteers have been cutting and shaping shims which have been inserted to ensure true motion alignments.

On the general front more pipework has been polished and re-polished after further work on shaping. The cylinder and valve bores have now been blanked off to prevent ingress of foreign objects and dirt. More internal paintwork has been cleaned up and refreshed. The sandbox lids have also had chains fixed to prevent them falling off if detached during running. Prior to the decision to relocate the rivets fastening the upper and lower parts of the cab have been removed with some great difficulty as Keith Riches and Gerry Paulson will testify. The reason for this is to facilitate the installation of the boiler which is easier without the upper part of the cab in situ. Many parts are fixed to the lower cab sides which would require removal on each occasion. This will now be avoided during the course of final boiler testing and fixing process.

Work is now progressing to put back as many parts as possible for the move. We have found that in many cases it is easier to take things off than put them back for a second time. Preparations for the move will require the sorting of parts to go with the loco and these are being placed on pallets for transport. In addition the cab and many other parts are being secured for transport. The last thing we want is for bits to drop off en route!

We are now entering the final phase at a new location and if anyone is interested in assisting at the West Shed they can contact the office who will forward their details on.

I have had the support of my regular volunteers for many years at both Llangollen and Crewe. It remains to be seen whether any will be able to travel to the West Shed on a regular basis due to the considerable distances they would need to travel. I would like to take this opportunity to thank Gerry Paulson, Brian Greally, Peter Moody and John Sandiford, with the occasional help of others, for the many hours of work they have committed to the construction of The Unknown Warrior. Volunteering can be fun as I am sure they will testify and great friendships develop which will no doubt continue, so why not try volunteering at West Shed?

With the move to the West Shed it will be no longer practical for me to continue as Volunteer Co-ordinator, so unfortunately this will be my last report for The Warrior.



# SALES REPORT

NEIL KINSEY, SALES DIRECTOR

**Quarter one this year was encouraging with sales holding up well despite recent setbacks. We had some really good results at a number of events, particularly the Crewe Open Day/Heritage Centre Event and the Tyseley Open Weekend.**

Once again I'd like to thank those who have donated items for us to sell which have been an important source of income for the project. Remember if you have any good quality railway related items please get in touch and if possible we will arrange collection.

Don't forget to browse the enclosed sales leaflet or visit our shop to view our range of merchandise including of course *The Patriots. A Pictorial Record Volume 2* which so far is proving as popular as Volume 1.

## SOMETHING A LITTLE DIFFERENT

Composer Alf Tubb has kindly donated a quantity of Classical Music CDs. Simply entitled 'The Unknown Warrior' it is a series of works written by him and recorded by the Basel Festival Orchestra which he also conducted. All the pieces have a railway theme.

You will find a profile of Alf on page 30 of this magazine and you can purchase a copy of the CD from our web shop and of course the sales stand if you should meet us out and about. More details of the music are included in the description in the shop under the category DVDs and CDs.

Finally a big thank you once again to all those who have volunteered on the sales stands. If you would like to help please get in touch, we would be delighted to hear from you. It's great fun to meet people and help the project too.

## CLEARANCE SALE

We have a limited number of Windcheaters in stock in the following sizes:

Three Small, Five Medium, Two Large and Two XXL. These are now further reduced from £20.00 to £18.00 plus £3.50 P&P and are available on a first come first served basis.

Lightweight and easy to carry when packed into their own handy drawstring bag, they are ideal for our unpredictable British Summers!

**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.

**The last magazine resulted in a busy time for us in the office. There were numerous orders for the new book and calendar and of course many of you kindly sent payment for raffle tickets.**

Talking of Raffle Tickets – could I please ask that when you purchase a whole book of tickets you add your name to ALL of the stubs and not just the first one. When we receive the ticket stubs, they are separated and each one is folded and placed in the box ready for the draw to be made in November. If the stub is blank, it could mean you miss out on a prize!

After the Board had decided which company would be completing The Unknown Warrior, we tried to ensure that you received details as soon as possible. Many of you have kindly agreed that we may use email to contact you but at least a quarter of the membership either don't have an email address or have asked that we do not contact them this way. For these, letters were posted and everyone else was sent an email which should have arrived at inboxes on the morning of 5th July. If you did not receive the email it may have ended up in your 'spam' or 'junk' box – as mine did! All members are sent a copy of The Warrior magazine by post, even if they have indicated that we can generally contact them by email.

We recently had a visit from Alfred Tubb who has composed several pieces of music to celebrate the new build Patriot class locomotive, and to honour those who died serving their country. As well as composing the music he hired the Basel Festival Orchestra, conducted them and funded the production of 1,000 CDs. Alf has donated the majority of the CDs to us in order that their sale will help raise funds. It is a great honour to have music specifically written for our locomotive and we are very grateful to Alf for his generosity. You will find details of how to obtain a copy of the CD titled 'The Unknown Warrior' on page 30 and the merchandise/sponsorship leaflet enclosed.

You may not know that our office is one of many based within The Hub in Stafford. It is a complex of offices available for use only by charitable organisations. When you write to us, could you please always address the envelope to 'LMS-Patriot Company Ltd', and not just to The Hub. If a letter arrives addressed only to The Hub, the reception staff will not know which office to direct it to.

Elsewhere in this issue, you will no doubt have seen the appeal for volunteers. Obviously we would love to have more members joining the small band of office volunteers. However, if office work is not your forte, there are many other jobs to be done especially if you are within travelling distance of PRCLT, Ripley. Do get in touch if you can help in any way at all.

Linda Westerman, Office Manager



# SALES STAND VENUES 2019

## 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

MEMBERS' DAY, PRCLT, WEST SHED Sat 21/Sun 22

## OCTOBER

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

Wigan Model Railway Exhibition, Robin Park Leisure Centre Sat 5/Sun 6

The Great Electric Train Show, Milton Keynes Fri 11/Sat 12/Sun 13

Swanage Autumn Steam Gala, Swanage 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



We're looking for more volunteers to help us at galas and model railway events. If you would like to become part of our sales stand team please contact: Robert Wells on 07788 664113 or email robert.wells60@gmail.com

# NGĀ TAPUWAE HERITAGE SIGN UNVEILING

This was an event which took place at Cannock Chase Visitor Centre in Staffordshire on 23rd May 2019.

The sign commemorated the New Zealand Rifle Brigade's camp at Brocton during the latter part of the Great War. There is a wartime hut preserved there – open to visitors – which displayed what it was like nearly a century ago. And fitted out with equipment from that time.

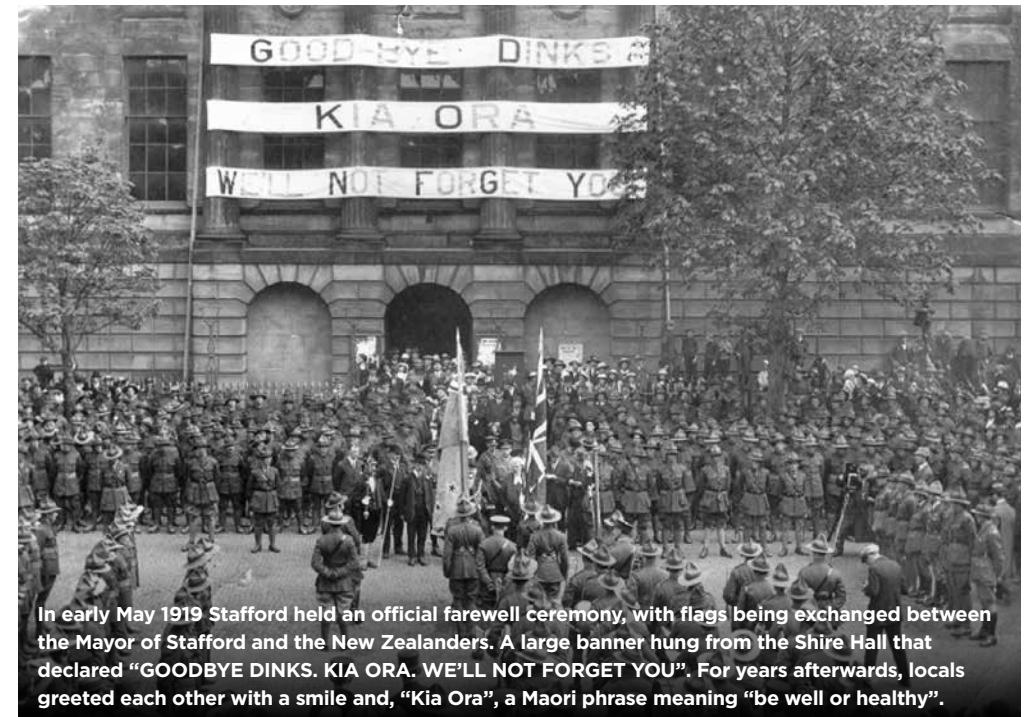
The sign itself was unveiled by the Rt. Hon. Sir Jerry Mateparae GNZM QSO, the High Commissioner for New Zealand, and the ceremony was partly in Maori and English. Very moving. One feature was a reading by Mark Frickleton, the grandson of Sam Frickleton V.C., from the Rifle Brigade.

At the reception afterwards I had a chat with Sir Jerry Mateparae about Project 2020, and another one with a representative of the Commonwealth Graves Commission.



Richard Sant pictured at the newly unveiled sign on 23rd May. The words "Ngā Tapuwae" at the foot of the sign mean "in the footsteps".

RICHARD SANT, COMPANY SECRETARY



In early May 1919 Stafford held an official farewell ceremony, with flags being exchanged between the Mayor of Stafford and the New Zealanders. A large banner hung from the Shire Hall that declared "GOODBYE DINKS. KIA ORA. WE'LL NOT FORGET YOU". For years afterwards, locals greeted each other with a smile and, "Kia Ora", a Maori phrase meaning "be well or healthy".



No. 45537 Private E. Sykes V.C. at Syston East Junction on the  
3.45pm Peterborough to Leicester local on 5th April 1961.

PHOTO: FRANK CASSELL



## ALF TUBB – COMPOSER

I spent 23 years in an army band playing the French horn, however, during that time I spent a great deal of time arranging and composing for the band, this became a major part of my activity. When I left in 1985 I decided to go to university to study composition and in 1988 I won the 'Rank Film Award' for best film music for my work in television. I left university in 1990 with a Masters degree and became a teacher spending many years in schools as Head of Music.



My contact with The Unknown Warrior project came when Andrew Laws contacted me about music for the project, he visited me and listened to my music. From then on I decided to compose music for the project. This turned out to be a labour of love, because of my interest in steam locomotives. My father was an engineer in the REME and used to build 3½" and 5" live steam locos, he used to run them around the garden, great fun during birthday parties!

There are two CDs, both about the railways. The first CD contains the march 'The Unknown Warrior' which is about the engine itself, it also includes a memorial to the victims of Quintinshill, a terrible rail crash that occurred in 1915, and a symphony dedicated to all railwaymen who served during the wars. The second CD contains an anecdotal history of our railways during the steam years, not only about the UK, but music from other countries involved with us during those appalling years.

## THE UNKNOWN WARRIOR

BASEL FESTIVAL ORCHESTRA, CONDUCTED BY THE COMPOSER ALFRED TUBB



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**£10.00 plus £2.50 post and packing**

Available from our sales stands or online at:  
[www.lms-patriot.org.uk/unknown-warrior-classical-music-cd](http://www.lms-patriot.org.uk/unknown-warrior-classical-music-cd)

## DONATED WORLD WAR 1 MEDALS

Thank you to Mr. D. Corker of Drumnadrochit, Inverness (member no. 45514/10) who earlier this year sent two World War 1 medals to the office, he wrote:

*Dear Sirs, I am donating these items from the First World War in the hope you know how to get some money for them. I hope they will be of some use as I am not able to donate any extra money this year. Yours sincerely.*

As you can see from the photo below the medals were accompanied by the original packaging and a letter from the commanding officer to the deceased soldier's wife. The medals are:

**THE ALLIED VICTORY MEDAL (1914-1919)** which is placed at the top right of the letter. The Allies each issued their own bronze victory medal but with a similar design, equivalent wording and identical ribbon (not shown). The colours represent the combined colours of the Allied nations, with the rainbow additionally representing the calm after the storm. The ribbon consists of a double rainbow with red at the centre. The British version depicts the winged figure of Victory on the front of the medal and on the back, it says 'The Great War for Civilisation 1914-1919'. To qualify, an individual had to have entered a theatre of war (an area of active fighting), not just served overseas. Their service number, rank, name and unit were impressed on the rim. Approximately 5.7 million Victory Medals were issued.

**1914-1918 GEORGIVS V BRITISH WAR MEDAL** This silver medal was awarded to officers and men of the British and Imperial Forces who either entered a theatre of war (an area of active fighting) or served overseas (perhaps as a garrison soldier) between 5 August 1914 and 11 November 1918 inclusive. 6.4 million of these medals were issued giving some indication of the scale of the First World War.

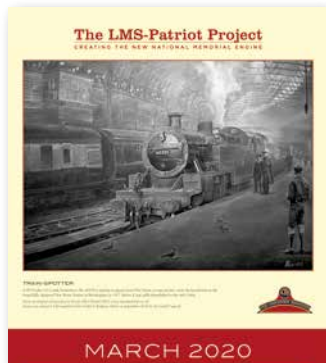
Both medals are inscribed on the rim with – **106134 PTE W. BRAILSFORD • NOTTS & DERBY R**



PHOTO: ARTHUR SIKES



# CALENDAR RECOGNITION



Each year we go on the hunt for paintings and have been very fortunate in finding some wonderful portrayals of Patriots. Due to the generosity of the artists we are able to include these in our fund-raising calendar and one artist has recently been recognised in The Wheel & Palette, which is the newsletter of the Guild of Railway Artists.

We used 'Train on Time' by Kevin Parrish in the 2018 calendar and another of his paintings, 'Train Spotter' in our 2020 version.

Our thanks go to Kevin for sending the accompanying pages from the newsletter.

See details on page 20 to buy your Patriot Project 2020 calendar.



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# LMS PATRIOTS

BY W. A. T. AVES (FIRST PUBLISHED IN THE MARCH 1997 ISSUE OF STEAM DAYS)

**An article entitled ‘Were the Patriots really necessary?’ was published in the June 1992 issue of Steam Days and reproduced in The Warrior, issue 37. It is impossible to find a sub-title which adequately answers that question or does justice to a locomotive class with such a convoluted history, but which, in spite of all the various twists and turns, rendered thirty years of valuable service.**

The article explained the failings of the L&NWR ‘Claughton’ class 4-cylinder 4-6-0s, and traced the sad story of the half-hearted efforts made by the LMS between 1926 and 1931 to rectify some of their shortcomings. Some 130 of these engines (which became LMS Nos. 5900-6029), inspired by Churchward’s Great Western ‘Stars’, had been built at Crewe between January 1913 and June 1921. They had some excellent features; their cylinder layout, steam passages, and above all their balancing made them the basis for a very good large 4-cylinder express passenger 4-6-0, or in an expanded form a Pacific, but they had weak frames, were under-boilered, and suffered from badly lubricated trailing axleboxes. Performance was variable, availability was low, and maintenance expensive.

The LMS measures tackled the ‘Claughton’ boiler, but left the rest largely unaltered. In 1928, twenty of the class were given new G9½S boilers, some four inches larger in diameter than the original design. Although the total heating surface and the grate area of both types were similar, the new boilers had a much improved steam-raising capacity and worked to a higher pressure. In ten of the rebuilds, Caprotti valve-gear was substituted for the original Walschaerts after successful trials on No. 5908, which had been so fitted in 1926 while still carrying its original small boiler.

In November 1930 No. 5971, followed by No. 5902, emerged from Derby with the same large boiler, but further rebuilt out of all recognition, with three cylinders. Very little indeed remained of the ‘Claughtons’ except that the large driving wheel centres of these two engines were always to be a reminder of their ancestry. Known at first unofficially as the ‘Baby

Scots’, they looked for all the world like a scaled-down version of the ‘Royal Scots’. No. 5971 was allocated new to Holbeck, Leeds, where it stayed until May 1932, whilst No. 5902 went back ‘home’ to Crewe North for its first year in service in its new guise.

Before considering the ‘Patriots’ in more detail, as these ‘new’ engines were later to become, it is important to the understanding of their subsequent use to place them in their context among the passenger tender engines built by the LMS in that company’s first twelve years. Year by year, these are shown in Table One.

The L&YR 4-6-0s, although some were used for about ten years on the West Coast main line, are marginal to the story, being in effect the completion of the planned programme of work outstanding at Horwich Works at the L&NW/L&Y amalgamation, and still remaining on the formation of the LMS.

At the Grouping, Derby gained the ascendancy for a number of reasons. The building of a large number of Compound 4-4-0s, which immediately followed (and perhaps even more so that of the smaller 2P 4-4-0s constructed from 1928 to 1932), seemed to signify that the LMS was destined to be, like the Midland, a ‘small engine company’, but capable though they were, the 4-4-0s were not the answer, especially for the heavy West Coast services from Euston. Something larger and more powerful was essential – hence the ‘Royal Scots’. The arrival of the Compounds and the ‘Scots’ on the old L&NWR did also, however, release a number of ‘Claughtons’, more than thirty of which were cut down to allow them to work on the Midland. The 52 ‘Baby Scots’, as already noted, comprised two rebuilds, forty replacements with the final ten completely new engines. They appeared in the LMS Building Programme as shown in Table Two.

TABLE ONE	
7/1924 to 2/1925	20 Hughes L&Y design 4-cylinder 4-6-0s, Nos. 10455-74 (originally ordered as 4-6-4Ts).
2/1924 to 6/1927	190 Compound 4-4-0s (6ft 9in modified version of Midland design), Nos. 1045-1199 and 900-934.
7-1/1927	50 ‘Royal Scot’ 3-cylinder 4-6-0s (effectively a joint Derby/NB loco design), Nos. 6100-6149.
5-11/1930	20 ‘Royal Scots’, Nos. 6150-6169.
11/1930	Rebuilding of Nos. 5971 and 5902 (‘Baby Scots’), later Nos. 5500 and 5501.
End of 1931	W. A. Stanier appointed Chief Mechanical Engineer.
7/1932 to 8/1933	40 ‘Baby Scots’ replacing 40 ‘Claughtons’ and initially carrying numbers of engines replaced – later Nos. 5502-41.
9/1932	Final five LMS Compounds, Nos. 935-939.
6/1933	First Stanier ‘Pacific’, Nos. 6200.
3-5/1934	10 new ‘Baby Scots’, Nos. 5542-5551.
5/1934	First Stanier 5XP ‘Jubilee’ 3-cylinder 4-6-0.
8/1934	First Stanier Class 5 mixed-traffic 4-6-0.

Note: The ‘Baby Scots’ which were turned out with ‘Claughton’ numbers were renumbered 5500-5541 between April and September 1934, with the result that all 52 engines were in a single series.

TABLE TWO				
Year	Approved	Lot	Detail	Works
1930	23.10.29	74	Rebuild of Nos. 5902/71, damaged in accidents.	Derby
1932	Supp. 27.1.32	87/88	Conversion of 15 ‘Claughtons’ (later 5502-16).	Crewe
1933	27.6.32	95	Conversion of 15 ‘Claughtons’ (later Nos. 5517-19/23/24/29-32/36-41).	Crewe
1933	27.6.32	96	Building of ten new engines (later Nos. 5542-5551).	Crewe
1933	27.6.32	98	Conversion of ten ‘Claughtons’ (later Nos. 5520-5522/25-28/33-35).	Derby

Lot 97 in the 1933 Programme provided for the first five ‘Jubilees’ to be built at Crewe, and incidentally the rebuilding, under Lot 105, of ten ex-L&NWR ‘Prince of Wales’ 4-6-0s. In May 1933 more 3-cylinder ‘Claughtons’ were proposed instead of modernising the ‘Princes’, but the 1934 Programme, which was approved in the next month, authorised 58 ‘Improved Claughtons’ (the term used to describe the ‘Jubilees’ at



No. 5902 (later 5501) Sir Frank Ree pictured in works grey livery. The engine would be renamed St. Dunstan's in 1937.  
© THE MANCHESTER LOCOMOTIVE SOCIETY/  
THE LMS-PATRIOT PROJECT.



this stage). As a consequence, Lot 105 was cancelled, and both the surviving small-boilered 'Claughtons', and the much more numerous 'Prince of Wales' 4-6-0s, began to figure in the withdrawal lists. Both classes disappeared rapidly as series production of the Stanier 5XP and 5MT 4-6-0s took off. Thus the total of 'Baby Scots' remained at 52, and the future LMS locomotive policy concentrated on large numbers of a few Stanier-designed standard classes, rather than, on LNER lines, the rebuilding and modernisation of pre-Grouping types.

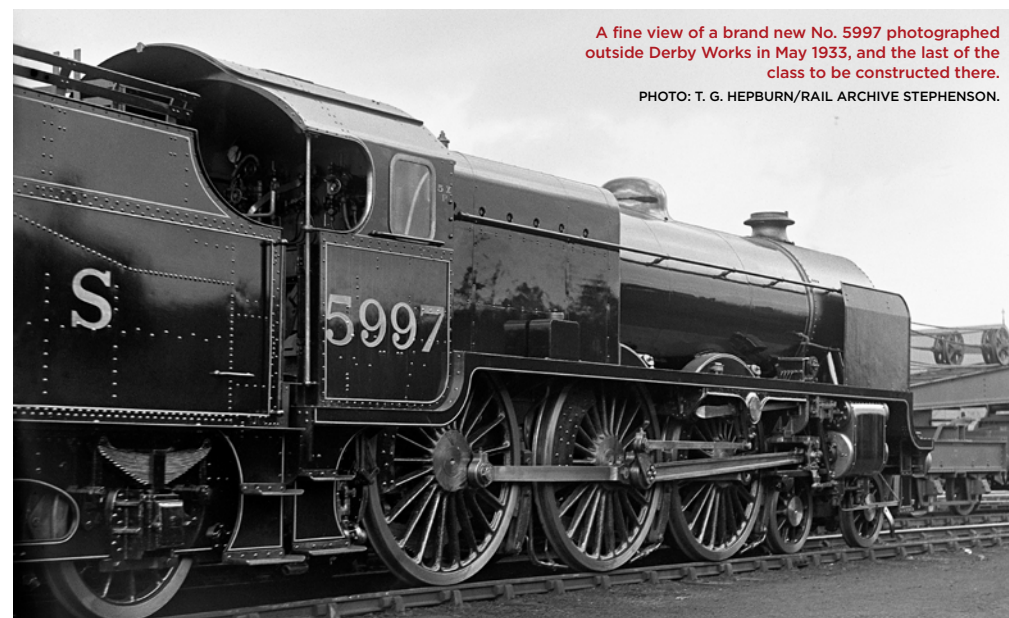
Although there were only 52 members of the 'new' class they displayed a surprising number of anomalies and small differences in appearance over the years. The most confusing concerns their names; forty-two of the engines could claim a lineal descent from a particular 'Claughton'. Although the early batches had been named in accordance with L&NWR practice, in the aftermath of World War 1 only a few of the newer engines carried names, even after naming was resumed.

## NAMES

The initial 'rebuild', as L&NWR No. 2511, had left Crewe nameless in February 1920. It was named *Croxteth* in June 1923, and became LMS No. 5971. When rebuilt in November 1930 it again became

nameless, although fitted with a backing plate; it finally regained its name in 1933. However, another 'Claughton', L&NWR No. 1914, had been named *Patriot* in January 1920 as the Company's War Memorial engine. This locomotive became LMS No. 5964 and was withdrawn in July 1934, retaining a small boiler, and the name then lapsed. As a result of representations the LMS decided to restore the name, and also the additional legend (which had been carried by the 'Claughton') *In Memory of the Fallen L&NWR Employees 1914-1919* to the first of the 'Baby Scots', and so No. 5500 was renamed on 25th February 1937. Thereafter, 'Patriot' also became the class name.

Whilst, in general, the first 42 members of the class were given the names (if any) of the 'Claughtons' they replaced, the story is extremely complicated. Then 'Patriots', Nos. 5508/10/13/17/42/44/47/49/50/51 were never named. Unlike No. 5971, the second rebuild, No. 5902 became *Sir Frank Ree* immediately, but was renamed *St. Dunstan's* in April 1937, and its name commemorating a former L&NWR General Manager was transferred to No. 5530. Others acquired L&NWR names not carried by their nominal predecessors, notably Nos. 5536 and 5537, *Private W. Wood*, V.C. and *Private E. Sykes* V.C., which took the names of two scrapped 'Claughtons'.



A fine view of a brand new No. 5997 photographed outside Derby Works in May 1933, and the last of the class to be constructed there.

PHOTO: T. G. HEPBURN/RAIL ARCHIVE STEPHENSON.

Both were L&NWR and later LMS railwaymen; the third L&NWR V.C. name, that of Lance Corporal J. A. Christie, was not perpetuated, it is said because he had left railway service.

A number of 'Patriots' were given miscellaneous names, very much after the fashion of the old L&NWR. One group was named after resorts served by the LMS, and another after regiments and corps not covered by the 'Royal Scots'. Other names in both these categories, as well as some old L&NWR favourites, were selected, and in some cases never used. In 1938 No. 5538 became the only LMS 'Schools' when it was named *Giggleswick*; a similarly imaginative case was that of No. 5518, named *Bradshaw* in 1939. To cause further confusion there was also some renaming, apparently to group former L&NWR personages and the seaside resorts in separate numerical blocks, but this again was not carried through to its logical conclusion.

Four of the eighteen engines rebuilt with the large 2A taper boiler between 1946 and 1949 were unnamed at the time of rebuilding, but all four subsequently acquired names, as follows:

No. 5514 had its name *Holyhead*, which had been removed, restored in March 1947.

No. 45529 *Stephenson* in July 1948.

No. 45545 *Planet* in November 1948.

No. 45528 *R.E.M.E.* in August 1959, twelve years after rebuilding.

## DETAILS – ORIGINAL PATRIOTS

*Chimneys* – No. 6005 (later No. 5509) was equipped with a Kylala exhaust and modified in December 1932, shortly after 'rebuilding'; this was probably retained for about two years. Two small-boilered 'Claughtons', Nos. 5912 and 6001 and large-boilered No. 5975, also had Kylala blastpipes and altered chimneys at about the same time. Much later, No. 45508 was fitted with a plain stovepipe chimney in 1956 as part of a draughting experiment, and retained this ghastly feature until withdrawn in December 1960 – the second of the class to go.

*Smoke Deflectors* – Like the 'Royal Scots', the first two engines ran at first without smoke deflectors, but they, and probably the next fifteen locomotives when new, were provided with straight-sided deflectors in 1932. However, by the next year deflectors with an angled top had become standard.

*Top Feed* – No. 5535 carried an experimental fitting on the left-hand side of the boiler ahead of the dome from 1936 to 1938.

*Tenders* – No. 5971 had been one of the 'Claughtons' coupled to an ex-ROD tender before being taken into Derby Works and is said to have run with this for its first few weeks as a 'Baby Scot'. Nos. 5971 and 5902 (5500 and 5501) subsequently acquired standard Fowler 3,500 gallon, 5½ ton tenders taken from LMS Compounds. These two welded tenders without coal rails also later ran behind Nos. 45502, 45513 and 45516 at various times. Normally the 'Patriots' were attached to a batch of new 3,500 riveted tenders with coal rails. However, two of the batch of ten hybrid, straight-sided, 7 ton tenders, built for some of the earliest 'Jubilees', were used on 'Patriots'. No. 45550, most notably, ran with one of these from 1942 to 1956, and Nos. 45505/15/39/51 for much shorter periods.

## ALLOCATION AND WORK

When first new, twenty 'Baby Scots' were sent to the Midland Division, replacing the small-boilered 'Claughtons'. In May 1934 when the last of the class was built, there were thirteen at Kentish Town working some of the best trains north out of St. Pancras, and seven at Holbeck. By mid-1935, all except three – Nos. 5534, 5535 and 5538) at Holbeck, which stayed on until the end of 1948, had been transferred to the Western Division, superseded by new 'Jubilees'. Thereafter, the 'Patriots' were not common on the Midland, exceptions being No. 45509, which was named *The Derbyshire Yeomanry* on 10th November 1951 and then worked from Derby until August 1959, and Nos. 45504, 45506 and 45519 which were shedded at Barrow Road, Bristol from November 1958 until they were withdrawn.

A few 'Patriots' spent their early years north of the border. No. 5549 went new to Polmadie and was soon joined by Nos. 5528 and 5550. These engines were principally used on the Glasgow to Manchester services until they left Scotland at the end of 1940. They shared these workings with another trio, Nos. 5546, 5547 and 5548, shedded at the Manchester end, at Newton Heath. These too left the Central Division in 1942. No. 45517 was transferred to the old L&YR latterly, spending its final four years at Bank Hall, Liverpool, where, despite it being the only representative of what

must have been an unfamiliar class, it was kept busy. From late 1959 several 'Patriots' gravitated to Newton Heath, Nos. 45550, 45509, 45515 and 45539 all being withdrawn from there.

The 'Patriots' were above all West Coast main line engines, although even when they first entered service they already played second string to the 'Royal Scots'. Nevertheless, up until 1939 they enjoyed a heyday on the Euston to Birmingham 'Two-hour' expresses. As will be seen from Table Three, in 1938 there were seven each at Aston and Bushbury, and another at Bescot. They were also extensively used at Edge Hill, and at Longsight or Patricroft, where after being displaced from the best London services they were most often employed on trains to the Midlands, or as far as Carlisle on those to Glasgow. The two 'V.C.s', Nos. 5536 and 5537 were particularly associated with Longsight – both men were from the Manchester area. The unrebuilt 'Patriots' were also to be found in some numbers at both ends of the old North Western, at Willesden as well as Camden, and at Preston as well as Carlisle Upperby. On the other hand, whilst Crewe North had as many as thirteen at the end of World War II, they were seldom allocated to the sheds along the North Wales line. Increasingly displaced from the 'Top Link' rosters, they found plenty of work on secondary passenger, Summer Special and excursion trains, and were frequently used to haul parcels traffic.

By the end of the 1950s the onset of dieselisation rendered the unrebuilt 'Patriots' surplus to requirements, and quite a number congregated at locations such as Nuneaton, Warrington, Lancaster and Carnforth where there was little regular work for them. Withdrawal came as no surprise, No. 45502 Royal Naval Division of Upperby being the first to go in September 1960. The end came quickly, eight being withdrawn in 1961 and 24 in 1962, the last of all being No. 45550 of Carnforth in December 1962.

VERDICT

The 'Patriots', or something like them, were urgently needed in 1930; even with all seventy 'Royal Scots' available in LMS required many more express passenger locomotives. The 'Patriots' were successful in service, but the systematic rebuilding of all 130 'Claughtons' was never undertaken. It was almost certainly not favoured either at Derby, even though the

first two had been produced there, or by the new Chief Mechanical Engineer, William Stanier, who preferred to concentrate on the construction of a small number of completely new standard classes. Strangely, history repeated itself from 1946 to 1949 when only eighteen 'Patriots' were rebuilt. Although this was a deliberate decision, there was clearly a case for rebuilding all 52 of them – and leaving the more modern 'Jubilees' in their original form. This would have given the LMS/BR(LMR) 71 'Royal Scots', 52 'Patriots' and the rebuilt 'Jubilees' – a total of 125 7P 4-6-0s, in addition to the 51 8P 4-6-2s, and the 189 5XP 'Jubilees', forming three well-matched tiers of engines for 'Top Link' passenger work.

Perhaps the last word should rest with Messrs Essery and Jenkinson, who in Volume 5 of their *An Illustrated History of LMS Locomotives* (1989) say, "More than most classes, the 'Patriots', whether original or rebuilt, did all that was ever required of them, from when they first turned their wheels under steam. This is what the LMS most wanted of its engines and is, perhaps, their most fitting epitaph".

In retrospect, it is particularly unfortunate that the opportunity was not taken to preserve a parallel boiled member of the class – all the 'Royal Scots' had long since been modernised and the 'Patriots' were therefore the last survivors of the parallel-boilered era of the early years of London Midland & Scottish express passenger locomotives.

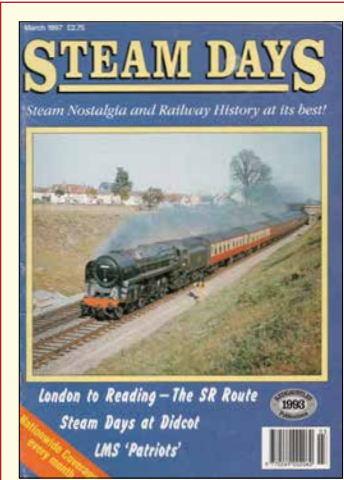


Among the Patriot notables was No. 45508, fitted with a stovepipe chimney in 1956. It is seen at Crewe North on 8th December of that year.

PHOTO: W. H. WHITWORTH.  
© THE LMS-PATRIOT PROJECT.

TABLE THREE – ALLOCATIONS OF UNREBUILT PATRIOTS

Shed	When all in service – May 1934	July 1938	Before first rebuild – May 1946	May 1955	Before first withdrawal – January 1960
Camden	7	13	3	–	–
Willesden	–	2	8	5	2
Rugby	–	–	–	–	3
Bescot	–	1	–	–	–
Bushbury	–	7	–	–	–
Aston	2	7	–	–	–
Crewe North	4	–	13	3	–
Edge Hill	3	3	14	7	3
Warrington	–	–	–	–	1
Longsight	5	5	–	5	3
Patricroft	4	–	3	–	–
Preston	4	5	6	1	4
Carnforth	–	–	–	–	7
Carlisle (Upperby)	2	–	2	12	6
Kentish Town	13	–	–	–	–
Derby	–	–	–	1	–
Leeds (Holbeck)	7	3	3	–	–
Bristol (Barrow Road)	–	–	–	–	3
Bank Hall	–	–	–	–	1
Newton Heath	–	3	–	–	1
Polmadie	1	3	–	–	–
TOTAL	52			34	



This article originally appeared in the March 1997 issue of *Steam Days* magazine. Published monthly, *Steam Days* brings you steam nostalgia and railway history at its best.

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# MEMBERS' CORNER

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

## LEAKY FINDERS

Dear Pete

Many thanks for producing another quality edition of The Warrior, full of information and interest. One small observation, if I may.

Kevin West made reference to a report from Leaky Finders on the progress of the tender chassis but despite my best efforts, I couldn't find it. Could the next edition perhaps include an update on how this part of the project is progressing and whether a start has yet been made on the redesigned tank and coal space?

On the question you ask in your editorial, although 2018 was an obviously difficult year, seen in the context of many other new and rebuild projects, the experience fits a predictable pattern of progress, problems and setbacks along the way. It's infuriating but normal and makes the end result so much more gratifying for having overcome the odds. I suspect that the loss of the forty-eight regular donors in the last six months of the financial year 2018/19 reflects some resultant lack of confidence in the direction of travel but I'd encourage them to return and stick with it. The end is in sight and the clock is ticking down. Now where have I heard that before?

KIND REGARDS,  
GRAHAM BENTLEY (MEMBER 837)

Hi Graham

*Thanks for your email which will be included in Warrior 42 and apologies for the misleading reference to Leaky Finders. We were waiting a report from them directly but unfortunately this didn't arrive and as I was already late going to print I sent the artwork without it but obviously forgot to remove the reference to the tender, please accept my apologies. Ed.*

Hi Peter,

I met you last year whilst at the Barrow Hill Beer Festival with my brother. I am a Patriot Society member and during our interesting discussion you mentioned the forthcoming publication of your book, which I subsequently purchased from the stand at the Severn Valley Gala. I am hugely impressed by the work you put in to 'The Warrior' and into the quality of the book.

By way of feedback I would just like to mention one of my personal dislikes, that of putting pictures across spreads when the book is unable to be opened to that degree so that the picture is spoilt. In many cases it doesn't matter as the main loco picture is restricted to one page, but in some e.g. 45517 on page 88/89 the image is spoilt. Clearly if there is actually a central spread like the image of 45524 and 45722 in the last edition of The Warrior it works well. Perhaps if it is not too late this is something that you consider for the second volume?

Certainly don't mean to be negative, the book is great and a fantastic initiative to gain funds. Keep up the good work.

BEST REGARDS, JOHN TRUMAN

Thank you to all who contributed their articles that appeared in Warrior 41, we are grateful so many of you decided to contact us. Remember that you can send anything Patriot, memorial, war or railway related and photos are always good to receive (if you do send photographs please supply an address so they can be returned to you). Please send them to us at [memberscorner@lms-patriot.org.uk](mailto:memberscorner@lms-patriot.org.uk) or post to: **Richard Sant, The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**

### THANK YOU (1)

Firstly, and most importantly, please can you pass on our thanks to all of the Patriot team that have been involved with the tendering process resulting in the appointment of the new contractors to complete the build. We do appreciate how much time and effort this apparent 'simple' task has involved and from a large number of people as well. Now all we need is the money to complete the build...

Talking of money – just when you think it's all over, another £10 cheque for my Oxford Walk (see page 42) arrives on my desk for the Project! I'm just awaiting a signature on a Gift Aid form, then I will send this cheque and form to the office for you with yet another updated spreadsheet!

KIND REGARDS, PETER TILBURY

### THANK YOU (2)

Dear David

Thank you very much for your most welcome communication received today informing members that the contract to complete *The Unknown Warrior* has been awarded to PRCLT.

As a layman with no engineering expertise, I can only observe that their ability to keep *Duchess of Sutherland* in excellent fettle is a testimony in itself as well as the BR 4MT tank engine.

I have been a visitor to West Shed for many years because it is only 20 miles from my home. The people I have met there are great enthusiasts and very wedded to the Midland and LMS traditions.

The spin-off will be a great benefit to the struggling Midland Railway Steam Trust. I am looking forward to increasing my visits with a vested interest as an incentive. The walk to and from Butterley station is a suitable bit of exercise for somebody of 76!

Running-in can't come soon enough. Thank you co-directors, staff and volunteers.

YOURS SINCERELY,  
JOHN RIDER (MEMBERSHIP NO. 195/07)

## WARRIOR WHISTLE

Dear Pete,

In the last issue of The Warrior, Dave Winter asked if we had got a whistle for No. 5551. Indeed we have. As he says some whistles were transferred from the Claughtons and the type was perpetuated on later builds. The whistle was donated to the Project by myself and the late Bob Maxwell. It is actually marked LNWR. Sadly Bob will not hear it sound on the loco but I still have great hopes!

DAVID HUGHES, VOLUNTEER CO-ORDINATOR

# ANOTHER WALK FOR THE PATRIOT!

PETER TILBURY (MEMBERSHIP NO. 1207/11)

Following my walk along the Llangollen Canal in May 2018, I thought that I had 'done my bit' in fund-raising for the Patriot. The walk had raised a fantastic sum of £1,355 (plus Gift Aid) against my original hope of raising a couple of hundred pounds! However, over the summer months another silly thought came to mind – would it be possible to increase the amount raised to a round £2,000? So I set myself another challenge which was to walk the length of the Oxford Canal (a distance of 78 miles), but this time I would have to do it on ad hoc days over the autumn/winter months as and when work would allow.

So on an overcast August bank holiday Monday, I caught the train from Reading to Oxford in order to start the first section of the Oxford Canal. After a short walk from the railway station, I found the end of the canal and started walking at 9.30am. A few minutes later I passed Isis lock, which is the link between the canal and the River Thames, and started to think about the challenge I had set myself. Isis Lock is the last lock on the canal and is number 46 – only another 45 to go! However, as I passed under the next bridge and saw it was number 242, reality started to hit me – I still had 241 bridges to go! The next few miles passed a number of residential boat moorings, some very tidy and picturesque and some not quite so. After just over an hour, the residential moorings ended and the canal started to become more rural and quiet. Once past the outskirts of Kidlington, the next few miles saw the canal criss cross the railway as it meandered its way through the countryside passing several picturesque villages. After about 14 miles, the railway station at Lower Heyford appeared alongside the canal, which was to provide my transport home.

Four weeks later, another opportunity arose for a day's walk. So on a cool and overcast Saturday I once more found myself on a train looking forward to another jaunt along the Oxford Canal. As I disembarked from the train at Lower Heyford and started walking, there was light drizzle in the air. Within 20 minutes, the waterproofs were on and they didn't come off for the rest of the day. Despite the light rain all day, this was a very enjoyable section as the canal meandered through the countryside to reach Banbury railway station, 27 miles from where I had originally started in Oxford.

Unfortunately, it was over five months before I was able to continue my challenge. So on a sunny, but very, very windy Saturday in March I headed off to Banbury to meet Gary, my walking companion for the day. After a couple of miles, we finally reached the outskirts of Banbury and after passing under the railway and the M40, the canal once again headed into the countryside. Around mid afternoon, the half-way point of the canal was passed in sunny conditions. Other than the strong, gusty winds



Isis Lock



Heyford Station and Wharf



Almost half way

trying to blow us off the towpath and into the canal, it was another pleasant day's walk of about 18 miles through the countryside. By the time we reached Marston Doles and the end of the section, we were ready for a good meal.

Mid April saw my penultimate day walking the Oxford Canal. It was sunny and warm as I left Marston Doles late morning. After skirting round Napton on the Hill, the canal reached Napton Junction which is the first junction with the Grand Union Canal. For the next five miles, the Oxford Canal and the Grand Union Canal merge as one, until they reach Braunston where the two canals split again. As it was a hot sunny day, this section was like a motorway with the number of narrow boats travelling along it from both canals! Turning left, the Oxford Canal heads north through rural countryside for the next six miles or so as it heads towards Rugby. After passing under the railway at Hillmorton, the canal turns left and skirts the northern edge of Rugby. After approximately 18½ miles, I finally reached Brownsover and despite feeling absolutely drained by the heat of the day, I knew that the end of the canal was in sight.

After spending the preceding week in Scotland working as a volunteer on the Invergarry & Fort Augustus Railway project and a main line steam trip through the Welsh



Braunston Junction



Hawkesbury Junction

Marches behind Clun Castle the day before, Sunday 26th May saw me heading off along the Oxford Canal for the last time. Since the day had dawned overcast and wet, I opted for a late start. With only 12 miles to go, I could afford a later start! It was an uneventful day, but at least the weather brightened up and the sun finally came out for the last mile and a half. I finally reached Hawkesbury Junction and the end of the Oxford Canal at 4.10pm. This was a special time for me, as it was exactly one year to the day that I had started my fund-raising walk along the Llangollen Canal. What an interesting and rewarding year it's been!

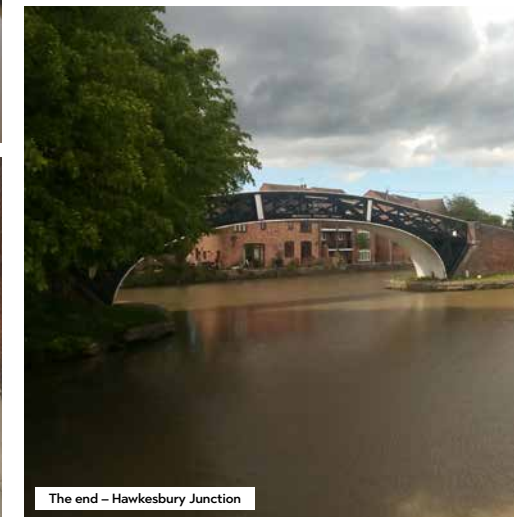
As I know our treasurer likes statistics, I wouldn't want to disappoint him so here are a few:

**1 year · 2 canals · 4 tunnels · 8 walking days  
62 locks · 127 miles walked · 255,000 paces (this being the best estimate I can come up with!)**

**And the most important bit – a total of £2,017 (plus Gift Aid of £386.75) raised towards the completion of 'The Unknown Warrior'.**

If anyone would like to add to this total, you still can by going to:  
[www.justgiving.com/fundraising/Peter-Tilbury](http://www.justgiving.com/fundraising/Peter-Tilbury)  
(and please don't forget to Gift Aid your donation if you are able to).

Finally, I would like to thank Gary and Martin for their company during the three days they walked with me and my wife Sharon for dropping me off at the start of the day and (more importantly) remembering to pick me up at the end of the day. But most of all, I would like to thank everyone who has contributed to my walks and helped me raise such a magnificent sum towards 'The Unknown Warrior'.



The end - Hawkesbury Junction



# PATRIOTS IN THE 1960s

Dear Mr. Sikes,

I was speaking to a couple of your people on the stand at Tyseley last Saturday (22nd June) and it came up about photographs I took of Patriots back in the 1960s. They suggested I write to you as you are apparently always interested in additional material.

I have eight monochrome negatives that I took of original and rebuilt Patriots as follows:

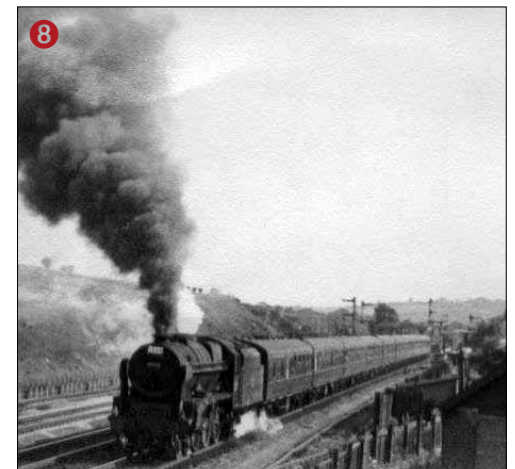
1. 45504 *Royal Signals* passing Hasland Shed (18C) and Avenue Smokeless Fuel (Sunbrite) sidings
2. 45514 *Holyhead* (rebuilt) – at Millhouses Shed (19B)
3. 45519 *Lady Godiva* at Hasland on a Pigeon Special (3X07) to/from Bristol on 26.08.61
4. The same train as above but pictured at Lockoford Lane, Chesterfield
5. 45522 *Prestatyn* (rebuilt) passing 19B shed southbound from Sheffield towards Chesterfield
6. 45527 *Southport* (rebuilt) piloting 70046 *Anzac* on the 'Irish Mail' at Crewe
7. 45532 *Illustrious* (rebuilt) passing Millhouses & Ecclesall signal box heading north towards Sheffield
8. 45536 *Private W. Wood, V.C.* (rebuilt) leaving Chesterfield northbound towards Sheffield.

As will be obvious, they aren't of great quality as I didn't have particularly good equipment as a teenager/very early 20 year-old, just having started work as an engineering apprentice in 1959. Oh if only I'd had my current Nikon digital camera at the time!

I hope the photographs will be of interest to you.

I note in a PRCLT newsletter I received yesterday that 5551 is going to be finished down the road from me at the West Shed. Hopefully I can get down there and be able to see it.

KIND REGARDS, PETER SALMON





Dear Sirs,

I enclose a short article I have written which may interest members should you choose to include it in The Warrior.

## 45532 ILLUSTRIOUS

**I became acquainted with No. 45532, albeit in rebuilt form, in 1959 when I was based at Nottingham MPD (16A). Having completed my apprenticeship at Derby Locomotive Works and a year at Derby No. 4 Shed as a Fitter, I had successfully applied to become a Motive Power Improver and was sent to Nottingham.**

About this time, as English Electric Type 4 diesels were appearing on the West Coast Main Line, there was a transfer of 'Royal Scots' and rebuilt 'Patriots' to Kentish Town and Nottingham. At Nottingham, we received three 'Scots', 46100 *Royal Scot*, 46112 *Sherwood Forester* and 46157 *The Royal Artilleryman* and one 'Patriot', 45532 *Illustrious*. They were well looked after by the then Chief Mechanical Foreman, the redoubtable Percy Croyden. They were kept under close scrutiny by Jack Thompson the Assistant District Motive Power Superintendent. He received a daily report on their duties and performance. The 'Robin Hood' was the most important express from Nottingham. It was routed via Melton Mowbray and Manton and these were the only stopping points on a schedule to arrive in St. Pancras at 10.15. The driver was required to submit a short report of the times of arrival and departure at the two stops and at destination, together with details of any delays. This report went to Jack Thompson personally.

Part of my training was to spend eight weeks on the footplate and towards the end of this period I was scheduled to ride on the 08.15 Nottingham-St. Pancras, 'The Robin Hood'. A No. 1 link driver and fireman were rostered to this turn to walk to Nottingham Station and relieve the crew who had prepared the locomotive and taken it to the train. On the day, we joined the train at 08.10, as programmed, to find the gauge glass showing completely full, the firebox full and black smoke bellowing from the fire, with 200lb of steam on the gauge. Ominous signs!

We departed on time and almost immediately, as we began the climb out of Nottingham, the boiler began to prime. We rapidly lost boiler pressure and despite the fireman's best efforts, we came to a stand at Widmerpool for a "blow up". After 10 minutes work with the fire irons we were back to 180lbs of steam and an improving fire. We set off again and by the time we reached Haringworth Viaduct we had a full head of steam. We proceeded as normal until we were stopped by signals at Wellingborough North. The signalman advised us that Control had ordered a pilot locomotive to be attached and although the driver said it was unnecessary, an LNER B1 set back to assist us forward. As this was attached our safety valves blew! We then proceeded to St. Pancras in very good time arriving some 30+ minutes late. I'm sure it was a somewhat unique sight to see an LMS 'Scot' and an LNER B1 double-head an express into St. Pancras. No. 45532 was taken to Kentish Town, 14B, for examination. The fire was dropped and a steam test carried out to check whether there were any leaking boiler tubes or superheater tubes. Nothing was found.

We returned to Nottingham working the 12.55 from St. Pancras with a 16A 'Jubilee' and arrived on time after an uneventful trip. When we arrived at the depot, I was instructed to report to Jack Thompson's office immediately. The Running Foreman tipped me off that someone had alleged that my incompetent firing had been the cause of the delay. Fortunately, I was able to persuade him that I had not dared to touch the shovel in such difficult circumstances. This was confirmed by the report from the driver.

Two days later No. 45532 was allocated to work the 09.15 St. Pancras-Edinburgh, 'The Waverley', so Jack Thompson sent his Chief Traction Inspector to Nottingham station to meet the train and interview the Kentish Town driver for a report on its performance. The driver reported, in a very strong Cockney accent, that 45532 was "the finest \*\*\*\*\* engine I have ever \*\*\*\*\* driven!"

It remained a favourite of the Nottingham drivers until superseded by Sulzer Type 4s. I continued to complete a very happy and enjoyable Improvership at Nottingham, after which I obtained my first supervisory post as Shift Mechanical Foreman at Willesden Steam Shed. A princely salary of £765 per annum came with it!

In 1981, I returned to the Nottingham Division as Divisional Operating Superintendent. My Office was in Furlong House, which was built on the site of the old steam shed. What goes round, comes round! Now, after 25 years of contented retirement, I still have very happy memories of my time at Nottingham.

KIND REGARDS, PHIL DUNKLEY (MEMBERSHIP NO. 1323/10)



Rebuilt Patriot No. 45532 *Illustrious* is seen in pristine condition at Shrewsbury station, date unknown.

© GORDON COLTAS PHOTO TRUST/THE LMS-PATRIOT PROJECT.



Hello Peter,

In response to your recent request for articles, I enclose a couple of snippets and pictures.

I enclose a picture of 762 *Lyn* at Woody Bay taken on 23rd July this year, where I was very lucky to have been the fireman on it from the 21st-23rd on my regular annual visit. It has a couple of things in common with TUW. It is a new build and both projects started in 2008. Whereas ours is not finished yet, theirs was completed in 2017 and by September will have run for two years. I appreciate it is a lot smaller, but I believe the L&B engineers visited Alan Keef regularly at Ross-on-Wye who built it to make sure it was coming along satisfactory so there were no shock surprises waiting in store. I look forward to the PRCLT doing a fine job on 5551 and enjoying seeing it completed hopefully in 2020.



## QUIZ

1. What are these structures for?
2. What country was it taken in? (big background clue!)
3. If you are really clever, where was it taken when I took it in 1976?

JOHN  
BARROWDALE  
(MEMBERSHIP  
NO 50/10)



Send your answers to [memberscorner@lms-patriot.org.uk](mailto:memberscorner@lms-patriot.org.uk). The first correct entry will receive a 5551 keyring and the answers will be revealed in Warrior 43.

A DATE FOR YOUR DIARY

# MEMBERS' DAY 2019

SUNDAY 22<sup>ND</sup> SEPTEMBER\*

For booking details and further information please see pages 8 and 9.

\*Our main day will be Sunday 22nd, but if you are unable to attend on that day we will have volunteers to meet and talk to you on Saturday 21st.

Dear Kevin West, Simon Weston and David Bradshaw,  
I'm generous and kind. I want to donate a bit of money to you, but my friends the ELMSmead staff don't want me donating my money to you. They say that I should keep my money. I can't help you with money, very even though I'm supporting the LMS Patriot Project, and I know what you're building.....LMS Patriot Class number 5551 'The Unknown Warrior' That's the engine I want to see when you're finished, so it'll be very beautiful and very bright red. I'll order a book through the Post later when I've cleared out my old things and told friends and family about it  
Bye bye, gentlemen.  
Love from Mr SGL Leaning of Taunton.  
XXXXXXXXX



# YOUR ALBUM, PATRIOTS VOL. 1

**I was pleased to receive two copies of your album on the Patriots this morning. It is excellent. I know that some of the photos are not brilliant, but they are historically important. I collect 35mm copies of early colour slides, so I am doubly grateful when remembering just how many archives ended up in the skip "because they are only Granddad's old slides"!**

When I was train spotting I quickly learned when a Patriot was coming because of the woofly sound the class made compared with a Jubilee. I hope that the new Patriot makes the same sound.

My best memories were of the members of the class allocated to Bristol Barrow Road. They often hauled the Bristol-York expresses if a Jubilee was unavailable. This unfashionable duty was one of the toughest Class 1 passenger turns in the country – especially on Summer Saturdays. Once the Bristol crews had learned how to fire them – thin fires as on a Claughton – they often got some very good performances. The competition from Castles on Birmingham Snow Hill expresses on the LMS to Cheltenham provided the inspiration to do well.

The one thing that strikes me is how tidy the steam era railways were; no litter or six foot high weeds on the track or earth works. The photos you have selected also show what an amazing collection of rolling stock actually ran behind them. I hope you don't mind me adding my own comments to your collection of shots.

*Page 9 (left)* – Note the superb roof detail for LNWR and LMS modellers. Most of the coaches are the product of Wolverton.

*Pages 10-11* – Superb shot of 45500 on the WCML. This shows the ex-Claughton wheels, Fowler valve gear and Stanier buffers.

*Page 12 (top)* – 45501 has been given Stanier bogie wheels.

*Page 12 (bottom)* – This is an L&Y diagram ('C' is for the old LMS Central Division which was the former L&Y lines). The first two cars are Gresley stock followed by a Thompson car.

*Pages 14-15* – This is another superb shot of 45501. The first car is an Ivatt Porthole Brake 3rd followed by a Collett 57ft Bow-ended Corridor Composite and a Collett 57ft Flat-ended Corridor Composite.

*Page 19* – The first car is a Fowler two-window design with an experimental underframe. These were built with soft Government loans to reduce unemployment in the steel industry. When The Leicestershire Regiment (The Tigers) was given Royal status the loco got new two-line nameplates.

*Page 22* – 45504 has one Stanier and one Fowler wheelset on her bogie. The three driving wheels are all Stanier designs.

*Page 23* – The first car is a GWR prize cattle van with room for two beasts. It also has gas light illumination.

*Page 27* – The first four cars are of Gresley design so I suggest that this is a Liverpool-Hull express.

*Page 30* – 45506 is trailing ex-LNER stock so this is probably a Bristol-York service. This spot near Twentytells Road is very popular for photographers as it is a natural sun trap.

*Page 36* – 45507 is technically overloaded with 12 cars on. This duty should have been given to a Royal Scot. Cars seven and eight are GWR Collett Bow-ended stock.

*Page 38* – Another super shot, and the rolling stock is a joy for anyone who prefers to accurately model LMS trains. The first car is an LNWR 40ft Full Brake, these were seen all over the network. This is followed by a Fowler Suburban three-set consisting of an LMS Brake 3rd, Midland Composite and LMS Brake 3rd. Then there is a LNWR Brake 3rd, a LNWR 50ft Corridor 3rd and a LMS Fowler Corridor Brake Composite.

*Pages 44-45* – This train is a bit light for a 5XP loco. She is trailing an almost complete Stanier set, apart from Car No. 5 which is an Ivatt Porthole design. The destination board on the BR Mark 1 opposite says Newcastle to somewhere?

*Page 46* – The first car behind 45509 is an LMS two-window design.

*Pages 48-49* – Another superb shot. I wonder if His Grace the Duke of Devonshire is joining the service?

*Pages 54-55* – The first car behind 45510 is another example of an LMS Brake 3rd with the minimalist experimental underframe. I believe that there were only ten Brake 3rds of this design built, but they were very well photographed.

*Pages 60-61* – No prizes for guessing where this shot was taken, it could only be Nottingham Midland!

No. 45512's bogie and driving wheels are all Stanier designs. The first car is a Fowler Corridor Brake Composite, which were far more comfortable than most of the current operators can manage. The second car is one of the Midland's superb dining vehicles, these were some of the best appointed coaches ever built – and it is a pity that GWR CME Charles Collett wasn't sent to Derby's Carriage Works. He might have learnt something about giving his passengers comfortable seats.

*Page 68* – Another winning shot of a 5XP. Behind 5514's tender is a superb Midland Corridor Brake Composite. Are you sitting comfortably... this is followed by a North British Corridor 3rd, followed by a Stanier Brake 3rd, a Fowler Corridor Composite and a superb Midland Restaurant Car.

*Page 69* – Behind 5983 is a L&Y Corridor 3rd, followed by one of those Corridor Brake 3rds with the experimental underframe. The fourth car is a Stanier Kitchen car.

*Page 70* – This is a Birmingham to Manchester express via Stoke-on-Trent. The Royal Scots weren't allowed on this route until the 1950s.

*Page 78* – The Battalion is hauled back to barracks having served a world record 20 years. A set of teak corridor stock still in LNER livery was mustered for the troops to travel back to their depot.

*Page 83* – It was very rare to see a Patriot on 'The Waverley' express. Had the booked loco failed?

*Page 90* – A Patriot on 'The Mancunian' express was a regular working as Royal Scots were banned from going via Stoke-on-Trent until the 1950s.

*Page 94* – This was the second loco to be named after Coventry's patroness, the GWR beating the LMS to it by a few years. Actually Lady Godiva was the most powerful woman in Anglo-Saxon England. Her only daughter married King Harold I and her nephew Hereward the Wake led the English resistance against the Normans. The story is Norman spin, only the King could levy taxes. Lady Godiva and her husband Lord Leofric usually gave at least half their annual income for the works of the Lord to relieve poverty, sickness and look after those who were too old for work.

*Page 95 (top)* – The first three cars are GWR stock. They could have been added at Crewe or Newport. Suggest that she has either the Plymouth-Manchester or Swansea-Manchester express via Shrewsbury.

*Page 95 (bottom)* – The first car is LMS two-window stock followed by a Collett Flat-ended Corridor 3rd, a Collett Flat-ended Corridor Composite and a Collett Bow-ended Corridor 3rd. This looks like it has been photographed between Severn Tunnel Junction and Newport in the Land of Song.

*Page 99* – This is another superb shot of a Patriot in action. The crew of 45520 will be earning their money as they slog across the Pennines via Standedge Tunnel.

*Page 100* – The first car is a rare Fowler/Stanier Corridor Brake Composite. They have Stanier sides and seating but Fowler roof and ends. The second is a GWR 57ft Composite Restaurant Car followed by two Collett Bow-ended coaches. I suggest that this is a Plymouth-Manchester via Shrewsbury service.

*Page 101* – She will get at least another four coaches attached at Stockport. These will have called at Pennine stations as far as Hellfield. The first car is one of the rare Corridor Brake 3rds with the experimental underframe.

*Page 104 (bottom)* – I wish that this shot was in colour.. The Full Brake looks like a Midland or Caley design. This is followed by a LNWR cove roof Brake 3rd, then that rare Corridor Brake 3rd, a Fowler steel-panelled Open 3rd, a superb Midland Restaurant Car, two Fowler corridor coaches with a Stanier Brake 3rd at the rear.

*Pages 106-107* – This is a superb shot of 5521 taken in the Holy City! She has the Birmingham-Manchester express via Stoke-on-Trent.

*Page 110* – 45523 is about to haul the long-standing Leamington-Liverpool Breakfast Car Express. This was all stations via the Coventry Avoiding Line between Crackley Junction and Berkeswell – and then fast to Liverpool Lime Street.

*Page 116* – As at least the first four coaches are GWR Collett stock, I would suggest that this is either the Plymouth-Manchester or Swansea-Manchester via Shrewsbury. Given all the heads looking out with short back and sides, could this be carrying lots of servicemen home?

Once again thanks for an excellent album of shots of Patriots. I hope there will be a Volume 2 featuring the rest of the class.

On Monday 15th June the RCTS West Midlands Branch welcomed back John Hastings-Thomson as a result of a unanimous vote from his first visit in 2013, when he gave us an update on the Patriot Project.

YOURS SINCERELY, CHRIS YOUETT.



# ORDER YOUR BESPOKE MEMBERSHIP NUMBER

You can now change your membership number to any of the Patriot loco numbers – either LMS or BR – for a donation of £80. We will then issue you with a new membership card and a certificate with your chosen number, plus the donation you make goes towards your ticket for the first train. (Please note: 5551 and 45551 are no longer available)



Numbers will be sold only once and are on a first-come, first served basis. The numbers are available in LMS Crimson Lake, LMS lined Black, BR Locomotive Green and BR lined Black.

Call the office on  
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# WORD SEARCH 18 REGIMENTS (PART 2)

ANZAC • BORDERERS • BEDFORDSHIRE • BUFFS • COLDSTREAM GDS • CYCLIST(S) • DORSETSHIRE  
DUBLIN FUSILIERS • DUKE (OF) EDINBURGHES • EAST YORKSHIRE • ENGINEER(S) • ESSEX  
FLYING CORPS • GLOUCESTERSHIRE • GORDON HIGHLAND • GRENADEERS • HAMPSHIRE  
HUNTINGDONSHIRE • HON ARTILLERY CO • KINGS LIVERPOOL REGIMENT • LEICESTERSHIRE  
MONMOUTH • NAVAL/GUNNER(S) • NORFOLK PALS (x3) • PRINCESS CHARLOTTE WALES  
PRINCE OF WALES • RWAFF (x3) • ROYAL CANADIANS • ROYAL FUS'ILRS • ROYAL GUERNSEY  
ROYAL IRISH • ROYAL SCOTS FUSILIERS • SEAFORTH • SOUTH LANCASHIRE REGT • SUFFOLK RGT  
SHROPSHIRE LIGHT INF • WEST RIDING REGT • WELSH (GUARDS) • TANK CORPS • WARRIOR

What does RWAFF stand for? Can you find ZINC FUSE?

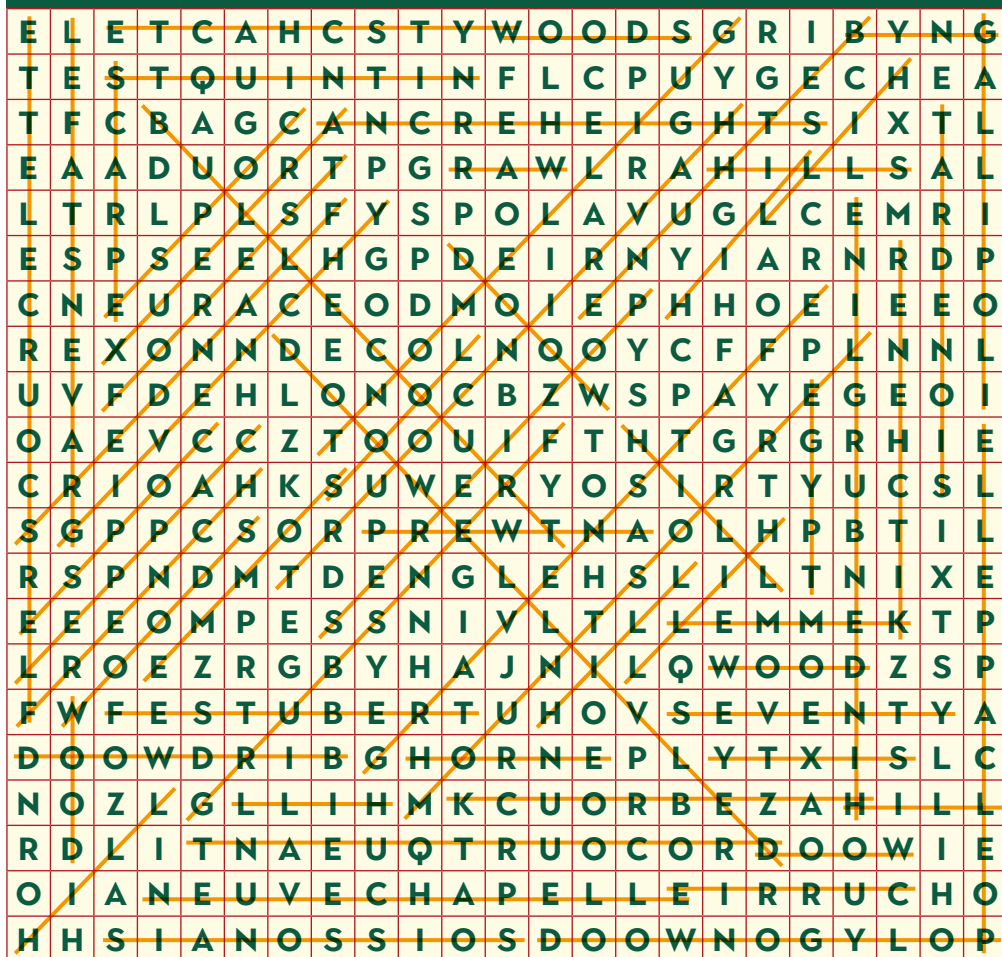
Thanks to Tony A. J. Hewitt of Cheadle, Staffordshire Moorlands.

O	C	Y	R	E	L	L	I	T	R	A	N	O	H	L	P	C	R	W	A	F	F	T
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# WORD SEARCH 17

## ANSWERS: 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  
 GRAVENSTAFE • GUILLEMONT • HAVRINGCOURT • HAIG • HAZEBROUK • HILL(S) (x10)  
 HILL/SEVENTY • HILL/SIXTY • HINDENBURG LINE • HORNE • KEMMEL • KITCHENER • LOOS  
 MOUNT SORREL • NEUVE CHAPELLE • POELCAPPELLE • POLYGON WOOD • POZIERES  
 (THE) SCARPE • SOISSONAI • SOMME • ST. QUINTIN CANAL • TARDENOIS • WAR • WYTSCHACTE



# The LMS-Patriot Company Limited

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

**Patron** Simon Weston, CBE

Company Registered in England and Wales No: 6502248

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**Registered Charity No:** 1123521

**VAT Registration No:** 978 8801 48

**Account Details for Direct Donations:**

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(L-R) Steve Blackburn, LMS-Patriot Company Engineering Director; Andy Collinson, Chairman of Patriot Enterprises (Patriot Trading Company); Simon Scott, CME of the PRCLT; Kevin West, CME of The LMS-Patriot Project and Nigel Barber, from the PRCLT stand in front of 5551 'The Unknown Warrior' at Crewe Heritage Centre on 10th July. PHOTO: BOB SWEET.



Our new home.  
PHOTO: PETE SIKES.