

PROJECT
RESET



NOVEMBER 2021

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The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



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2020 AWARD FOR
COMMUNICATIONS

Editorial

Welcome to another edition of The Warrior. The final magazine of the year falls close to Remembrance Day so we have a couple interesting articles for you detailing how we commemorate the fallen, giving an insight into how the dead of the First World War were, and still are, remembered.

Turning our attention to the locomotive, you may have noticed a new logo located at the top left of the front cover.

Project Reset was presented at a well-attended AGM and was the culmination of almost two years work undertaken by the Project. An extensive report follows starting on page 4.

As a result of the estimated cost of completing the locomotive we need to turn our focus to increasing our fund-raising activities. So my question to you, our members, is do you know anyone or a company who you think would be interested in sponsoring or supporting the build financially? If you do please let us have their details so that we can make contact with them.

We have mentioned on many occasions that your membership is vital to us, we really do appreciate the financial and moral support that you give to the Project. However, would you consider making a regular donation if you don't already. A donation of £10 per month would make a great deal of difference to our regular income and enable us to accelerate the work programme.

We have also been trying to encourage as many of you as possible to sign up to use Amazon Smile and Easyfundraising for your online purchases, only 21 members are currently signed up to do this. It is a very simple process to set up and costs you nothing. Both will then donate a percentage of your purchase price to the Project at no cost to you, see page 51 for details.

I hope you enjoy reading this edition of The Warrior and we send you our best wishes for Christmas and a positive new year.

Best wishes

Pete Sikes, Editor

email: warrior-editor@lms-patriot.org.uk

COVER: Our Patron, Simon Weston CBE admires the crest and nameplate of *The Unknown Warrior* shortly after he unveiled them at our AGM Event at Crewe Heritage Centre in November 2018.

PHOTO: BOB SWEET

Send your comments to: warrior-editor@lms-patriot.org.uk
To volunteer contact: volunteer@lms-patriot.org.uk

Chairman's Thoughts

NOVEMBER 2021

Our 2021 AGM came just a day before Remembrance Sunday, a timely reminder of our charitable aims.

It was also timely that our AGM came at something of a watershed moment for the project. In *Warrior 50* I mentioned the important engineering assessment in progress to check the Frame assembly work done before 2019. This assessment has been completed, which gave us a decent base for the first time to develop the forward programme for the locomotive, and tell you about it.

Because of this, we decided to mark our return to our first face-face contact with our member in two years with a presentation – dubbed Project Reset – on what had happened since the 2019 AGM and on what was in store for the future.

We held our AGM at the Kidderminster Railway Museum, and we were delighted that the room was well filled, with at least 50 members present plus the volunteers and directors. I want to reiterate my thanks to those members who had considered the Covid risks and had in many cases travelled some distance to see us again. Many others had expressed their disappointment at not, in the event, being able to attend for various reasons.

This *Warrior* contains a full write-up of the presentation members received on the day, combining the various photos and tables presented at the meeting with, as far as possible, what was actually said. The clear message on the way forward was (understandably) difficult for some members, but I was encouraged by many supportive comments members made on what they saw and heard, and there were plenty of good-humoured exchanges.

I'd like to reiterate my thanks to Andy C, David, Kevin, Keith, Neil C and Simon Scott for the hard work they put in in the background to allow us to evidence what we are doing, and our *Warrior* Editor Pete Sikes for creating the presentation itself. Several have day jobs; and it's for love not money – a good team effort. I hope you find it interesting and informative.

Mentioning *Warrior 50*, I must in closing say that we were premature in announcing the replacement of all the wheels, based in good faith on the advice we received around the time of the June 2021 inspection. In more recent times we have been in a cooperative dialogue over the options with Boro Foundry, which is continuing at the time of writing. We expect to make a final decision on repair and/or replacement in January. We are sorry for any confusion caused.

To conclude, this *Warrior* will reach you a bit later than usual because of the AGM timing so it is right for me to wish you all a very Merry Christmas and a Happy New Year. May 2022 be a good one for our Project.

All the very best and thank you again for your support.

Colin Hall

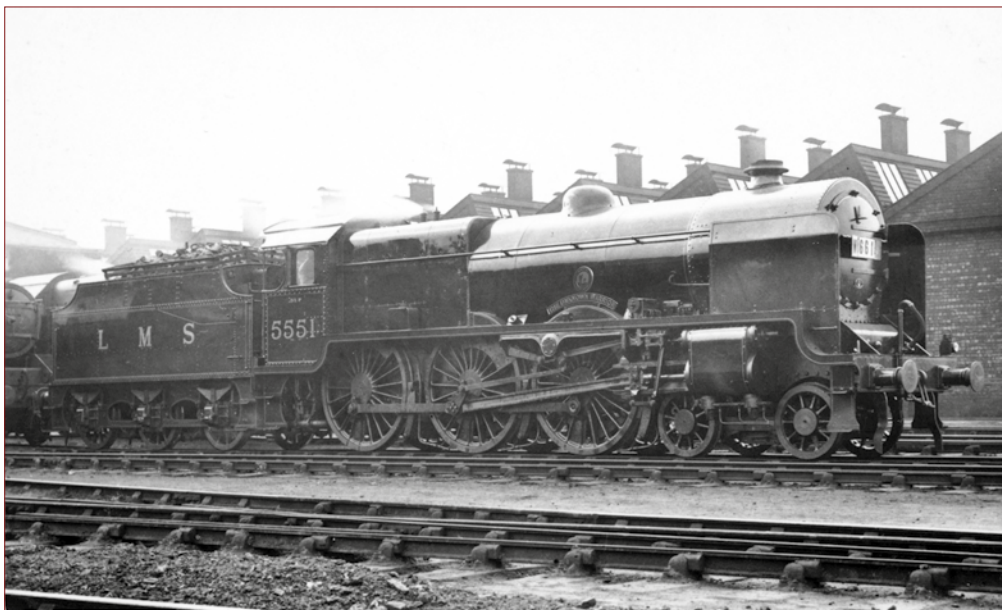
COLIN HALL, CHAIR
chairman@lms-patriot.org.uk

PROJECT RESET

This article is based on the presentation given by Colin Hall about **Project Reset** after the company AGM on 13th November 2021 which was held at Kidderminster Railway Museum

Thanks to the wonders of digital publishing we have an image of The Unknown Warrior re-imagined in a historic setting complete with its evocative Remembrance nameplate. Someone said that it looks like Crewe or Kentish Town. This is the dream; the dream that keeps us all going on the project as volunteers and loyal supporters.

But what happens when we wake up?



A common reaction is "well that was nice, but will it be finished in my lifetime? It's a reasonable question – we're all getting older - and one that I will do my best to answer in this article. I'll cover what has happened since our last formal AGM in Autumn 2019; the causes and what we have learnt from them, and explain our programme for completing the locomotive. We are calling this **Project Reset**.

What has happened since 2019

Despite the Covid Pandemic, many good things have happened since our 2019 AGM (which was itself a difficult experience).

- We are working better together as a team;
- we are communicating more frequently and regularly with our members;
- we hold regular site meetings with our main assembly contractor, PRCLT, and have formed a good bond with them;
- we now do cash flow forecasting;
- we are in touch with, and have listened to, the A1 Trust and other new build projects.

The key changes we have made are the appointment of Ricardo Certification as our certification body for main line running and getting going with risk assessment.

These changes are a consequence of understanding the rail industry safety certification requirements for new-build steam locomotives, something we explained in more detail in Warrior 44.

Work has continued quietly but steadily over the period at HBSS and Leaky Finders on the boiler and the tender frames. We thank these two important contractors for the progress and quality of their work.



Above: No. 5551 as it appeared at the AGM held at Crewe Heritage Centre in November 2018.



Three years on and there's plenty of work going on, but this is to inspect all parts attached to the chassis.



But... looking in from the outside, it seems as if progress with chassis at West Shed has gone backwards. The pictures on this page are better than a thousand words. In 2018 on Armistice Day at Crewe, yes, the tender was borrowed, but it looked as if the engine was nearly finished. On Armistice Day 2021 there was plenty of evidence of action, but in the opposite direction; and the full extent of our issues with the driving wheels became clear after a British Engineering Services Inspection in June this year.



What are the reasons

It has been a journey of discovery since Autumn 2019, well beyond scope of our first contract with PRCLT, which was simply to take the chassis and the components to hand and finish the loco. At times it has seemed like a nightmare ride – sometimes it felt as if new issues were emerging at nearly every project meeting.

We have been guided professionally by our certification body, and even more so by the engineering experience of PRCLT. They have been carrying out detailed assessment of components ever since 2019 and then carrying out remedial work. This stepped up in 2021, and in May we took the important decision to carry out a full assessment of the previously assembled frames.

It's been a gradual work process, with limited resources in 2021, as we knew that PRCLT had to concentrate their work on the overhaul of their own loco 6233 *Duchess of Sutherland* between February and October this year.

However we reached a watershed this Autumn 2021 when the assessment was completed.

For the first time, we know where we stand, and have a baseline for planning completion.

A member of the PRCLT engineering team – with admirable trenches humour – decided to rename *The Unknown Warrior* as *The Unknown Workload* – well, it's not unknown any more.

I'll come on to the work programme, but first something on the causes.

I put together a chart attempting to summarise the rectification work we are having to do and the reasons:

- Major assembly quality issues with our previous main contractor
- Manufacturing quality issues
- A number of our own design assumptions
- The questionable use of donor components
- To these we have to add our own historic documentation and quality control shortcomings.

The main items are shown in red in Table A on the right, the most recently identified being the reassembly of the frames. There are about 20 items – the air brake work is our own change of scope.

From these key items an extensive spreadsheet has been put together by Kevin West, a snapshot of which can be found on pages 12 and 13, accompanied by his excellent explanation of the engineering detail in relation to the frame reassembly, that he presented at our AGM.

We think the work overall will have cost us £350,000–£400,000, without considering the years it will have taken us to put things right. But it is much better for us to face this now, rather than further into the life of the project.

I have to tell you where we are with the driving wheel defects. Boro Foundry are cooperating with us in investigating the cause and the solution. We have support from a metallurgist and our certification body in assessing what is proposed. Repairs would have to be acceptable in engineering and risk management terms. We plan to make a decision on replacement or repair by January 2022, and we have included the project impact in our work programme.



We have learned our lessons – they mirror the reasons I have quoted for the work we have to do. But to this must be added forecasting realism. We all know that 'deadlines' have not been met in the past.

TABLE A: WHAT WE ARE HAVING TO FIX?

ITEM	ACTION	CAUSE			UNUSABLE DONOR COMPONENTS
		DESIGN	MANUFACTURING QUALITY	ASSEMBLY QUALITY	
FRAMES/CHASSIS ASSEMBLY	Reassemble				
BOGIE	Redesign/Replace	●	●	●	●
DRIVING WHEELS	Replace/Repair		●		
LUBRICATION PIPING	Replace	●		●	
BRAKE HANGER BRACKET/CROSS SHAFT	Risk assess	○			
EXPANSION LINK BEARINGS	Replace			○	
REAR CYLINDER COVERS	Repair		○	○	
CYLINDER EXHAUST PORTS	Repair			○	
BRAKE CYLINDER TRUNNION BRACKETS	Repair			○	
HORN GUIDES	Repair		○	○	
ALL FRAME ASSEMBLY STUDS	Replace		○	○	
DRIVING WHEEL SPRINGS	Replace		○		
MOTION COMPONENTS (PART)	Repair/Replace		●	●	●
SPRING HANGERS	Replace		○		
OUTSIDE CYLINDERS	Modify	○			
REVERSER SHAFT (CENTRE)	Replace			○	
STEAM INJECTOR SYSTEM (LMS)	Redesign	○			
MECHANICAL LUBRICATORS	Redesign/Replace	○			○
BRAKING SYSTEM	Change of scope	○			
TENDER FRAMES	Reassemble/Repair			●	●
BOGIE AXLES AND WHEELS	Still to be tested				

Here is a snapshot of a spreadsheet that has been created to illustrate the issues found at component level. The columns list the faults, the rectification work required and finally to track and document progress on the work required.

This is just a small section of the sheet that covers the Main Frame Assembly. There are 157 lines on this sheet. There are 27 pages that cover the rest of the Locomotive and Tender so far.

Why are we having to do this?

Following removal of the Outside Cylinders and discovery of ‘mill scale’ on the Frame plates this lead to us questioning the state of the frame plates under the other components fitted in this assembly, such as the Stretchers, Horn Guides, Drag Box and Spring Hangers. A sample Horn Guide was removed and showed up a number of issues. These primarily stem from the methods employed during the early days of the project.

This picture below shows one of the fixing holes for the removed Horn Guide. The mill scale is clearly shown on the frame surface. The edge of the hole shows a number of burrs that have been formed when the hole has been drilled and reamed. We believe the fixing holes were drilled, reamed and the fitted bolt fitted in turn. This would account for the burrs. The correct method is to drill and ream all the holes, then remove the Horn Guide and de-burr all the holes before replacing the Horn Guide and fitting the bolts.



The picture on the right shows one of the Main Frame plates following removal of one of the Spring Hanger Brackets. It can be plainly seen that there are three surface conditions. There is shiny steel where the two parts are in close contact. The darker areas are where there has been a small gap between the parts and dirt has accumulated in the gap. Finally, below the central hole can be seen surface corrosion. This is where water has entered the small gap and started to attack the metal. The small gap is caused by the burrs on the fixing holes holding the parts apart. The only correct solution is to systematically remove, repair and refit all these parts, using the correct standard procedures and methods. This is being undertaken in a planned sequence which maintains the alignment of the Frame Assembly. This will include all new rivets and Fitted Bolts as required which will have all the correct documentation, which is mostly missing for the original assembly.

RECTIFICATION WORK PROGRAMME

PATRIOT PROJECT CAD PROGRESS						
Part number	Description	Quantity	Material	Faults identified	Rectification work	Material documentation to hand
Frame Arrangement						
MAIN FRAMES						
D30-11675-1	RH Main Frame	1	EN 10025-2 S355JO	Mill Scale on Frame surface	Remove parts and clean back Frame surface	
D30-11675-2	LH Main Frame	1	EN 10025-2 S355JO	Mill Scale on Frame surface	Remove parts and clean back Frame surface	
D30-11675-14	Stiffening Plate	2	S275			
Rivets		16	TBC	Specification	Check and replace if required	
D30-11675-27	Stiffening Plate	2	S275			
Rivets		14	TBC	Specification	Check and replace if required	
D30-11675-20	Cover Plate at Cylinders	1	S275			
Bolts			TBC	Specification	Check and replace if required	
D30-11675-30	Cover Plate at Cylinders	1	S275			
Bolts			TBC	Specification	Check and replace if required	
D30-11680 - LH	Life Guard - LH	1	S275			
D30-11680 - RH	Life Guard - RH	1	S275			
Bolts		8	TBC	Specification	Check and replace if required	
Buffer Assy	Buffers	2	Legacy	Refurbish		
Fixings	Bolts, Nuts	8	TBC	Specification	Check and replace if required	
BUFFER BEAMS						
D30-11675-3	Front Buffer Beam	1	EN 10025-2 S275JR	Check Frame surface.	Remove beam to check	
30-11665-6	Front Beam Vertical Angle LH Outside	1	RSA			
30-11665-6-RH	Front Beam Vertical Angle RH Outside	1	RSA			
30-11665-7	Front Beam Vertical Angle LH Inside	1	RSA			
30-11665-7-RH	Front Beam Vertical Angle RH Inside	1	RSA			
Fixings	Bolts, Nuts, Rivets		TBC	Specification	Check and replace if required	

All text and images: Kevin West



Current Progress

To date all of the Horn Guides and Brake Hanger Brackets have been removed from the Frames, along with the two leading Stretchers, the Bogie Mounting Stretcher and Outside Cylinders. The Inside Cylinder is ready to be removed. The front of the loco is being dealt with first and once complete attention will turn to the rear. This will ensure the frame alignment is maintained correctly whilst the work is undertaken. Each stage will be signed off to the required standards.



The vast majority of parts we have had manufactured for 5551 are suitable for future use, although they may need a little detail work or some form of testing to confirm that the material conforms to the required specification and provide the required documentation.

Our completion programme

I think this may be the first time we have presented our work to you in this way.

First, the cost: The table below summarises the spend anticipated to complete the locomotive. This is based on cost estimates for materials and labour required and includes provision for our certification costs.

Workstream	Estimated Expenditure
Total spend to date	£2,799,000
Spend to complete	£1,562,520
Locomotive Chassis	£658,760
Boiler (including estimate for tubes, backhead fittings and ashpan)	£268,000
Tender (including tank)	£80,000
Final Assembly (Boiler install, piping up, including TPWS, OTMR)	£555,760
Total Estimate	£4,361,520

On the programme, the key milestones in our 'best case' scenario are:

- **December 2022**
Driving wheels recovery complete
- **June 2023**
Frame rectification work complete – chassis re-wheeled
- **December 2023**
Delivery of tender frames to PRCLT (for air brake fitting)
- **December 2024**
Lubrication and braking systems and all motion complete
- **December 2024**
Boiler complete ready for installation on chassis
- **December 2026**
Locomotive final fitting out complete

Our **Assembly Schedule for 2021–2026** shows over 50 costed work packages for completion against the best case scenario – the work behind the key milestones (see **Table B** on **pages 16 and 17**). Again, I think this is something else you are seeing for the first time, and I would like to thank Andy Collinson for his hard work in figuring all this out alongside his busy day job.

The bar charts on the right show our **Income and Expenditure Projection** and how the

project spend and income come together. This concentrates the mind, as our income projection is crucial for forecasting and actual progress. We have created two scenarios: the first – best-case which looks for income recovery as we progress, and the second which leaves income flat at its present level – with completion slipping accordingly.

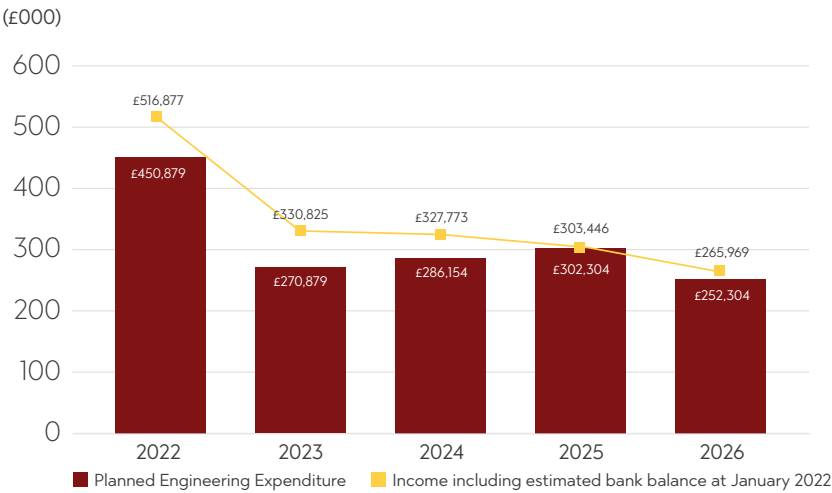
These forecasts have to be qualified for other reasons as well as income.

Pricing assumptions for materials and labour are subject to fluctuation and change. Our contractors' commitment is not open to question, but resourcing setbacks are always possible in – with all apologies – our 'cottage industry' environment. Last but not least, although our partners and contractors bring plenty of the right experience to the table, building a replica Patriot to a 90-year-old design is a novel experience for us all. Like the weather (hopefully even better) our forecasting will get more accurate as we get closer to the day.

Can I stress though that finance is the driver for all this. Simon Scott at West Shed has a clear picture of the work that is required and we all believe the programme could be accelerated if we could achieve a step-change in fund-raising. We will do our level best to work on this (and any help would be much appreciated!) but we have as yet no basis for including this in a project forecast.

INCOME/EXPENDITURE PROJECTION

INCOME AGAINST ENGINEERING EXPENDITURE – SCENARIO 1



INCOME AGAINST ENGINEERING EXPENDITURE – SCENARIO 2

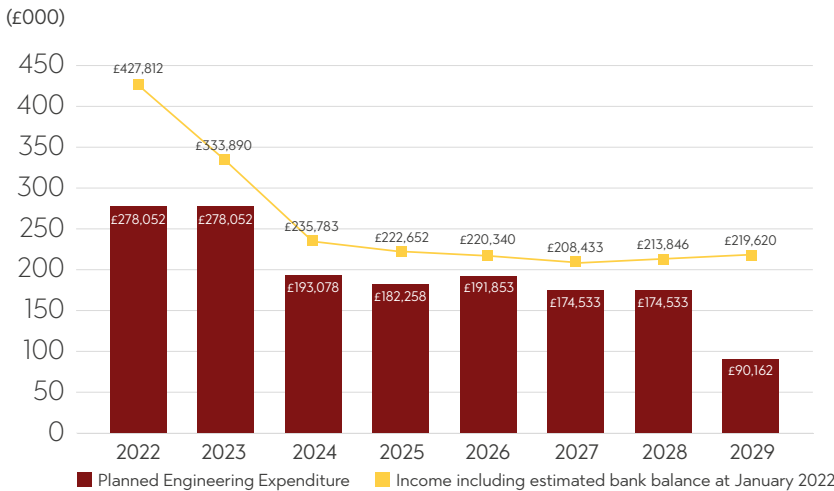


TABLE B: ASSEMBLY SCHEDULE 2021–2026 • BEST CASE

Item Ref.	Task Description	Start Date	Est. Delivery/ Completion	Comments
1	Place order for Driving Wheel Repair/Replacement.	Sept. 2021	May 2022	
2	Design and manufacture lubricators. PRCLT to machine.	Sept. 2021	July 2022	
3	Remove inside cylinder.	Oct. 2021	Feb. 2022	
4	Outside Cylinder Remediation – weld guide bars in the valve chest	Oct. 2021	Dec. 2021	
5	Frame remediation – shot blasting, remove horn guides. Four stretcher bars. Outside motion brackets – front end and reassemble.	Sept. 2021	May 2022	
6	Bogie wheels and two axles to be ultrasonically tested	Jan. 2022	Jan. 2022	
7	Motion: All legacy motion is to be X-rayed and inspected. Quotations are to be obtained to replace the following legacy parts: 1x left outside radius rod; and the connecting rod to ensure correct balance and even weight distribution with the existing new one. It is possible 2x outside combination levers, 1x outside union link will also be required subject to testing. All new motion components that have been cast and machined are to be stress relieved and case hardened if necessary. All substandard bushes fitted by Llangollen to be replaced.	Nov. 2021	Dec. 2022	
8	Order new fitted bolts (circa 300) – to be phased.	Nov. 2021	June 2022	
9	Bogie: Offer bogie manufacture assembly out to tender (PRCLT to undertake axlebox machining).	Dec. 2021	May 2022	
10	Place order for Driving Wheel tyres.	Jan. 2022	May 2022	Currently 15 week lead time
11	Boiler backhead fittings: Design and order.	Feb. 2022	Feb. 2024	
12	Frame remediation – shot blasting, remove horn guides. Four stretcher bars. Outside motion brackets – rear end and reassemble.	Feb. 2022	June 2022	
13	PRCLT to machine lubricators and complete lubrication pipework.	Feb. 2022	Aug. 2022	
14	Bogie: Evaluate tender returns and award manufacture. Delivery of bogie required before locomotive is lowered back onto its driving wheels.	March 2022	Dec. 2022	
15	Machine wheels, fit axles, crank pins, tyres.	June 2022	Sept. 2022	Duration to be confirmed – Riley and Sons.
16	Spring hangers and pins to be replaced.	June 2022	July 2022	
17	Manufacture replacement centre section of reverser and install. Outside sections to be retained.	June 2022	Oct. 2022	
18	Weld, machine and fit new rear cylinder covers.	June 2022	Aug. 2022	
19	Install main line running gear, TPWS, ERTMS.	June 2022	Dec. 2026	
20	Install air brake system to locomotive chassis and tender chassis.	July 2022	Dec. 2024	
21	Driving wheel axleboxes: remove existing white metal. Re white metal, bronze and machine.	July 2022	Dec. 2022	
22	Injectors: deliver our exhaust injector to PRCLT from HBSS. Test that it is fit for purpose.	Dec. 2022	Dec. 2022	
23	Install driving wheels.	Dec. 2022	Dec. 2022	
24	Deliver tender chassis to PRCLT for air brake fitting.	Dec. 2022	Dec. 2022	
25	Machine and fit all motion bushes.	Jan. 2023	June 2023	
26	Complete motion assembly and fitting to rolling chassis	Jan. 2023	Dec. 2023	

Item Ref.	Task Description	Start Date	Est. Delivery/ Completion	Comments
27	Obtain materials from Tyseley for the valves, pistons and crossheads. Machine and fit.	Feb. 2023	Dec. 2023	
28	Order/Fabricate ashpan.	Oct. 2023	Dec. 2023	
29	Deliver boiler to PRCLT.	Dec. 2023	Dec. 2023	
30	Fit ashpan to firebox, lower complete boiler assembly into frames.	Jan. 2024	Jan. 2024	
31	Bolt front tubeplate to stretcher 5, bolt smokebox to chassis and fit firebox expansion slides.	Feb. 2024	Dec. 2026	
32	Fit inside valve crosshead lubrication tunnel.	Feb. 2024	Dec. 2026	
33	Fit main steam pipes from header to cylinders.	Feb. 2024	Dec. 2026	
34	Fit blast pipe and exhaust pipework from cylinders, fit smokebox floor plates and complete sealing of smokebox floor plus add concrete. Install petticoat pipe.	Feb. 2024	Dec. 2026	
35	Supply, fabricate and install spark arrestor gear.	Feb. 2024	Dec. 2026	
36	Fabricate copper pipework, fittings and install pipe runs to both injectors. Supply and fabricate copper pipework, fittings and install pipe run to the drains from both water gauges. Fit vacuum and steam brake combination valve, supply fabricate and install pipework from brake valve, pipework alongside boiler to vacuum ejector. Exhaust from brake valve also steam supply to brake cylinder. Supply, fabricate and install Pipework from ejector to train pipe, drain from ejector. Supply, fabricate and install pipework from cab sander valve to sanders. Install vacuum ejector, supply, fabricate and install pipework – left hand side of the boiler.	Feb. 2024	Dec. 2026	
37	Fit whistle operating gear in cab roof.	Feb. 2024	Dec. 2026	
38	Install grate, supply and install concrete arch and couple up ashpan dampers, need to establish whether grate will need re-fitting after steam test at HBSS. Firehole ring bottom protector plate also smoke deflector plates.	Feb. 2024	Dec. 2026	
39	Install firehole door and mechanism.	Feb. 2024	Dec. 2026	
40	Install snifting valves.	Feb. 2024	Dec. 2026	
41	Fit vacuum, steam heat, boiler pressure and air gauges in cab and pipe up same.	Feb. 2024	Dec. 2026	
42	Supply, fabricate and install steam heat pipework to front of chassis – route to be determined.	Feb. 2024	Dec. 2026	
43	Install handrails on boiler side.	Feb. 2024	Dec. 2026	
44	Install cab windows and deflector shields.	Feb. 2024	Dec. 2026	
45	Install cab seats.	Feb. 2024	Dec. 2026	
46	Install cab floor structure.	Feb. 2024	Dec. 2026	
47	Install slacking pipe cock into cab, supply, fabricate and install connecting pipework.	Feb. 2024	Dec. 2026	
48	Install Speedometer in Cab and drive from left hand Trailing Driver.	Feb. 2024	Dec. 2026	
49	Fit crinolines to boiler and firebox.	Feb. 2024	Dec. 2026	
50	Install boiler insulation to boiler and firebox.	Feb. 2024	Dec. 2026	
51	Fit free issue boiler cladding and bands, secure same to include for various cut outs to clear handhole doors and washout plugs.	Feb. 2024	Dec. 2026	
52	Install smoke deflectors.	Feb. 2024	Dec. 2026	
53	Complete fitting out of cab floor, cab furniture and generally complete cab internals.	Feb. 2024	Dec. 2026	
54	Weigh locomotive and set springs.	Feb. 2024	Dec. 2026	
55	Install Tender Tank and complete.	Feb. 2024	Dec. 2026	
56	STEAM!		Dec. 2026	

There are two areas of work that I must mention to complete the picture.

Table C is a snapshot of our work in progress on Project Control. We have – again for the first time – a decent baseline to allow for much better project control. This is a project management tool of the type many of you know about, where work packages duration, start and finish dates (planned and actual) and dependencies tie together to guide us. Our Project Director Keith Riches has been itching to get to this point, where we can look forward and track progress with greater confidence, and he is determined to drive this work forward.

Table D is another snapshot – this time on Risk Assessment. This table is our risk assessment on the bogie, developed alongside the planned rework of the bogie to the original Patriot design. This subject deserves an article all of its own, but basically it documents how we identify all the hazards and risk associated with the bogie; and how we demonstrate that we comply with the Safety Requirements. We need to do this for the whole loco. It's lot of work but it's essential, and we have the time. I vividly remember meeting in 2016 with Phillip Sharpe the then Principle Vehicles Engineer at the ORR (the Rail Regulator or HMRI in the past) who looked at me and said "Remember the most important thing in a safety plan is the Risk Assessment". Thank you to David Tuffin for steering this work forward.

Neither of these workstreams can be completed by one person in isolation – they require a team effort.

Note from the editor:

I realise that it is near-on impossible to read the content of **Tables C** and **D** without the use of a very strong magnifying glass! They are reproduced here to show the amount of work that goes into the areas of Project Control and Risk Management and that a system is now in place to inform exactly where the build stands. These will be updated on a regular basis.

If you want to read the content of the tables
you can download a pdf of the 2021 AGM
presentation from our website:
www.lms-patriot.org.uk/agm2021

TABLE C: RECOVERY PLAN – PROJECT CONTROL

[illegible]

TABLE D: RISK MANAGEMENT DOCUMENTATION

PATRIOT PROJECT 5551: BOGIE HAZARD TECHNICAL ASSESSMENT							
Hazard	Cause	Fault/Reason	Likelihood+Severity = ?	Principle of Comparison	Safety Requirements	Demonstration of Compliance	References (Project Doc.)
BOGIE DERAILMENT BOGIE FAILURE Leading to Engine failure Possible injury Possible fatality Network disruption Cost implications	1. Frame structural failure (new build)	Crack/fracture of: Side plate/ centre cast/ rear tie bar Front stretcher fracture. Failure of attachment bolts. (New front plate to attach AWS)	1 + 2 = 3 1 + 1 = 2	Reference System Standards Reference System (LMS Royal Scot 46100) Standards Standards	Design: To Original LMS Drawing D32-12350 Manufacture: Correct materials and specification. (original BR specification has been updated) Design: Derive a new CAD drawing for front stretcher based on the LMS Royal Scot 46100 bogie. Manufacture: Correct materials and specification. Maintenance: By regular inspection.	The aim is to accurately replicate the original Patriot bogie design. LMS Drawing D32-12350 has been used to derive new 3D CAD data; 2D drawings to follow. Manufacturer will be RISAS compliant using updated material specifications. Original Patriot Class engines were fitted with a modified front stretcher to carry AWS equipment in the 1950's which performed satisfactorily but no drawing or pictures exist. LMS 46100 bogie has been inspected, measured and photographed to provide new CAD. The frame plate will be squared off for more positive fixing (prev. approved by Ricardo). Original Patriots and Royal Scot 46100: satisfactory in service record with this modification. Manufacture will be RISAS compliant with updated material specifications. Inspection programme and log to be developed.	D32-12350, CAD. Supplier/ order. CoC. QA/ sign off. LMS46100 information. New CAD. Stress data? Evidence data? tbd
	2. Leading Wheelset Failure (new build)	Spoke/hub fractured. Axle cracked. Tyres damaged.	1 + 5 = 6	Reference System Standards	Design: To original LMS Drawings. Manufacture: Materials to correct specification. Maintenance: By regular inspection.	Parts manufactured according to original LMS drawings. Wheelpan pattern by Premier Patterns. Wheelpan casting by Micron Castings. Axle machined by Harco Engineering. Wheel centres fitted by South Devon Railway. Tyres fitted by South Devon Railway. Tyres profiled by LM Depot Tysleye. Assembly at South Devon Railway complied with rail industry standards (RIS). Planned inspection schedule to be RIS-2766 compliant.	Drawings ref. RISAS paperwork. CoC. QA sign off. tbd
	3. Rear Wheelset Failure (ex-Barry 8F 48518 item)	Spoke/hub fractured. Axle cracked. Tyres damaged.	2 + 5 = 7	Reference System Standards	Design: LMS Design/Specification Manufacture: Provide service history/provenance. Must prove still fit for purpose. Maintenance: By regular inspection	Planned inspection schedule to be RIS-2766 compliant. LMS legacy 3" 31" wheelset. Obtained from pony truck on Stanier Class 8F 48518 built Doncaster 1944, but actually an earlier Midland Railway part. Mileage in service unknown. Axle tested – satisfactory (Langellen Engineering). Castings – NDT tested. Passed. Following Ricardo inspection (2020) axle skimmed in wheel lathe to remove pitting and confirm no deeper flaws: new tyres to correct spec. fitted at same time (Riley & Son Ltd). Planned inspection schedule to be RIS-2766 compliant.	Test data report ref. RISAS/CoC/QA sign off. tbd
	4. Axle Box overheating/ seizure (new parts)	Excessive wear. Inadequate lubrication.	2 + 4 = 6	Reference System Standards	Design: New 10 inch axleboxes to LMS Patriot design. Manufacture: Correct specification and materials. axleboxes should be bronze with white metal linings. Maintenance: By regular inspection	LMS Drawing D32-12350 doesn't show axleboxes. Original Midland Rlyw axlebox drawings no longer exist. Measurements taken from an original part and new CAD drawing created. Patterns based on the CAD have yet to be made. New parts will then be cast. Proposed modification: oil boxes + oil lines into horn guide cheeks to improve lubrication. Planned inspection/lubrication schedule and log to be developed.	New CAD ref. Pattern ref. CoC. QA. Evidence for mod. tbd
	5. Side Control Springs fail (new parts)	Crack/fracture.	1 + 1 = 2	Risk Assessment (new part/new design) Standards	Design: Altered round section spring design but must confirm meets original Patriot spring specification. Manufacture: Correct steel/size/diameter/stiffness Maintenance: By regular inspection	Original rectangular spring specification as on drawing D32-12350 is no longer available. Modern bogie springs are manufactured to round section design. Tested Spring Co. provided with copy of original spring specification and tasked to supply round section spring of equivalent performance with all supporting documentation. Planned inspection programme and log to be developed.	
	6. Suspension Springs fail (new parts)	Crack/fracture.	2 + 1 = 3	Reference System Standards	Design: To specification on LMS drawing Manufacture: Correct size/spec. steel leaf spring. Maintenance: By regular inspection.	Manufactured as specified to BR standards by Jones & Jones (Engineering Ltd). Planned inspection programme and log to be developed.	
Original bogie specification 6ft 3in. wheelbase 3ft 3in diameter wheels 10 spoke pattern Side bolsters Central pivot Reused original frames			Scoring System Likelihood: 1 = Very low 2 = Low 3 = Medium 4 = High 5 = Very high Severity 1 = Insignificant 2 = Marginal 3 = Moderate 4 = Critical 5 = Catastrophic	Principle of comparison: 1) Industry Standard compliance 2) Reference equivalent LMS Original or similar 3) New part/new design (= new stat. risk analysis) RIS-2004 = Rail Industry Standard for vehicle maintenance. RIS-2766 = Rail Industry Standard for design, manufacture and maintenance of wheelsets.	For each component: 1) Design: Original drawing or new CAD/method. 2) Manufacture: Correct materials. Accredited supplier. 3) Maintenance: Meets industry standards. RIS-2004 = Rail Industry Standard for vehicle maintenance. RIS-2766 = Rail Industry Standard for design, manufacture and maintenance of wheelsets.	General Requirements for all parts: 1. Supplier accreditation (RISAS Approval). 2. LMS or equivalent drawings/CAD. 3. Build and materials specification. 4. Finished item quality assurance. 5. Maintenance schedule, inspection, log. RIS-2004/2766 compliance. Drawings D32-12350 = General arrangement D32-12338 = Bogie frame – Not available D32-12354 = Bolster (previously C.18742) Not available D32-12351 = Side and details – Not available	

Going forward

The question in everyone's mind is "can we be confident going forward?"

Well nobody said this would be easy, but we are doing our best:

- Our present contractors all operate by sound engineering quality management principles.
- We are introducing a documented quality control process.
- We started tackling risk assessment in 2020.
- We have certification arrangements that are fit for main line running.
- We have a project plan and forecast for the first time, replacing deadlines and targets.
- Thanks to PRCLT's assessment of the chassis we now know for the first time the full extent of the work needed to complete the loco to the standards required.
- PRCLT helped to produce our plan – they back it.
- We are managing the wheels recovery to produce the best solution for the project.

I think the answer to the question is yes, but we need to raise the money.

Finally, please forgive me if I just take a step back, lighten up and look at the confidence question from a health perspective – appropriate perhaps in these times of vaccination, lateral flow tests and social distancing.

Imagine The Unknown Warrior was a patient...

The patient suffered multiple life threatening injuries in the conflict at Llangollen, and has hereditary mobility problems the wheels. Complications have set in.

The patient spent many months under a blanket on a trolley at Crewe Health Centre before being transferred to the Locomotive Trust Hospital at West Shed.

The injuries are taking a long time to heal, and required a lot of poking around inside to find out what treatment was needed. The lack of patient medical history records hasn't helped, and there was a shortage of staff down to the pandemic.

The patient has now left intensive care and the return to full health has begun under the watchful eye of the consultant surgeon Simon Scott at the Trust Hospital – that's the first and last time he'll hear me calling him that.

Can I conclude this article by asking you to:

- UNDERSTAND US
- BUY IN TO OUR APPROACH
- SUPPORT US
- CONTINUE TO HELP WHERE YOU CAN

Below: The directors introduce themselves to the membership at the start of the AGM held at Kidderminster Railway Museum on 13th November.



MESSAGE FROM SIMON SCOTT CME, PRCLT WEST SHED

I would have really liked to have been at the LMS-Patriot AGM this year, but I had to be on the road with 6233. We passed through Kidderminster some hours after the meeting ended!

2021 has been a challenging year, but from where I sit I think the Project has reached a turning point. The full assessment we have done of the frame assembly and other components has taken us at last to a point where we can plan with much greater confidence. I look forward to reading about the AGM and Project Reset in the Warrior: we, at West Shed, are determined to play our part in making this a reality.

The Monday after the AGM we were cracking on with work on the frame reassembly. Let's keep working together as a team.

Simon Scott (leaning out of the cab window) and Declan Reilly at Burton-upon-Trent, 30th October 2021. Photo: © John Whitehouse

PROJECT
RESET

PLEASE HELP US WITH FUND-RAISING

We are looking for strategic advice and support on the challenge that we face with fund-raising for our project. If we are to meet – or improve on – our new project forecast that was presented at our Autumn 2021 AGM we have to find imaginative and workable ways of bolstering our income.

If you have proven record in fund-raising – or you know someone who does – please get in touch to discuss how you could help the project.

Contact us by e-mail: office@lms-patriot.org.uk
or alternatively call **07801 945689**

We are ready to listen constructively to ideas, and lateral thinking too.

Thank you for your loyal support

MAIN LINE AND HERITAGE LINE APPROVAL – DIFFERENCES AND CHALLENGES

ALISTAIR LEACH *Principal Consultant – Ricardo Rail*

Many readers will be familiar with L.T.C. Rolt's 'Red for Danger', a masterpiece in analysis of the causes of railway accidents and the resultant improvements in safety that make the UK's railways amongst the safest in the world. The key message from all the death and destruction is that accidents in 'the railway system' are very rarely caused by a single factor, and generally have multiple causes that come together on a fateful day to cause an accident, and pain, sorrow and loss to the families involved.

The approach to Approvals of a new build (or indeed any) steam engine for use on railways in the UK keeps Rolt's key message front and centre.

All UK railways are regulated by the Office for Rail and Road (ORR) in line with what is known as ROGS legislation, with the fundamental principle that the 'railway operation' has a Safety Management System (SMS) that identifies and controls risk wherever it occurs in the railway system.

The level of risk control required differs depending on the risk levels present in the operation, and this is where 'main line' and 'heritage line' diverge. The relatively low duty cycle and low speeds in heritage operation means the overall level of risk present is less than for the main line operation. As such, new locomotives can be accepted for heritage operation through a Safety Verification process provided by an Independent Competent Person (ICP). The ICP is selected based on competence and experience, and checks the design, the build conformity to the design and the maintenance. Typically this would include checks of the design, safety critical manufacturing and risk reviews. The decision to operate is taken by the Railway under their SMS using the ICP to provide justification.

This effectively means that since ORR has confirmed the SMS will control the risks, the engineering and operating organisation of the railway can approve the locomotive for use.

The main line railway is different. The speeds, duty cycle and effects of failure are all much higher, and as such the risk control measures have to be enhanced. The requirement under ROGS legislation to operate a new main line locomotive is that a Certificate must be issued by an Independent Certification Body (ICB) that confirms the design, build and maintenance comply to main line standards. In conjunction with that, a 'suitable and sufficient' risk assessment is required – which should align with the 'Common Safety Method – Risk Evaluation and Analysis' principles. These two key outputs are then checked by the ORR before they issue the Authority to Place in Service (APIS).

Guidance to achieve both these outputs is provided by standards RIS-2003 for Certification and RIS-4472 for Engineering. Demonstrating compliance with these standards demonstrates that relevant risks have been managed.

Risk is managed in three ways, and all three can be applied as necessary:

- Demonstrably comply with suitable standards,
- Demonstrate similarity with something else already approved,
- Assess the risk using engineering judgement.

Within the Patriot Project, the underlying principle in assurance is that the original 1927 design is fundamentally sound. Hence construction (e.g. correct material and inspection processes) and maintenance (e.g. brake testing) of the

original design are the key areas to consider. In addition, any change to the original design must be assessed also – this includes design change (e.g. bogie design), changes to manufacture (fabricated rather than cast), and additional systems (air brakes, radio). In each case, engineering justification of the change must be made using one of the three principles above, using evidence and analysis proportionate to the risk involved.

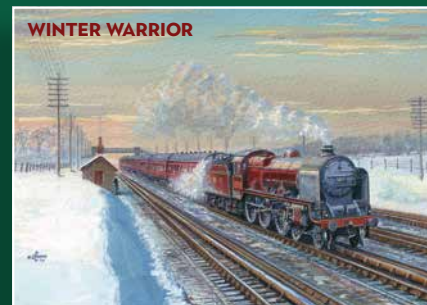
Main line standards have a wide range of technical requirements, such as dynamic (VAMPIRE) simulation to confirm vehicle stability and derailment resistance on modern infrastructure, along with a full compatibility

assessment to the network (e.g. clearances and weights).

In summary, acceptance for main line operation is given by the ORR based on an ICB confirming that the engineering aspects comply to main line standards, and the risk assessment demonstrates risks across the railway system are identified and managed.

The lesson from Red for Danger is that the effect of failure to manage risk in the railway system is so dramatic and painful, that ensuring the locomotive is safe has to be the number one priority, and for this reason early and regular engagement with the assurance bodies is crucial.

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TREASURER'S REPORT

Update for Quarter 2 to 30th September 2021.

NEIL COLLINSON, TREASURER

First thought for the quarter: We are now halfway through what is proving to be a difficult year for the Project on the financial side. The aftermath of the lockdowns is still apparent with the country and the project only now beginning to come to terms with a strange new normal. On with the figures.

INCOME

Total income for the quarter shows a significant reduction compared to last year and is also £5,700 down on the first quarter of this year. It was £55,100 (£116,000 for the year to date) which is 38.8% of the budget set.) It was £99,500 for the same quarter last year and £165,000 for the half year. It includes expected Gift Aid of £4,600. Restricted funding included amounted to £2,000. The annual budget was set at £302,000.

Second thought for the quarter: The chart below will reveal a particularly poor second quarter. I have expanded the columns to six to include both quarter 2 and cumulative figures for both half years. Spot the odd £1 addition discrepancies (only rounding!)

THE FINANCIALS AT A GLANCE – Quarter 2 comparisons including the financial year to date							
QUARTER 2 COMPARISONS		Q2 (2021/22)	Year to date	% of budget	Q2 (2020/21)	Year to date	% of budget
INCOME	Membership	£6,161	£12,304	35%	£12,018	£18,138	54%
	Donations	£44,608	£95,780	38%	£80,827	£138,830	51%
	Loans	£0	£0	–	£0	£0	–
	Sales	£4,370	£7,906	41%	£6,654	£8,055	50%
	Other (interest)	£5	£8	n/a	£2	£25	n/a
	TOTAL	£55,143	£115,998	38%	£99,500	£165,047	50%
EXPENDITURE	Locomotive	£18,072	£42,494	n/a	£44,725	£54,923	n/a
	Tender	£2,807	£2,807	n/a	£3,682	£9,110	n/a
	Boiler	£0	£5,539	n/a	£701	£15,908	n/a
	Other Engineering	£0	£0	n/a	£1,239	£1,239	n/a
	Sub-total	£20,878	£51,687	23%	£50,346	£81,179	35%
	General expenses	£15,350	£23,933	46%	£12,899	£20,786	44%
	Loan(s) and interest	£1,205	£2,196	26%	£11,765	£14,936	32%
	TOTAL	£37,433	£77,176	38%	£75,010	£116,902	36%

Apologies for the plethora of figures shown but I wanted to advise you, our members, of the current situation compared to the same period last year. When I first saw them I was somewhat disappointed. I will not repeat here the words that I used at the recent board meeting. Suffice it to say that it was slightly stronger than the more polite four letter word of dire.

Third thought for the quarter: Do please read on as it is not all bad news, thanks to the continued support of you, our loyal members, who have kept the faith. As your treasurer, the bank balances reported below are pleasing, although with the expenditure being reined back during the last 18 months or so I am expecting a rush on funds from the engineering team. Sharpen your pencil Neil!

BANK BALANCE COMPARISON		
	Q2 (2021/22)	Q2 (2020/21)
Opening Bank Balance	1st July – £170,213	1st July – £66,950
Closing Bank Balance	30th September – £190,629	31st September – £115,668

VAT refund and Gift Aid claims of around £5,500 have been made which gave us working capital of approximately £196,000 to start the new quarter. As I write this on the 31st October 2021 I am expecting that on the 1st November it will have tipped over the £200,000 mark.

Fourth thought for the quarter: Now for some relatively bad and positively good news (in that order.) Plus, an appeal to non-donor members.

MEMBERSHIP

Membership income – £6,161 (35% of budget.) The amount for new members is only £213 for the quarter or 36.6% (£420 for the year). Gift Aid reclaim on memberships is £1,132 and included in the £4,600 referred to earlier. It is 35% against budget for the year, 15% lower than last year. Regrettably, some membership renewals had not been sent by end of September due to SGA staff not assisting as much, but I do expect to see a higher income in Quarter 3. The October newsletter contained an appeal for a volunteer to help out so Claire can provide a better service than is currently evident.

Total donations were £44,610 including Gift Aid of £3,487 for the quarter. £95,780 or 38.7% for the year to date. Last year's totals were £80,830 and £138,830.

Regular donations unfortunately dipped below the £19,000 mark but £37,430 for the year leaves us at 47.2% with regular donors numbering 379. This section of our budget is holding its own fortunately, but we need more of these as we are 10 down approximately on the numbers at the end of quarter 1 last year. If you are not a regular donor then would you please consider it – even £2.50 per week (£10 per month) will make a big difference.

One off donations amounted to £6,760 for the quarter and £18,600 in total for the half year (20.6% of the budget set). These are the worst half year figures for quite some time. Bespoke numbers continue to attract the required £80s and is £1,130 for the year to date (353% of the 4 x £80 we set as a budget for the whole year).

THE USUAL DONATION COMPARISON TABLE

2021/22 DONORS FOR COMPARISON				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	3	4	12	£18,825
Q3	5	1	4	£19,299
Q2	7	1	6	£19,109
Q1	15	–	8	£19,100

2020/21 DONORS FOR COMPARISON				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	3	4	12	£18,825
Q3	5	1	4	£19,299
Q2	7	1	6	£19,109
Q1	15	–	8	£19,100

	April 2021	May 2021	June 2021	July 2021	August 2021	September 2021	October 2021	November 2021	December 2021	January 2022	February 2022	March 2022
	£	£	£	£	£	£	£	£	£	£	£	£
Current Bank Balance	147,993	151,607	163,514	170,213	172,298	189,215	190,628	204,196	216,244	230,122	247,010	254,888
Income (Budget) excluding Gift Aid	23,715	23,715	23,715	23,715	23,715	23,715	23,715	23,715	23,715	23,715	23,715	23,715
New Bank Balance	171,708	175,322	187,229	193,929	196,013	212,930	214,343	227,911	239,959	253,837	270,726	278,604
Other Expenditure (Budget – excludes loan repayments)	4,338	4,338	4,338	4,338	4,338	4,338	4,338	4,338	4,338	4,338	4,338	4,338
Loan Repayments	–	–	–	–	–	–	–	–	–	–	–	–
Engineering Expenditure	19,000	12,542	12,592	8,992	10,096	10,884	13,713	7,330	5,500	12,700	11,500	15,100
Gift Aid Return	–	5,396	–	–	5,503	–	4,604	–	–	7,211	–	–
VAT Refund (Estimated)	–	3,834	–	–	3,629	–	3,299	–	–	3,000	–	–
Forecasted Bank Balance	148,371	167,672	170,300	180,599	190,712	197,708	204,196	216,244	230,122	247,010	254,888	259,166
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	150,442	169,743	172,370	182,669	192,782	199,779	206,266	218,314	232,192	249,081	256,958	261,236
Actual Bank Balance (last day of month)	151,607	163,514	170,213	172,298	189,215	190,628						
Actual Income in Month	18,128	23,882	23,495	15,719	26,715	18,362						
Actual Outgoings in Month	14,515	11,975	16,775	13,609	9,799	16,854						

Fifth thought for the quarter: As heritage railways reopen and bring back steam galas, you can expect to see our sales team out and about although there will not be very much as we approach the Santa season. The GCR and ELR were visited recently, and our members and other supporters did not let us down. Good to talk and for you to buy some goodies. The GCR was particularly good in bringing in much needed funds.

SALES AND EVENTS

Sales income (23%) against forecast, Quarter 2 was lower than last year with an income of £1,636 for the quarter (compared to £2,650 in 2020/21), due to the cancellation of most galas and events in the second quarter. The pictorial book generated sales of £153 (18.7%). Raffle tickets have seen a return of £5,174 to the end of the quarter. many members also adding a donation. Many thanks.

In total, sales raised £4,370 for the quarter (£7,906 for the year to date) making 41.6% income against budget.

INTEREST AND OTHER SUNDRY INCOME

£5 interest earned in the quarter.

We still have donations from 'Recycle for Charity' and the usual small donations from other sources such as Amazon Smile, PayPal, and Just Giving.

EXPENDITURE

Engineering Expenditure amounted to only £20,878 in the quarter, £51,687 for the year-to-date, mainly on chassis tick over.

Total spend at the quarter end was £2.46m (£593,606 on the boiler), with £208,000 on the tender. We are still showing £643 on the support coach. I have discussed whether to merge the support coach expenditure into general engineering expenditure with Claire but have decided to keep it as we might have one of our own in due course.

Invoices There are outstanding invoices of £23,250, with Purchase Orders to the value of £61,000 received awaiting invoices and a further £12,000 to be paid in loan interest for the quarter, giving a total of £96,250 committed.

Llangollen We have been threatened with legal action over the outstanding invoices to Llangollen of £15,500. I have drafted a defence document and I am currently waiting for our solicitor to submit a letter of response to me for approval.

Overheads – Overall, the spend is within the budgets set. However, I would suggest that marketing and publicity up the ante. We still need to make the public aware that we are very much a going concern and need the funds. Just my budget shows an overspend. That is because we paid our accountant during the quarter, and I fully expect it to be back on budget at the end of December.

Loans We are now well into paying the annual interest due on the boiler loans and I am pleased to say that the donations are good from this source with the Gift Aid claimed in appropriate cases.

*Final thought for the quarter:
Do please keep the faith and the funds flowing. We will get there.*

BEST WISHES,
NEIL COLLINSON, TREASURER treasurer@lms-patriot.org.uk

FROM THE 'HOME' OFFICE

TEMPORARY
PHONE NUMBER

07801
945689

It has been a very busy few weeks in the 'home office'. Along with the usual membership renewals and donations there are numerous other things to deal with and I should mention that my husband David takes on much of this. Without his steadfast assistance, administration would not have run so smoothly for the past eighteen months or so.

We visit the office at The Hub once or twice a week, although there are still occasional issues in actually getting in to the building. The receptionist left in August and is not to be replaced. In the past we would collect the key to our office from reception and hand it in as we left the building. We suggested that each charity's office be fitted with a key safe and thankfully that was agreed and implemented which is a great help.

For the period from July to October there have been problems in generating the usual membership renewal invitations and reminders, both by email and more especially those sent in the post. This has resulted in a reduction of member numbers at a time when we need everyone's support more than ever. As I write this in early November, we are in the process of sending letters to all those members affected. Hopefully it will mean an influx of renewals.

You will see the result of the Grand Prize Draw elsewhere in this issue. I would like to thank Reg Mathews who did a sterling job as the stubs came in.

It is quite a task to separate and fold them and at the same time make sure each one has been completed. Making sure that they have all been paid for is another time-consuming task now that we are accepting bank transfers and card payments in preference to cheques. Neil Collinson, our hard working Treasurer, is also involved with this but it makes for a significant saving as cheques cost 60p each to bank.

Many of you have contacted me as you have had issues in renewing your membership via the website. Most felt it was not easy to navigate to the correct area. I contacted our webmaster, Steve Wood and he has been able to make some changes which should make things easier. Now when you log in to the website there will be a 'renew' button at the top of the page which will take you straight to the right page.

The email address is office@lms-patriot.org.uk and the current telephone number is 07801 945689.

Linda Westerman, Office Manager

WEBSITE UPGRADE TO WWW.LMS-PATRIOT.ORG.UK

The system used to run our website is entering into its last 12 months of support, this means that we will have to upgrade our website over the coming year. So we thought that this would be an ideal opportunity to ask members for their input to see what they would like to be done differently including ideas for additional features.

Please send your comments to us at office@lms-patriot.org.uk

A SYMBOL OF REMEMBRANCE

IN THE SPRING OF 1915, A CANADIAN OFFICER, JOHN McCRAE, WAS INSPIRED BY THE SIGHT OF POPPIES GROWING IN BATTLE-SCARRED FIELDS TO WRITE THE NOW FAMOUS POEM *IN FLANDERS FIELDS*. McCRAE'S WORDS HELPED ENSURE THAT THE POPPY WAS ADOPTED AS AN INTERNATIONAL SYMBOL OF REMEMBRANCE.

Just a few dozen yards away lay the enemy front line. In between was nought but craters and mud and maybe, just maybe, a shattered tree stump or two. Yet amidst this tortured, twisted landscape of grey and brown, of death and despair, was a tiny flutter of brilliant colour. Where nothing could survive, the blood-red petals of the corn poppy waved poignantly in the breeze. A sign then of new life, a symbol now of remembrance.

It may seem odd that the poppy should flourish where nothing else could live. The reason for this is that the poppy seeds, laying dormant in the soil, were exposed to the light they needed for germination when the earth was thrown up by the exploding shells and mines. The poppy, normally considered a weed, grows readily in cornfields where the soil is turned annually. Though the corn, along with everything else, was destroyed by the shelling and explosions, the hardy poppy seeds survived – to blossom profusely in the craters and along the banks of the trenches of the Western Front during the First World War.

This, of course, was not a new phenomenon. In Europe's previous great conflict, the Napoleonic Wars, the cannonballs and shells of that era also churned up the battlefields allowing the poppies to make their dramatic appearance. Likewise, poppies grow in many countries around the world and the Flanders poppy can also be found in Turkey where, in April 1915 when the Allied forces landed at Gallipoli, the brilliant red flowers filled the often barren landscape. When men fought and died, wherever in the world, the poppy marked their passing.

It was in that same year, 1915, that the humble poppy was immortalised in a simple verse published in the magazine *Punch*. Entitled *In Flanders Fields*, it has become one of the most memorable poems of the First World War.

IN FLANDERS FIELDS

*In Flanders fields the poppy's blow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.*

*We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders fields.*

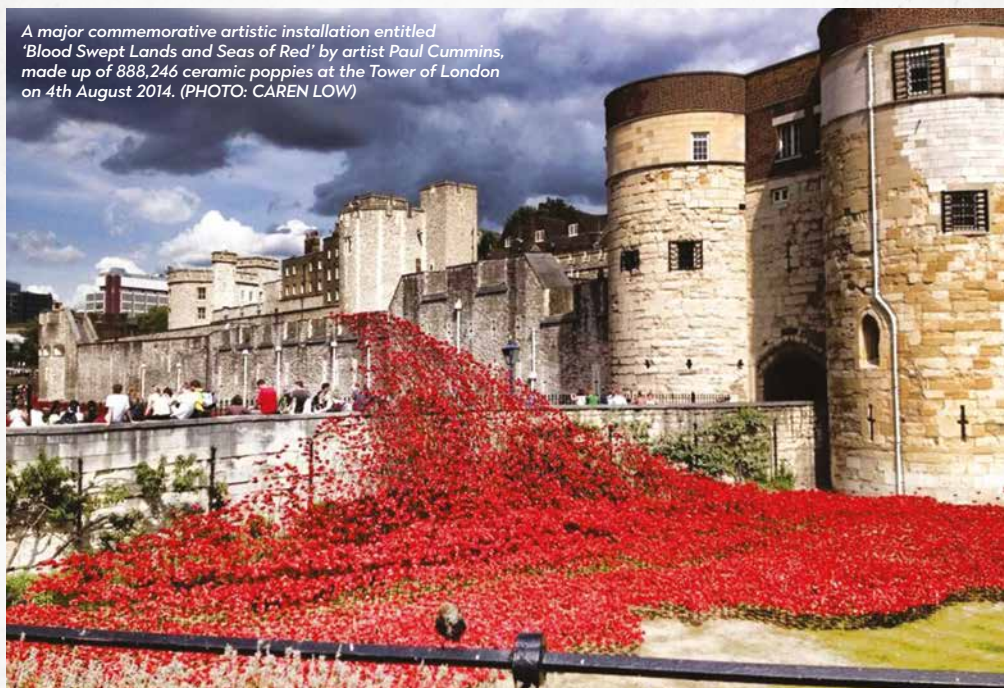
*Take up our quarrel with the foe;
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.*

The poem as it first appeared in *Punch*, December 1915.



The kind of disturbed ground on the battlefields of the First World War in which poppies thrived. Personnel from No.1 Printing Company, Royal Engineers, some still asleep, in a support trench near Beaumont Hamel on the first day of the Battle of the Somme, 1st July 1916. (HISTORIC MILITARY PRESS)

A major commemorative artistic installation entitled 'Blood Swept Lands and Seas of Red' by artist Paul Cummins, made up of 888,246 ceramic poppies at the Tower of London on 4th August 2014. (PHOTO: CAREN LOW)



The poet who penned these words was a Canadian poet, physician, author, artist and soldier, John McCrae. Having been appointed as the Medical Officer and Major of the 1st Brigade Canadian Field Artillery, at 03.30 hours on 23rd April 1915, McCrae accompanied the brigade as it moved up to positions along the Yser Canal, on the front line two miles north of Ypres. It was the beginning of 'seventeen days of Hades'. Days and nights with no sleep followed, with a constant stream of casualties interspersed with serving the guns. Although he recorded gruesome details in his diaries, a letter to his mother told simply of how he had sheltered terrified dogs, of birdsong heard over the tumult of trench warfare, and of the scent of spring flowers, with no mention of gas.

McCrae's Commanding Officer, Edward Morrison, a newspaper editor in peacetime, set the scene: 'HQ was in a trench on the top of the bank of the Ypres Canal. John had his dressing station in a hole dug in the foot of the bank. During periods in the battle men who were shot actually rolled down

the bank into his dressing station. Along from us a few hundred yards was the headquarters of a regiment, and many times during the battle John and I watched them burying their dead whenever there was a lull. Thus the crosses, row on row, grew into a good-sized cemetery.'

McCrae himself wrote that, 'For seventeen days and seventeen nights none of us have had our clothes off, nor our boots even, except occasionally. In all that time while I was awake, gunfire and rifle fire never ceased for sixty seconds...

...And behind it all was the constant background of the sights of the dead, the wounded, the maimed, and a terrible anxiety lest the line should give way.'

Early in the morning of Sunday, 2nd May 1915, Lieutenant Owen Hague and Lieutenant Alexis Helmer, the latter a close friend of McCrae, were on their way to check on a Canadian artillery battery located on the bank of Yser Canal near St. Julien. They had only gone a few yards when a six-inch, high explosive artillery shell burst near them.¹

Helmer, a popular young 22-year-old officer in the Canadian Field Artillery, was killed instantly. His remains were gathered up in sandbags and safety-pinned in a blanket for the funeral, which was conducted in the dark. McCrae noted the funeral in his diary, and, with no prayer book, conducted the service from memory. Hague a 26-year-old serving with 7th Battery 2nd Brigade Canadian Field Artillery, survived a little longer, only to succumb to his wounds later the same day at a Field Hospital near Hazebrouck.

It was after Helmer's funeral that while delivering the brigade's mail Colour Sergeant Major Cyril Allinson observed McCrae writing a poem in pencil on a message pad whilst sitting on the rear steps of an ambulance, still more or less under fire. The first draft, entitled *We Shall Not Sleep*, took about ten minutes. Allinson himself then wrote: "The poem was an exact description of the scene in front of us both. He used the word blow in that line because the poppies actually were being blown that morning by a gentle east wind. It never occurred to me at the time that it would ever be published. It seemed to me just an exact description of the scene. He looked around, his eyes straying to the grave.'

McCrae was seemingly unsatisfied and discarded his work. Morrison, however, recovered it, and went on to note: "This poem was born of fire and blood during the hottest phase of the second battle of Ypres.'

Through circumstances that have never been fully explained, as accounts vary, McCrae was persuaded to submit the poem for publication. *In Flanders Fields* duly appeared anonymously in the edition of *Punch* that was published on 8th December 1915, though in the index to that year McCrae was duly acknowledged as the author. The verses swiftly became one of the most popular poems of the war, being republished throughout the world. It rapidly becoming synonymous with the sacrifice of the soldiers who died in the conflict and in the years since the Armistice has become a symbol of Remembrance in its own right.

In 1918, the poem inspired Moina Michael, a professor at the University of Georgia in the United

States, to always wear a poppy as a symbol of remembrance, and to write a similar poem of her own entitled *We Shall Keep the Faith*. Miss Michael had taken leave of absence from the university to volunteer to assist in the New York-based training headquarters for overseas YMCA workers. As the war was coming to an end Moina Michael, determined to promote the Flanders poppy as a physical symbol of remembrance, supplied, at her own expense the flowers for the hall in which the twenty-fifth Conference of the Overseas YMCA War Secretaries was taking place on 9th November 1918 – and, of course, the flowers she chose were poppies.

It was one thing to think of poppies, but quite another to find them in the heart of New York, so she looked for artificial ones. 'That Saturday afternoon,' she wrote, 'I went down poppy hunting in New York City. After visiting several novelty shops which featured artificial flowers and failing to find red poppies, I went to Wanamaker's. After searching in the flower collections, I found a large red poppy, which I bought for my desk bud-vase and two dozen small silk red four-petalled poppies, fashioned after the wild poppies of Flanders. Having made the purchase, I told the pretty little Jewess who served me why I was searching for single-petalled red poppies. She was quite sympathetic for her brother was then sleeping among the poppies behind the battle lines of France in a few months' old soldier's grave. This personal contact with such a personal reaction further convinced me that this choice of a remembrance emblem for those sleeping in Flanders Fields was no accident but a logical one.'²

After the Conference, the attendees went up to Miss Michael to ask if they could also wear one of her poppies. Each one, proudly sporting a red poppy, then returned to their duties in France. By the first week of December the Overseas YMCA Workers had elected to adopt the poppy as its emblem, informing Miss Michael that, 'in recognition of the brave men of Flanders who gave their lives in devotion to a great cause on the Fields of Flanders where the Poppies grow. It will be a constant reminder to us that we too must give our lives unsparingly in service.'

FLANDERS MEMORIAL POPPY SYMBOL

After the war, Miss Michael returned to her post at the University. On her return to Georgia she found that after the initial celebrations at the return of the first American troops to the US, the men, and the sacrifices they had made, were largely forgotten and often the jobs which they had been promised would still be theirs after the war had been given to others, while some were too incapacitated to work. 'Our men had gone several thousand miles to conquer the infernal regions turned loose from the North Sea to the Mediterranean,' she wrote. 'They crossed waters whose lurking submarines might send them to an unmarked grave beneath the waves. The supreme service had been demanded of them – and now such an indifference finally settled around and over all as to their mental, physical and spiritual needs.'

This reinvigorated her mission to have some national emblem of remembrance. During February and March 1919, she sent out thousands of letters to the leaders of every religious, patriotic and educational group listed in the United States, explaining the purpose of what had become called the Flanders Memorial Poppy Symbol. As the concept of the poppy as a symbol of remembrance

appeared to be generating considerable appeal, Moina Michael sought to gain some official status for her idea. As an idea could not be patented she made use of a long-standing friendship by writing to her Georgia Congressman, Charles H. Brand, asking if he could persuade the War Department to promote the poppy as an emblem 'to be worn by all the nations as a tribute to those who have fought for and won the victory'.

At the same time she tried to gain support for her idea through the commercial world, which led to a meeting with a designer in New York, Mr. Lee Kendrick, who agreed to design a national emblem. Before the end of 1918 he had produced the final design, which Miss Michael accepted. This emblem consisted of a border of blue on a white background with the Torch of Liberty and a Poppy entwined in the centre, containing the colours of the Allied flags: red, white, blue, black, green and yellow.

The 'Torch and Poppy' emblem was first used officially on 14th February 1919, in Carnegie Hall, New York City. The event was a lecture given by the Canadian pilot, Colonel William Avery 'Billy' Bishop VC, CB, DSO & Bar, MC, DFC, ED. His lecture was titled *Air Fighting in Flanders Fields*. As the lecture ended a large flag with the new torch and poppy emblem on it was unfurled at the back of the stage.³

The press also printed stories about the poppy symbol, one of the most impressive, at least visually, was published in the Sunday edition of the *Sandusky Register* of 6th April 1919. This article included a double-column photograph of Miss Michael and the poppy garden which had been planted in Sandusky, Ohio, in the form of the Flanders poppy symbol. The New York Tribune also carried a feature detailing the Flanders Victory Memorial Flag which had been adopted by the Calvary Baptist Church, which included the Torch of Liberty entwined with poppies.

However, the poppy emblem was not taken up by the US War Department and despite Miss Michael's continued efforts to promote her idea, no other official government body supported her scheme. Due to lack of interest, Lee Kendrick dropped out of the joint venture. The remembrance poppy, it seemed, was wilting.

JOBS FOR THE GIRLS – AND THE BOYS

In the summer of 1919, Miss Michael taught a class of disabled ex-servicemen and witnessing their need (many hundreds of veterans applied for the classes), decided to abandon academia to focus all her efforts at promoting the Flanders Memorial Poppy in the hope that it would bring recognition to the returned soldiers who could not undertake normal work.

On 19th August 1920 she approached the convention of Georgia Department of the American Legion and presented her Memorial Poppy material. This time her efforts flowered, and the poppy symbol was taken up as the emblem of the National American Legion. There was a representative of the French YWCA Secretariat at the convention, Madame Anna E. Guérin, and she suggested that the women of France could make artificial poppies to sell in the United States to raise money for the rehabilitation of the devastated regions of France.

Madame Guérin founded the American and French Children's League through which she quickly organised French women, children and war veterans to make artificial poppies out of cloth which were sold in large numbers in America in 1920.

This success prompted her to expand her sales to other Allied countries. In the summer of 1921 she travelled to Canada where she met with representatives of the Great War Veterans Association of Canada (which later became the Royal Canadian Legion). This body adopted the poppy as its national flower of Remembrance on 5th July 1921.

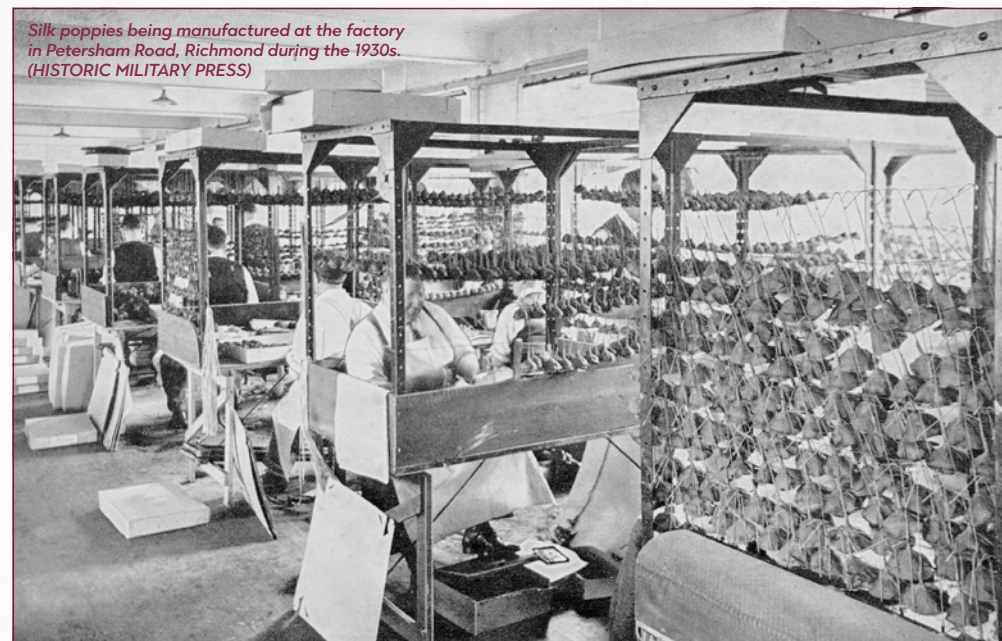
The big market, though, was closer at hand – across the Channel.

In that same year, a group of widows of French ex-servicemen crossed La Manche to visit Field Marshal Earl Haig. As Commander-in-Chief of the British Army, Haig had recently assisted in the creation of the Royal British Legion as a body to help ex-servicemen (it was officially formed on 15th May 1921). As in the USA there was no direct Government support for those men incapacitated by the war at that time and many were either physically or emotionally unable to work. Even those capable of work experienced great difficulty in finding jobs during the years of high unemployment that followed the end of the war.

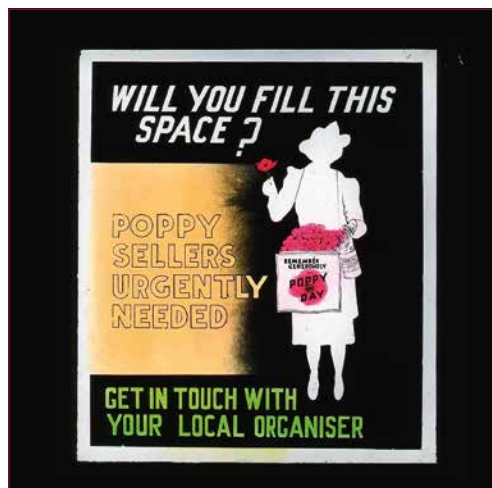
The French widows brought with them some of the poppies which they had made. They suggested



A Haig Fund Poppy seller. The image was taken in Crewkerne, Somerset. (HISTORIC MILITARY PRESS)



Silk poppies being manufactured at the factory in Petersham Road, Richmond during the 1930s. (HISTORIC MILITARY PRESS)



Two original glass plate adverts appealing for poppy sellers. Produced in the years after the First World War, these would have been used in places such as cinemas. (HISTORIC MILITARY PRESS)

that the poppies could be sold as a means of raising money for those ex-servicemen and women who had fallen on hard times. Haig accepted the proposal, and in the autumn of 1921, the British Legion formally adopted the Flanders poppy as its emblem. In the run-up to Remembrance Day that year the first British Legion Poppy Appeal was launched and proceeds from the sale of artificial French-made poppies were given to ex-servicemen in need of welfare and financial support.

'THE GREATEST FREE-WILL OFFERING IN THE WORLD'

Just as in the UK, so in Australia, where it was agreed that the Memorial Poppy would be worn on Remembrance Day 1921. The American and French Children's League sent a million artificial poppies to Australia for the Armistice Day commemoration that year. The Returned Soldiers and Sailors Imperial League sold poppies before 11th November, each costing one shilling. Of this amount, five pennies were donated to a French children's charity, six pennies were donated to the Returned Soldiers and Sailors Imperial League and one penny was received by the government.⁴

Some of Madame Guérin's representatives also went to New Zealand, meeting with the New Zealand



Returned Soldiers' Association. The association agreed to purchase 350,000 small and 16,000 large French-made poppies. Unfortunately the shipment did not reach New Zealand in time for them to be promoted and sold before Remembrance Day. Instead the first Poppy Day in New Zealand was on 24th April, the day before the annual ANZAC Day celebrations.

Also in 1922, a young British infantry officer called Major George Howson formed the Disabled Society to help ex-service personnel who had been disabled in the war. Howson approached the British Legion with the suggestion that the members of his society should be the people that manufactured the poppies, rather than buying them from the French. This led to the establishment of the Poppy Factory in Richmond later in 1922. The design of the poppies was kept simple so that even those people with severe disabilities could make them. Though the design has occasionally changed over time, the same simplicity of manufacture has been maintained. Dozens of disabled ex-servicemen and women still produce around 36,000,000 paper and plastic poppies at the factory every year.

According to Moira Michael profits from 1921 to 1940 across the British Empire, including the Dominions, as obtained from statistics compiled by

Earl Haig's British Legion Poppy programme, totalled £10,447,027. Haig proudly, and with some justification, called the Poppy Day Appeal, 'the greatest free-will offering in the world.'

A hundred years on, and many conflicts later, the poppy has become known across the world as the symbol of remembrance for those who lose their lives in war or are affected by it. Wreaths of poppies, cascading showers of poppies or the single stem, are worn, laid or dropped in their tens of thousands every November. At cemeteries or memorials in every continent the visitor is certain to see a splash of red amidst the pale gravestones – the same red that once covered those Flanders' fields.

NOTES:

1. *This account of the circumstances of Helmer's death has been compiled from letters received by Lieutenant Hague's father, from officers in the area at the time. They are quoted on the Canadian Great War Project, www.canadiangreatwarproject.com.*
2. *Moira Michael The Miracle Flower, The Story of the Flanders Fields Memorial Poppy (Dorrance and Company, Philadelphia 1941), p.49.*
3. *For more information please see: www.greatwar.co.uk/article/remembrance-poppy.*
4. *ibid.*



A Haig Fund poppy seller pictured in the Field of Remembrance, Westminster on 11th November 1938. The original captions states: 'The Field of Remembrance close to the North Door of Westminster Abbey has in recent years become almost as important on Armistice Day as the Cenotaph. Here ex-Private H. E. Day, of the 15th Hussars, who lost a leg in the war, is standing in the Field of Remembrance in the early dawn of 11th November 1938, selling the little wooden crosses with a poppy attached which are planted in the grass plot by relations and friends of the dead.' (HISTORIC MILITARY PRESS)

This article originally featured in **Remembering the Fallen**, a special publication from the publishers of Britain at War magazine. Britain at War is available monthly from **shop.keypublishing.com** or WHSmith and other leading newsagents. **Remembering the Fallen** is still available from **shop.keypublishing.com** (see advert on page 45).

LMS Patriot 4-6-0 No. 5543 has just passed Brinklow working the up 'Lancastrian' on 23rd September, 1937. The loco was named *Home Guard* in July 1940.
PHOTO: T. G. HEPBURN/RAIL ARCHIVE STEPHENSON.



SALES REPORT

sales@lms-patriot.org.uk

BACK OUT AND ABOUT WITH THE STAND

Well it's been a long 18 months, but I can finally say that I have been back out on a Patriot sales stand (Andy Laws and I once did 10 weekends on the bounce, so this last 18 months has seemed a very long time!) It was great to be back out chatting to our members and other railway enthusiasts. Obviously the main question we were asked was about what's going on with the Project, what's happening with the wheels etc., and while a lot of those questions are still ongoing, I have to say most people completely understood and still want to see the Project succeed, and can't wait for its first steaming.

With two gala events attended in early October at the Great Central and East Lancs steam railways we finally boosted our merchandise sales, although they weren't quite as busy as we would have liked. We usually attend a lot of model shows at this time of the year but unfortunately the majority of these have been cancelled. Our next outing will again be at the Great Central for their Winter Steam Gala at the end of January. We hope to see you there and we hope to have plenty of events planned to attend in the spring.

STEPPING BACK

I have made the difficult decision to resign from my Sales Director role. While some of you may be surprised, please don't think that I am leaving the Project, it is purely down to the fact that my current job takes up a lot more of my time than previous roles I have had. Trying to juggle work, family life with two young children and the Project, I've found that it just doesn't work. So something has had to give, and unfortunately at this point in my life the Project is the one I'm cutting down on. However you'll still see me out on the stand and at Patriot events and the AGM. I would like to say a massive thank you to Neil, Karen, Linda, David and Janet, who continue to do a fantastic job keeping all the sales stock moving and getting items to everyone who places an order. And on that note, remember to get your calendar before they sell out! (See page 49.)

KIND REGARDS, GAVIN SHELL

2021 Grand Prize Draw

Thank you to all who bought raffle tickets for our 2021 Grand Prize Draw that took place at the AGM on Saturday 13th November at Kidderminster Railway Museum.

1st Prize – £500 – Julian Tyrrell, Swindon

2nd Prize – £250 – Martyn Bailey, New Romney

3rd Prize – £100 – Michael Hudson, Matlock

4th Prize – £50 – John Sansom, Kirkby-in-Ashfield

5th Prize – £50 – Nigel Bowker, The Wirral

5th Prize – £50 – Anthony Walker, Bournemouth

The total in ticket sales the week before the draw was approximately £6,200 raising a considerable sum for the Project – we will give you an accurate figure in Warrior 52.

5551

CLUB

HELP US GET MOVING BY JOINING THE '5551 CLUB'. FUNDS RAISED FROM THIS INITIATIVE WILL ENABLE US TO COMPLETE MAJOR WORK ON THE MOTION.

For everyone who has yet to qualify for a ticket on the first train* we are offering you the chance to win one.

We are looking for **500** people to join at **£55.51**, and then once we have reached that figure there will be a draw, and a winner announced. We currently have had 128 donations raising just over £7,000 so far, it's a great way to support the Project.

For those of you who already have a ticket for the first train, don't worry we won't leave you out! You can still enter and have a chance to get a second ticket so that your partner or a friend can join you.

Or if you just want to donate **£55.51** to help the Project, then please do!

JOIN THE 5551 CLUB

WWW.LMS-PATRIOT.ORG.UK/DONATE

CALL 07801 945689

OR USE THE ENCLOSED SPONSORSHIP FORM.

**(You are required to have donated £1,500 to qualify to be on the first train.)*

BEQUESTS/GIFTS IN WILLS

A MESSAGE FROM THE TREASURER

Please help to preserve your memorial locomotive's future

Professor Russell James talked about the legacy gift being the final chapter in a person's life story. A reflection of someone's life, values and experiences. In fact, we're asking people to think about the things they are passionate about in life and to help them continue into the future. That is what a legacy is all about.

I just want to let you know that a bequest/legacy can be anything that benefits a charity, being a lump sum, property and more unusually, a scratch built Patriot locomotive, one of which has been gifted to us this year by a long standing and valued member/donor who sadly passed away in 2020.

I am hopeful that I will be able to provide you with some more detailed information on this bequest in the next issue of The Warrior, including the creator of these fantastic models. We are trying to arrange a mutually convenient date to receive it at West Shed, where PRCLT have very kindly allocated a space for it to be displayed. In the meantime, I am providing a taster, a photo of the Patriot model in question, with 6100 Royal Scot above it.

Finally, after providing for your loved ones, please consider leaving us a share of what is left.

BEST WISHES,
NEIL COLLINSON, TREASURER treasurer@lms-patriot.org.uk



A beautiful **NEW** Limited Edition print and our
2022 'Footplate' calendar from paintings by
PHILIP D. HAWKINS FGRA



'Summer Lightning'

A 'Britannia' Pacific No.70019 'Lightning' is almost at the summit of Dainton Bank in Devon with an express for London, Paddington during the mid-1950s. Dainton was one of the notorious 'Devon banks' that plagued the Great Western main line between Newton Abbot and Plymouth. Not only were the gradients severe but frequent twists and turns contrived to make for operational difficulties particularly in adverse weather conditions.

A Limited Edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist.
Print size 25in x 17.5in, image size 23in x 15in. Price £90 inc p&p. Artist's Proofs £110 inc p&p.



'Night Scot At New Street'

The unique 'Royal Scot' 4-6-0 No. 46170 'British Legion' waits patiently in platform 6 at Birmingham New Street station with the unofficially titled 'Night Scot' sleeper train to Glasgow in 1962.

A Limited Edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist.
Print size 25in x 17.5in, image size 23in x 15in. Price £90 inc. p&p. Artist's Proofs £110 inc. p&p.



'Hest Bank, Whitsun 1961'

No. 46254 'City of Stoke-on-Trent' on a Glasgow express heading north as the 10.53 Workington-Euston slides into the up platform double-headed by a 'Patriot' 4-6-0 No. 45507 'Royal Tank Corps' and a 'Jubilee' 4-6-0.

A Limited Edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist.
Print size 25in x 17.5in, image size 23in x 15in. Price £90 inc p&p. Artist's Proofs £110 inc p&p.

2022 'Footplate' Calendar



'Morning Rush'

Another mouth-watering collection from the original paintings by Philip D. Hawkins FGRA. Titles included are: 'Morning Rush', 'Battle at Brickyard Crossing', 'Approaching Solihull', 'Rushing Through Rugeley', 'Grey Day at Paddington' and 'Scotsman at Grantham'.



'Battle at Brickyard Crossing'

Overall size 19.5in x 13.5in. Image Size 15in x 10.5in. Price £22 inc. p&p

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THE THIEPVAL MEMORIAL

TOWERING OVER THE LANDSCAPE OF THE SOMME BATTLEFIELD, THE THIEPVAL MEMORIAL BEARS THE NAMES OF MORE THAN 73,000 OFFICERS AND MEN OF THE UNITED KINGDOM AND SOUTH AFRICAN FORCES WHO HAVE NO KNOWN GRAVE.

The Battle of the Somme in 1916 resulted in almost half a million British and Commonwealth casualties. Of these, more than 95,000 were killed or listed as missing, of whom 73,367 have no known grave, despite the battlefield being searched at least six times for lost bodies. It was to remember these soldiers and the others of the United Kingdom and South African forces who died in the Somme sector before 20th March 1918, that the largest, and the last, of the memorials to Great Britain's First World War missing was built – the Thiepval Memorial to the Missing of the Somme.

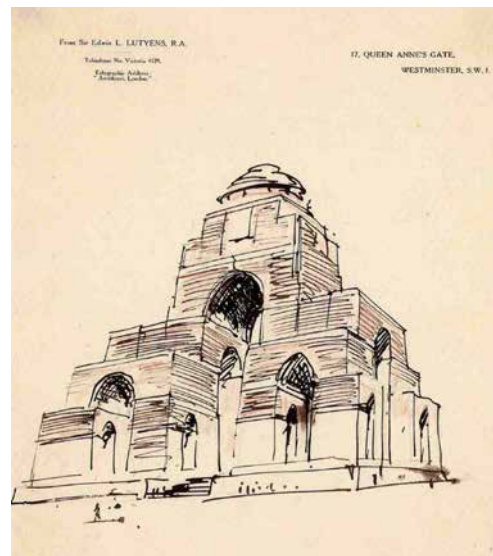
The task of designing the Thiepval Memorial fell to the architect Sir Edwin Lutyens. One of the first considerations facing the Imperial War Graves Commission had been the question of where to erect the memorial. Lutyens himself had first suggested that the structure should straddle the Thiepval to Authuille road, rather in the style of the Menin Gate at Ypres. Another option had been to place it on the exact site of the old Thiepval Château which was destroyed in the fighting. This idea was discounted by virtue of the fact that a large number of burials from the various first aid posts established in and around the Château already existed at this spot.¹

As it transpired, it was cost, above other considerations, which led to the selection of a point just south of Thiepval village and 220 yards to the south-east of the château. This was because by the time plans had been drawn up and work on the memorial was due to begin, the effects of a global economic downturn and the lingering legacy of Britain's First World War debt were making themselves felt. By positioning the memorial higher up the slope of the Thiepval ridge there was no need for a 'high and expensive podium' for the structure. It also allowed for a much shorter access road. Similar concessions also led to Lutyens reducing the size of the memorial's final design by about twenty-

five per cent. As well as the financial savings that this brought, it also meant that the height of the Thiepval Memorial would be just below that of the Arc de Triomphe.

Lutyens' final plans for the memorial were submitted in January 1928 and permission for construction to go ahead was finally granted on 12th April 1928. His final design was of a base of massive square pillars, a towering series of arches, the whole in red brick and stone, which would dominate the countryside for miles around.

Building work began the following year – but the builders soon encountered problems. At Thiepval, as elsewhere on the Western Front, the Germans had constructed numerous deep and solid dug-outs. When the foundations for the memorial were being dug in May 1929, to a depth of 24 feet so that the



The concept for the memorial that was eventually built at Thiepval, sketched on a sheet of Lutyens' office writing paper. A timber model of this design, painted red and white, was displayed at the Royal Academy's summer exhibition in 1925. (COURTESY OF THE CWGC)

footings sat on solid chalk, the tunnels to three German dug-outs, part of the defenders' second line of defences, were discovered, still stocked with boxes of unexploded bombs and shells. Just before this work began, the site had again been cleared, at which point the debris of war uncovered was found to include the bodies of six German soldiers and an unexploded 15-inch shell.²

The building work was completed in early 1932. The result was a massive stepped pyramidal form of

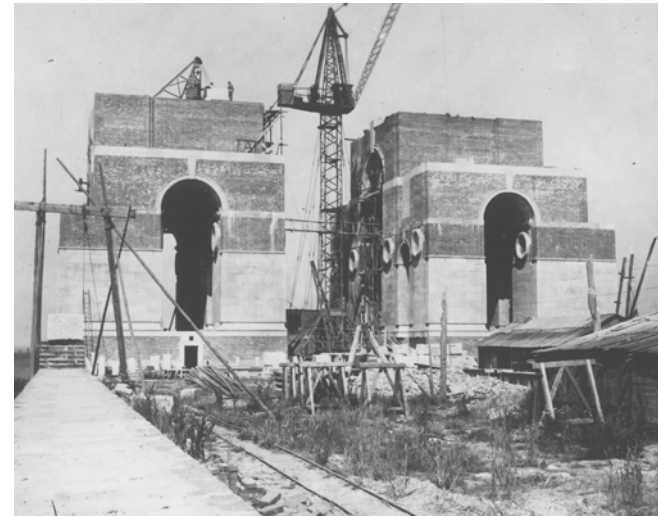
intersecting arches that culminates in a towering 80 foot high central arch. Clad in brick, the memorial's 16 piers are faced with white Portland stone upon which the names of the missing are engraved. The original facing bricks came from a brick works near Lille – over 10 million bricks and 100,000 cubic feet of stone were used in the construction at an estimated cost of £117,000 (£6 million today). The whole structure sits on a 10 foot thick 'raft' that was formed from 12,000 tons of concrete.

A WASTE OF MONEY?

As the memorial neared completion it was decided that an Anglo-French Cemetery should be laid out in front of the memorial to symbolise the joint efforts and suffering of both armies during the war. Each country provided the remains of 300 of its soldiers. Of the 300 Commonwealth burials in the cemetery, 239 are unidentified. The bodies were found between December 1931 and March 1932, from as far north as Loos and as far south as Le Quesnel.

At the time, however, not everyone was in favour of the memorial – not least among some former soldiers who, deriding the structure's cost and scale, perceived it as a waste of money, a sum that was better spent on those veterans still suffering the effects of the Great War.

Nevertheless, despite such complaints, there was never any question about the completion of the great monument, and plans were put in place to hold the



Two views of the memorial being constructed in the 1930s. The memorial is actually hollow, built of engineering brick with the large flat roof sections created by set-backs constructed of reinforced concrete. (COURTESY OF THE CWGC)

memorial's official unveiling ceremony on 16th May 1932. This, however, had to be postponed after the President of the French Republic, Paul Doumer, was assassinated by a Russian émigré on 7th May. The inauguration finally went ahead on the afternoon of 1st August 1932, in the presence of the Prince of Wales and the new French President, Albert Lebrun.

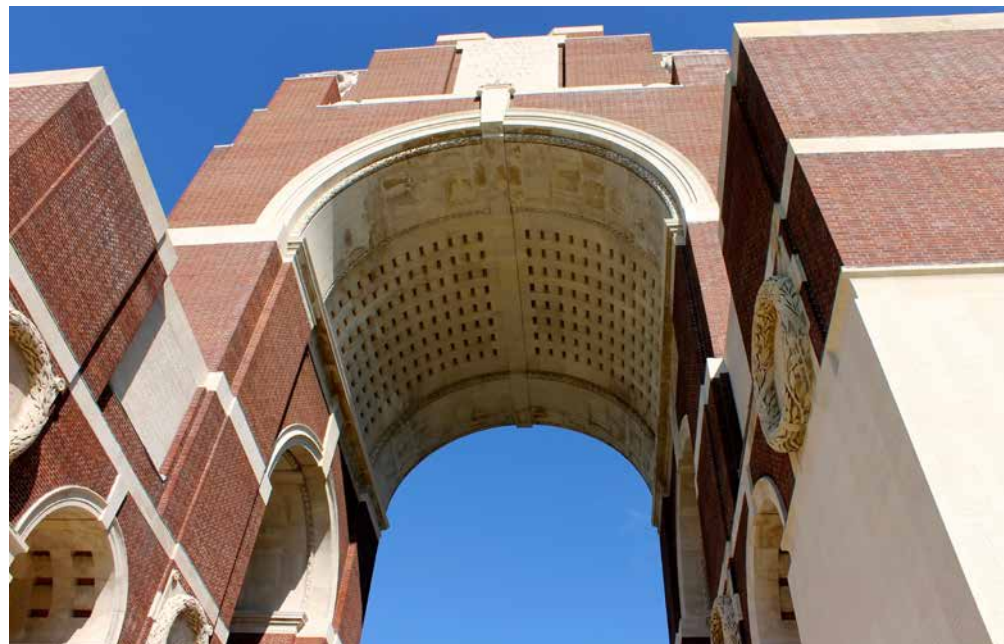
When it was dedicated, the memorial's 16 piers bore the names of 73,357 officers and men in lettering chiselled by Macdonald Gill on 56 stone wall panels – the newly published registers, on the other hand, contained the particulars of 73,077 dead. Between the carving of the panels and the first edition of the registers, the remains of 280 men had been found, usually as the woods and remaining tracts of devastated land on the Somme were cleared or brought under the plough.

THE INAUGURATION

The dedication service, held in English and French, duly went ahead and the event was widely covered in the press. It was even broadcast by the BBC to listeners both in the United Kingdom and across the Empire. In Australia it was the first major overseas event to be re-broadcast from a shortwave transmission.

Amongst the reports published around the world was the following detailed account: 'The Prince of Wales as president of the Imperial War Graves Commission today unveiled the British memorial at Thiepval to the missing who fell in the battles of the Somme. This is the last and greatest of the War memorials erected by the Imperial War Graves Commission in France (and)... with the unveiling of the Thiepval Memorial the commemoration of the

A French Guard of Honour drawn up by the Thiepval Memorial during the unveiling ceremony on 1st August 1932. (COURTESY OF THE CWGC)



Looking up at the Thiepval Memorial's vast central arch. The names of the casualties listed on the memorial are carved on Portland Stone panels such as that in the bottom right corner of this view. The sixteen piers formed have 64 stone-panelled sides carved with the names. Above are stone laurel wreaths naming significant places on the Somme battlefields of 1915 to March 1918. (PHOTO: JOAQUIN OSSORIO CASTILLO/SHUTTERSTOCK)

British soldiers who fell in France and Belgium in the Great War is complete...

'The memorial stands like a castle, massive and magnificent, on the highest point of the Somme battlefield – the Thiepval Ridge, of glorious and terrible memories, that cost more bitter fighting to approach, more blood to win, than any other shell-mangled, bullet-swept piece of ground that British troops had defied death to conquer. It towers like a citadel above the windy slopes, corn-covered and sunny today, towards which the British divisions hurled themselves in a frenzy of sacrifice 16 years ago, fighting their way up from the grisly morasses of the Ancre, gaining a precarious foothold on firmer ground, losing it again, crawling their way over the bodies of their comrades through murderous woods and gas-poisoned ruins towards the fortress on the hill where their names may now be read.

'On its great piers, above the names of the missing, are French names which have gone into British history, Beaumont Hamel, Mametz, Delville Wood,

Pozières, Le Transloy, Flers. From the observer on the ground the old scars are hidden now by a cloak of vegetation, but from the summit of the memorial, where the British and French flags fly together, the trench lines can still be seen spread like a ghostly network over the fields.'

The Prince of Wales arrived at the memorial at 15.00 hours to be welcomed by Sir Fabian Ware and other British officials. A few minutes later they were joined by President Lebrun and his key ministers. The group passed between long lines of French colonial horsemen before inspecting the guard of honour from the 51st French Infantry Regiment and took up their positions on a tribune on the wide lawn at the foot of the memorial.

THE PRINCE'S ADDRESS

After the first prayers and a hymn, Sir Fabian Ware invited the Prince of Wales to perform the unveiling ceremony. The latter duly stepped up to the rostrum and delivered his address, not only to the multitude

An aerial photograph of the Thiepval Memorial's unveiling ceremony on 1st August 1932. The French Guards of Honour, both foot and mounted, can be seen at the bottom of the photograph. Note the shell-cratered field just beyond the memorial. (COURTESY OF THE CWGC)



of official personages and relatives of the fallen who stood before him, but also to a countless audience in every part of the Empire. After acknowledging the sacrifices suffered by the French during the four years of war, the Prince continued:

‘It is fitting that the crowning stone of the work of our Imperial War Graves Commission should be laid in France; it is fitting that this, the last of their memorials, should bear a tribute to the Armies of France as well as to our own; and it is most fitting that, in the shadow of this memorial to our own missing of the Somme, soldiers of France and the British Empire should lie side by side to remind all men, today and in the years to come, of our joint losses in the Great War, our common sacrifice of two and a half million of our finest manhood. For on no other Allies did the cost of victory fall so heavily; and it was on French soil that the largest number of our soldiers fell, and in the kindly land of France have been given a resting place...

‘I have with me today, representatives of those sister nations which form the British Empire; in the same generous spirit in which they fought side by side, they have joined together, in free partnership, in this duty. It is the first and, I often think, an invaluable example of the way in which free nations under a common Crown may cooperate for a common object. I am very proud of the result – probably the biggest single piece of constructive work we have accomplished since the War.

‘In France, in Belgium, in Italy, and wherever else throughout the world our Armies fought, the names of our dead are individually recorded on the headstones marking their graves, on memorials to the missing such as this, and in the volumes of the printed Registers – more than one million names, at least 90 per cent of them, those of men who before August 1914, were civilians, strange to arms.

‘These names, and the names of the even greater host of the dead of France; the names of the dead of other nations who fought with us and of those who fought against us – all these, so long as we remember them, shall testify against the past, and shall call us to a better civilisation, in which it will be at least realised that the only sure happiness for each individual

nation is to be found in the peace and prosperity of the whole world.’

THE WAIL OF THE PIPES

The Prince’s address was followed by that of the French President, after which came the climax of the ceremony: ‘The notes of the Last Post rang out from among the pillars, and the colours of the British Legion and French ex-soldiers massed on either side of the main steps of the memorial sank slowly in salute. There followed a moment of utter silence. In the great empty archways, with a bank of grey cloud beyond it throwing its sunlit masonry into clear relief, the stone of remembrance stood like an altar, simple and undecorated, a symbol of absence and of loss.

‘The wall of pipes followed the bugles, and slowly the pipers moved across that artificial skyline, their tartans flying in the wind. Then three buglers of the Durham Light Infantry appeared before the stone of remembrance and sounded the Reveille; and as they did so the Union Flag and the Tricolour broke from twin flagstaves on the summit of the memorial, brilliant in the sunshine against their background of grey cloud.’

Sadly, as we know only too well, the Prince’s hopes for a world of peace would be dashed within just a few short years.

NOTES:

1. Gavin Stamp, *The Memorial to the Missing of the Somme* (Profile Books, London 2007), p.130.
2. Gerald Gliffon, *Somme 1916: A Battlefield Companion* (The History Press, Stroud 2009), p.428.

This article originally featured in **Remembering the Fallen**, a special publication from the publishers of Britain at War magazine. Britain at War is available monthly from **shop.keypublishing.com** or WHSmith and other leading newsagents. **Remembering the Fallen** is still available from **shop.keypublishing.com** (see advert on the right)

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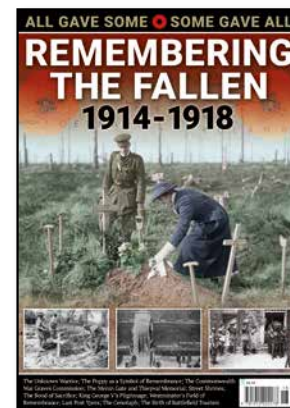
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MAUNSELL AND THE SCOT – OR NOT?

GRAHAM LAWRENCE, MEMBERSHIP NO. 740/10

My article in Warrior 49 about the life of Sir Henry Fowler mentioned the impressive performance of the GWR's *Launceston Castle* when assessed on the Euston-Carlisle route in 1926. Following this, the LMS Chairman Sir Josiah Stamp ordered that fifty 4-6-0 express passenger locomotives be available to lead the following summer's West Coast Main Line Anglo-Scottish schedules. This resulted in the Royal Scot class being procured from the North British Locomotive Company which, with considerable resourcefulness, was able to fulfil most of this demanding order on schedule.

Unfortunately, one minor comment I made which related to the Scot's design process was extended beyond its context by David Hughes in Warrior 50 whose rebuke stated that I was 'perpetuating a myth that needed to be dispelled'.

The statement in the article that gave rise to this was: "As Derby had insufficient time to produce a design, Fowler contacted another old apprentice friend Richard Maunsell (the CME of the Southern Railway). This, most generously, resulted in a set of Lord Nelson drawings being provided on which the new LMS design could be based" – and was included for no other reason than to provide an example of how Sir Henry maintained life-long friendships at a personal as well as a professional level.

It was what came after this that caused consternation and is the source of the 'myth', for a rumour circulated that the Royal Scot design had been based extensively on that of the Lord Nelson class, which is not the case. I presumed that, amongst enthusiasts, the collaboration between Derby's Locomotive Design Office and the North British Locomotive Company would be assumed but accept that this could have been made clearer.

That a set of drawings was issued from Maunsell's office is a fact. Moreover, as the quote above shows, no opinion was expressed about the extent to which they were useful. The key word I used was 'could' (not 'would') because the new locomotive's fundamental details were at the time still being worked out.

The assertion that I was perpetuating a scurrilous myth just by mentioning that an extensive amount of proprietary information was handed over is stretching a point, to say the least. If the Lord Nelson drawings weren't to provide a context for the development of the new 4-6-0 (along with other inputs) what were they for? Surely not to get both teams of draughtsmen to spend all day just colouring them in?

In fact, the wind was firmly taken out of the sails of this gossip over half a century ago. One of the more authoritative statements which forcefully dismisses the notion that Derby's LDO simply 'lifted' much of the Lord Nelson design was provided in the book written in 1971 by BR senior design engineer and Derby-based railway historian J. B. Radford (Ref 1) who worked at the Railway Technical Centre (see footnote).

So, here is a summary for Warrior readers which I hope will put matters right.

Thank you to all who contributed their articles that appeared in Warrior 50, 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 a return address). Preferably send your contribution by email to memberscorner@lms-patriot.org.uk or post directly to the office: **Richard Sant, LMS-Patriot Company, 17 Eastgate Street, Stafford ST16 2LZ.**

Comments on the background to the design process for the Royal Scot class

Design work for the new LMS 4-6-0 was overseen throughout by their chief draughtsman Herbert Chambers. The Derby LDO made important contributions to the final product in many areas (as David Hughes's note touched upon). It was Chambers (on behalf of Fowler) who visited Ashford to liaise with 'ex-Paget and former Midland Railway draughtsman' James Clayton (who had started his career there and, through moves and promotions, was now back as a senior engineer working for Maunsell).

The second senior engineer also working for Maunsell who was involved with this episode was ex-GWR Mogul designer and erudite genius Harold Holcroft. (Holcroft had joined the South East & Chatham Railway from Swindon in April 1914 and, for me, is by some margin the best CME this country never had.)

Some LMS-Patriot members will be aware that it was the LMS Motive Power Superintendent James Anderson who was in favour of having a three-cylinder 'simple' layout for the new 4-6-0 locomotive. This avoided the complications of the four-cylinder Compound Pacific which Fowler's team had been working on and for which component manufacture had begun but was then cancelled.

Although I skipped this in the article, it's probably worth mentioning here that Fowler's initial response to Stamp's directive was to enquire of Swindon if they were able to supply a stud of 'Castles' for West Coast Main Line duties. However, had this request not been declined by Collett I wonder what the LMS staff at Crewe and Horwich would have made of it?

So, having already been by-passed by Sir Josiah on the matter of the temporary acquisition of *Launceston Castle* (and probably realising he had little choice anyway) Sir Henry would at least have confidence that the three-cylinder 'simple' arrangement was a sound option for top-link duties largely thanks to the developments made by his good friend over in Doncaster.

Regarding Derby's core contribution to the Royal Scot's design, it was 'Jock' Henderson who produced three schemes between November 1926 and January 1927, the final one of which was favoured. According to Radford, the boiler design was based on that used for the Lickey Banker decapod (and not the smaller S&D 2-8-0 class mentioned by David Hughes's source).

However, no matter. Either answer shows that Derby's Locomotive Design Office was very much involved and that the contribution from Maunsell's team, although supportive, was not crucial. If the Royal Scots had been provided with four cylinders (which in relation to the 'Castles' would have been understandable), the idea that Ashford's contribution was substantial might have gained more credence – even if this wasn't so. And surely this most obvious of differences between the Scots and the Nelsons confirms above everything else that Derby held sway in the matter?

To end on a light-hearted note, perhaps David should act soon to quash his own myth – that the Lord Nelson class was a two-cylinder design?

Footnote: I had the pleasure of meeting John Brian Radford in the mid-1970s when researching the engine-cooling arrangements for the HST power-car along with wake-disturbance issues caused on platforms by strong crosswinds acting on the prototype APT travelling at (what were then) record speeds. These two pieces of research led to (i) the HST Power Car's large square-shaped side panel air-intakes having pairs of vertical rods to support the horizontal louvres (rather than the more common drag-inducing flat strips) to aid air collection at speed, and (ii) determination of the optimum distance from the platform edge of the ubiquitous 'yellow line' (where feasible at 2m) to guide passengers to a safe distance from the track side when high speed trains are about to pass.

Ref 1: Derby Works and Midland Locomotives: J. B. Radford; Ian Allan, 1971

UNDER TEN CMES

Hi Pete,

Rebuke/scurrilous? These are strong words which I did not use or imply. I was merely pointing out the experiences of Eric Langridge who at the time worked in the Derby drawing office on the development of the Royal Scots. He explained why, in his view, the Scots were not based on the Lord Nelsons as much as many people might think. The reference to the difference in the number of cylinders was a transcription error on my part and the book correctly refers to four cylinders. For the record I did not dispute the fact that the NBL had the Maunsell Nelson drawings.

I would strongly recommend that Mr Lawrence and other Members read the two volume work Under Ten CMes by Eric Langridge and form their own opinion. The books are a fascinating and illuminating view of the way LMS motive power was developed through to 1948 from someone who was directly involved and who put that knowledge into print for the record. Volume one covers the period 1912 to 1944 and volume 2 from 1944 to 1959.

KIND REGARDS
DAVID HUGHES, MEMBERSHIP NO. 144/04

PRESTON FREE BUFFET

Hi Pete,

I was interested in the Preston Plaques article by the Editor in the last Warrior. Time probably precluded him being able to see the plaque devoted to the Preston Free Buffet. This was established on the station during the First World War for the millions of servicemen passing through. There is a plaque but the whole refreshment room is the memorial.

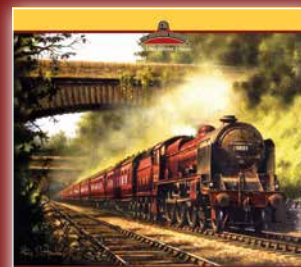
Some 'influential' local women headed by the Mayoress, Anna Cartmell decided to set up the station buffet to serve free tea and food to the troops passing through on long journeys often without access to refreshments. 400 female volunteers worked 12 hour shifts around the clock. It was opened in August 1915 and on the first day they served 386 men but by 1917 this had risen to 3,250. The food and drink was prepared and served in the refreshment room but was also taken to the men on the trains which did not stop for long enough for them to go to the buffet. The operation continued until June 1919 when the service reduced to 14 hours per day until final closure in November of that year. In total some 3.5 million servicemen had been served with tea and refreshments. The picture is one of the mugs in my collection which were used in the buffet and no doubt some of those travelled far and wide before getting returned to base.

KIND REGARDS
DAVID HUGHES, MEMBERSHIP NO. 144/04

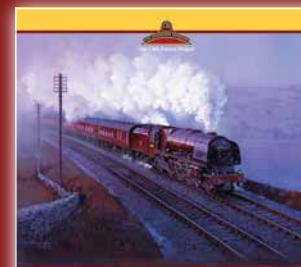


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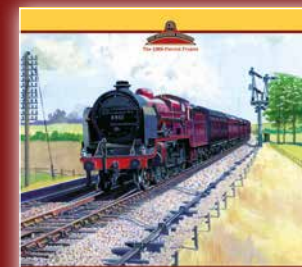
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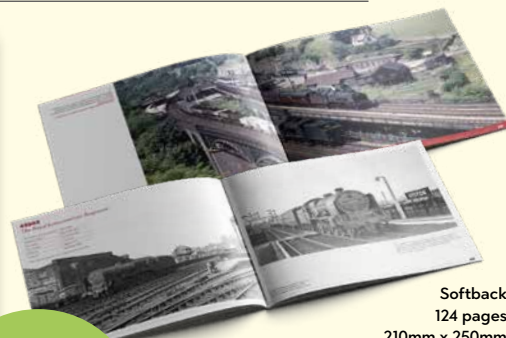
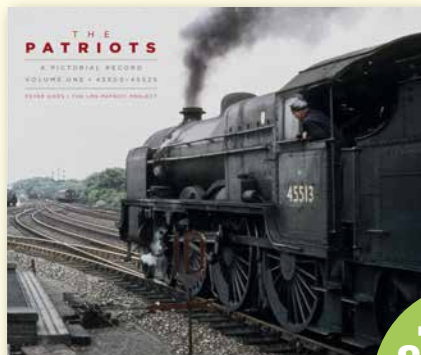
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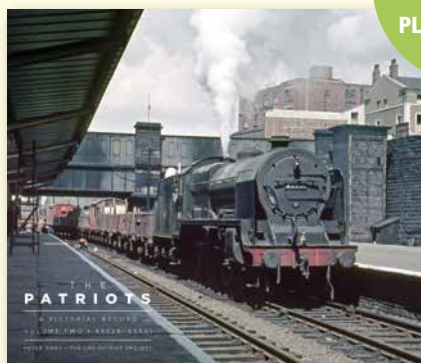
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MARKET HARBOROUGH – A forgotten railway centre

Read most railway books and magazines today and you will find many references to Kettering and then Leicester on the Midland Main Line and hardly any mention of Market Harborough. I have often wondered why.

Market Harborough was a significant junction station with several lines passing through it. Best known of course was the Midland Main Line from St. Pancras to many points north. Then the ex-LNWR line from Rugby to Peterborough and also the ex-LNWR line from Northampton and then on to Leicester, Peterborough, Melton Mowbray and eventually Retford.

I was an ardent trainspotter at Market Harborough from 1957 to 1963 so saw a great deal of activity on all of these lines. There was also a large goods shed on the Midland (east) side and extensive ex-LNWR sidings on the west side.

There was a local depot (15F) with a turntable and a water softening plant but rather primitive coaling facilities. The depot had been known to service up to 50 locos in one day during busy periods with a large variety of motive power including some visiting Eastern Region engines that had worked in from Peterborough. The shed only had a small allocation: two WD 2-8-0s, a Stanier 2-6-4 tank and a couple of 4Fs. The WDs were used as freight train bankers on the very long continuous 1 in 100 gradient on the Northampton line. The WDs were officially from Colwick and were sent to Market Harborough 'on loan'. Before them, in the 1950s, there were two or three ex-LNWR Super Ds shedded at Market Harborough for these banking duties.

There was a constant stream of activity around Market Harborough with through and stopping passenger Down trains from St. Pancras to the north and of course similar Up trains. The named trains I particularly remember were the 'Thames-Clyde Express' and 'The Palatine', usually hauled by a Scot or a Jube.

Our favourite loco spotting place was on a bridge that crossed all running lines which was about 150 yards north of the platform ends in the Leicester direction. The bridge carried a cinder

track from a gate on Great Bowden Road over to the Midland goods shed. The track also passed close to the loco depot and was about 20 feet above the lines giving an excellent view of the loco yard and the engines there. No need to 'bunk' this shed, all was there for us to see. It was a wonderful site to stand on the bridge looking south to see express trains, often double-headed, thundering down the Desborough bank towards the station and then dashing through the platforms, under the bridge, and if we were quick enough, to see it disappear towards Leicester. Thinking about it now, after over 60 years, still gives me a 'tingle'. The usual passenger power was Britannia, Royal Scot, Jubilee and Black 5 class locos and the occasional Patriot. We did see some of the four Patriots which were shedded at Rugby at the end of their lives and used on local passenger and pick-up freight duties. No. 45537 *Private E. Sykes V.C.* was my favourite Patriot and No. 46133 *The Green Howards* my favourite Royal Scot.

Then of course there was the long slow drags of the Toton to Brent coal trains, usually hauled by a 9F or Dubdee and sometimes double-headed by lesser power. Towards the later part of my spotting period this duty was taken over by Peak diesels, usually the D1 to D10 namers, and also occasionally double-headed too. My only regret is that I started spotting just too late to see the Midland Garratts.

One memory that stands out was when the gas turbine prototype loco No. 18000 was being shipped back to Brown Boveri in Switzerland. A problem was found en route which turned out to be that the fuel tanks were over half full of kerosene. The only way that they could come up with to get rid of it was to run the gas turbine with the loco stationary until the fuel ran out. Why it couldn't be just drained off I don't know? I'm not sure how the loco came to be at Market

Harborough but it was at the shed that the stationary engine running was done. Unfortunately, since the railway was very close to the eastern side of the town the local residents were loudly complaining about the awful stink that pervaded the atmosphere which took several days to clear.

I lived in a small village just two miles west of Market Harborough. Almost every Saturday, and many weekdays, with '2 bob' pocket money, I would catch the green United Counties bus (6d return). I would then walk the half mile from the bus station to the railway station calling into Mr. L. Oram's corner shop for a packet of crisps and a bottle of pop (1 shilling with 2d on the empties).

I would then go to the main station yard to get any information from the spotters grapevine, mostly lads but one very knowledgeable elderly

gentleman who was in a bath chair and was always very pleased to give us spotters any information he had gleaned.

The station yard was not an ideal place to spot, being about 15 feet below the running lines, so I trudged up the hill on Great Bowden Road to then walk along the cinder track I mentioned earlier that went past the loco shed.

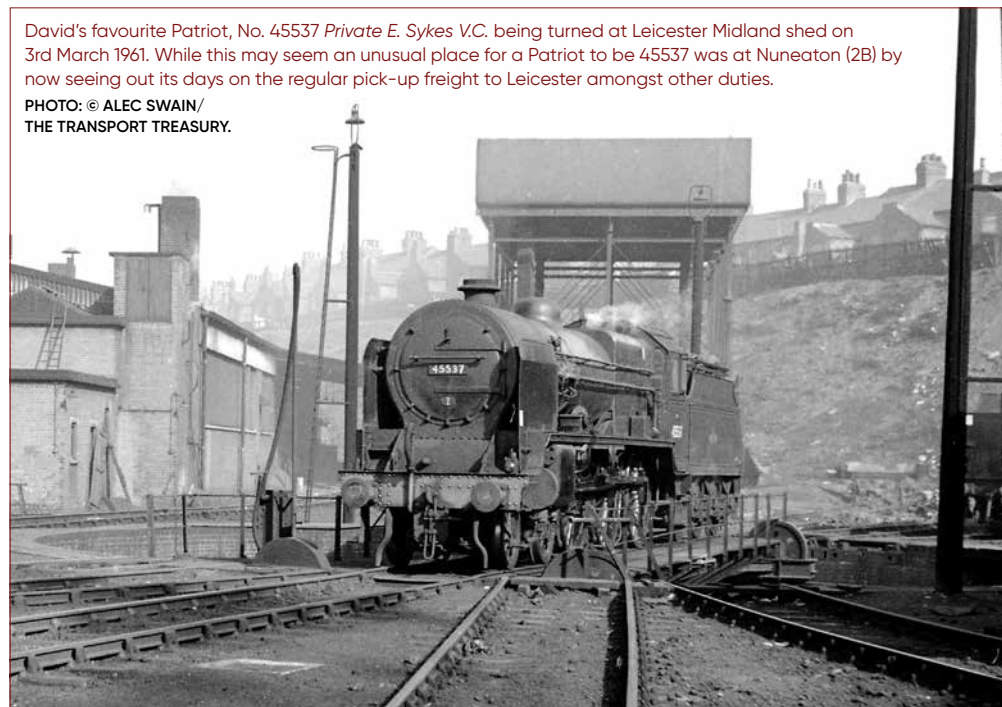
In the late afternoon I would catch the bus back home and then have a late afternoon snack of toast and tomato soup. After the snack I settled down to underline the 'cops' in my Ian Allan LMS ABC. I could never afford a Combined Volume at 12 shillings and 6d, but then I didn't need one!

Happy Days!

DAVID BURDITT, MEMBERSHIP NO. 352/04

David's favourite Patriot, No. 45537 *Private E. Sykes V.C.* being turned at Leicester Midland shed on 3rd March 1961. While this may seem an unusual place for a Patriot to be 45537 was at Nuneaton (2B) by now seeing out its days on the regular pick-up freight to Leicester amongst other duties.

PHOTO: © ALEC SWAIN/
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WHY I JOINED THE LMS-PATRIOT PROJECT

BARRY MATHEWS, MEMBERSHIP NO. 371/06

I joined as a tribute not only to my father-in-law who served in the armed forces, but his wife who served in the Wrens, and whilst my parents were not in the armed forces, my father being reserved occupation, was retained in war production making crankshafts and camshafts, etc. in the forge at the Austin Motor Company. My mother spent a large part of the war riveting Stirling bomber fuselage parts together at the same factory.

This inspired my daughter to want to join the Army in the Medical Corps during her teens, but unfortunately she couldn't because of her asthma. This meant that the only other option to her after she qualified as a nurse was to join SSAFA*, who she now works for out in Brunei, where she looks after the welfare of Army service personnel families.

The fact that I'm a steam nut and a fan of the Patriot class of locomotives I think is secondary.

My daughter has put together an article about her grandfather who was captured at Dunkirk and was a P.O.W of the Germans for 5 years. I hope it is of interest to the members.

"My grandfather was asked for his parent's postal address when he was first captured by a German, who trumpeted to him how he'd let his parents know he was being well looked after in Germany after they had invaded and beat Britain. It would be a long time before he saw his family again but it would be as a victor and not someone defeated."

Joanne Chambers, a SSAFA Health Visitor based in Brunei, works to support the 2nd Battalion Royal Gurkha Rifles (2 RGR) and their families. Here she captures the memories of her late grandfather and the role he played in The Queen's Own Cameron Highlanders during the Second World War.

My grandfather, John Nelson, had left school at the age of 14 years in the mining town of Blackridge, Lothian, went to the local mine to work. His father before him, Adam Nelson, had also been a miner and had served the colours during the Great War being a private in the Black Watch Regiment.

With war looming in 1939, John travelled to Edinburgh to sign up at the Army Recruitment Office. He enlisted with The Queen's Own

Cameron Highlanders on 23rd March 1939, three days before his nineteenth birthday, and was soon on his way to Inverness to complete his basic training.

War broke out in September of that year and during November, John was sent out to France as part of the British Expeditionary Force (BEF). For the best part of six months nothing much happened in what became known during the early part of the conflict as the 'Phoney War'.

However, in May 1940, things started to hot up, the Germans began invading Belgium and as a consequence the BEF crossed from France to Belgium to meet the German advance. As the British moved into Belgium, part of the German Army hooked around the British right flank, and with the ever-present risk of being cut off, they had to fall back.

The end result was a fighting retreat to Dunkirk. My grandfather was part of the brigades who covered the British and French withdrawal, holding the perimeter defences of Dunkirk. Because of this they were the last to leave the line and not all of them made it back to the beaches, including Private John Nelson.

He was captured by the Germans on 31st May 1940 and was not released until 21st April 1945 by American forces advancing east, after almost five years of imprisonment.

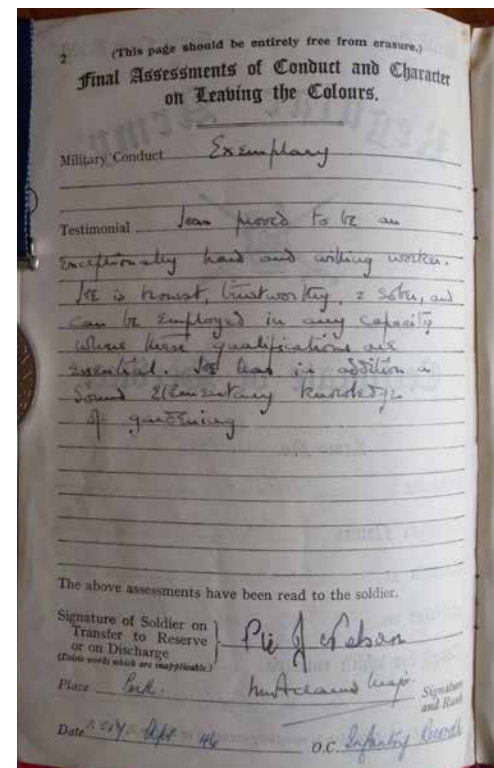
There were many experiences John endured after capture, like having to sell his kilt to a French woman for a loaf of bread because the Germans had no food for them, and being marched east into Prussia up to the River Vistula and into Poland, with many dying on the way.

He himself almost died of pneumonia – his own medical officer had given him up for dead – and was only saved by a French doctor (presumably also a POW), who heated bell-shaped cups that were applied to his chest to draw off fluid from his lungs. On his 21st birthday his fellow prisoners gave John a tin of condensed milk and a rusk in way of a present. He also escaped on a few occasions but was always caught and punished.

As the war was drawing to a conclusion and the Russians were advancing west, the Germans decided to move their POWs west and took them with them as they retreated away from the Russians. This march was even worse than their march after capture in 1940 when at least then they were in reasonable health and the weather was warmer. On this march many men died along the way.

After the war my grandfather when on to marry, had two children, one of whom was my mother and he lived a happy life, if uneventful, but with what he'd been through I think he was happy with his lot.

John died in 1984, with an ending I think some might envy. Sitting on the sofa, a tumbler with a double Scotch in one hand and a cigarette in the other, while my grandmother was doing him a nightcap in the kitchen. When she returned to the living room he'd gone, a massive heart attack had taken him. He only had four months to go until retirement, and so sad after what he'd experienced in his younger days."



Top right: John pictured shortly after enlistment.

Bottom right: John's final assessment of conduct and character on leaving the colours. His military conduct is listed as exemplary.

*SSAFA – the Armed Forces charity – the Soldiers, Sailors, Airmen and Families Association, is a UK charity that provides lifelong support to serving men and women and veterans from the British Armed Forces and their families or dependents.

AN UNEXPECTED TRIP ON THE SCARBOROUGH SPA EXPRESS

2020 only saw me travel on board two railtours, the first one being the 'Winter Cumbrian Mountain Express' on 8th February which was worked by 46115 *Scots Guardsman* and my second being February 29th's 'Cotton Mill Express' with 45562 *Alberta* (45699 *Galatea* in disguise). However following a 17-month absence owing to Covid and lockdown it was time to make a comeback.

Watching other people's videos on YouTube I wanted to have a change from filming just in the north west and decided for one of my early comeback videos to go and film one of West Coast's regular 'Scarborough Spa Express' (SSE) trains. The trains at the time were being worked by Jubilee No. 45699 *Galatea* which was, prior to my outing, still dressed up as its long lost classmate No. 45562 *Alberta*. Just prior to this first outing in particular I was grieving the loss of a family member and in a bid to try and cheer myself up I decided that I would go off into Yorkshire and film the SSE on 8th July as it was departing York, then I planned to visit the National Railway Museum for a few hours followed by having an evening meal somewhere in York. I would then film the tour as it arrived back at York station.

I had planned the locations where I was going to film, where the camera would be set up and then what I would do while waiting for the tour to arrive back. However on arrival in York I was in for a shock, unknown to everyone the engine had once again had another identity change, although only on the smokebox and nameplates, as the cabside number remained as No. 45562. The smokebox numberplate and nameplates had been changed and the engine was now No. 45627 *Sierra Leone*. Upon discovering this I knew that I just had to tick off an outing with the engine with this latest identity change. So I changed my plans and after the loco had been attached at Holgate and arrived into platform 5 I searched for a steward to see if it was possible to travel on the train as I hadn't booked in advance. There were plenty of empty seats available and happily they said yes. So I was now off to the lovely seaside town of Scarborough. I climbed aboard having paid the adult fare, walking through the train I found a seat in a completely empty compartment in the rear brake making things even better. A right time departure followed, leaving York at 11:26am arriving into Scarborough just over one hour later at 12:27pm (4 minutes early).

Close-up photos of the engine were taken as well as capturing video footage for my next YouTube video and then after '*Galberta Leone*' had left for turning it was off down to the beach, it was a very warm day



and the beach was absolutely packed. After a few hours catching some rays and grabbing some photographs of the resort including the speedboats which were giving rides in the bay, it was time to return to the station for the journey back to York. Since my coach was now at the front of the train there was certainly more filming to be done as the engine, despite the hot weather, was still working hard and I'm pleased to say that there were no lineside fires reported. We departed right time from Scarborough at 4:41pm and although we had to slow down for a signal check at Malton to pass through the platform line rather than the avoiding line, arrived into York's platform 3 at 5:43pm (6 minutes early).

Having discovered that this identity change wasn't going to be a one-off and that it was going to officially once again change from 45562 to 45627, which would include changing the cabside numbers, I decided to meet with an old friend of mine who I'd not seen since 2018 and tick off another outing with the engine to Scarborough. One week later on 15th July we met in York for our outing with *Sierra Leone*. Despite some panic as the engine was late leaving the NRM and fearing the tour would be diesel worked, the engine eventually passed back through the station heading to Holgate. On arrival at platform 5 just like the previous week it was a case of speaking to the stewards to ask if we could travel and once again they said yes. We departed York 1 minute down at 11:27am but arrived on time in Scarborough at



12:31pm. Another opportunity to get photographs and video footage of the engine followed at Scarborough station and then it was off down to the beach and a chippy lunch, let's just say that my friend was not too happy about going down those very steep steps. After lunch was over it was off to get some photographs of Scarborough from the cliff bridge and eventually back to the station where the train was waiting.

Although booked to arrive back from the sidings later in the day the empty train had arrived back over 90 minutes early so we had a good while to kill before departure, but it was a good opportunity to have another close-up look at the engine alongside getting more photos but this time of the engine stood at the far end of Scarborough's platform 1. With 15 minutes to departure time, it was time to get back on board and grab the first empty compartment we could find, with the majority of the camera equipment now in the compartment a few more shots of the engine from the platform followed and then it was all aboard for departure at 4:41pm. Like the previous week we were again slowed for a signal check at Malton as we once again were sent through the platform line, seems this is the norm now for some reason. As a result we were 3 minutes down passing through Malton but made up the delay arriving 2 minutes early in York at 5:47pm. Although only a short route at 42 miles long it's worth travelling down on a steam tour. I recommend travelling the line while the semaphore signals are still there as in a few years time they will be going, along with the signal boxes with control being transferred to York ROC. It would be good though to see *The Unknown Warrior* travelling down the route one day while the semaphores and boxes are still there.

It's not known when the engine will have the yellow cabside stripe applied, it is intended to have this added at the same time that it's cabside numbers are changed, it will be a good sight seeing an LMS Jubilee



in this livery on the main line. It will also make it stand out against classmate No. 45596 *Bahamas* which is also painted in BR lined green with the late crest. Fingers crossed it also gets Bank Hall's 27A shed code on the front too rather than Leeds Holbeck's 55A. The yellow stripe in BR days was placed on engines to show that locos with it applied were banned from running south of Crewe owing to the overhead wires. By coincidence No. 45699 also had the stripe applied and this could still be seen when the loco was in ex-Barry scrap yard condition.

Since this write up I've also travelled behind the engine when it was put in charge of the 'Peaks Express' on 24th October which ran from Preston to Derby via Wigan, Manchester Victoria and Sheffield. A rare outing for the engine to Derby which was also new territory for me to tick off.

Finally I'd like to dedicate this article to my nan, Mary Moyle, and my grandmother Shirley Evans who both sadly passed away in June and August respectively of this year.

DAVID MOYLE
MEMBERSHIP NO. 1801/05



No. 45505 *The Royal Army Ordnance Corps* pictured at Shrewsbury MPD, c.1958.
PHOTO: © MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT



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5504	5522	5540
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45500	45518	45536
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DID YOU KNOW?

The Poppy Line is part of the former GNMR. An episode of Dad's Army was filmed between Holt and Weybourne.

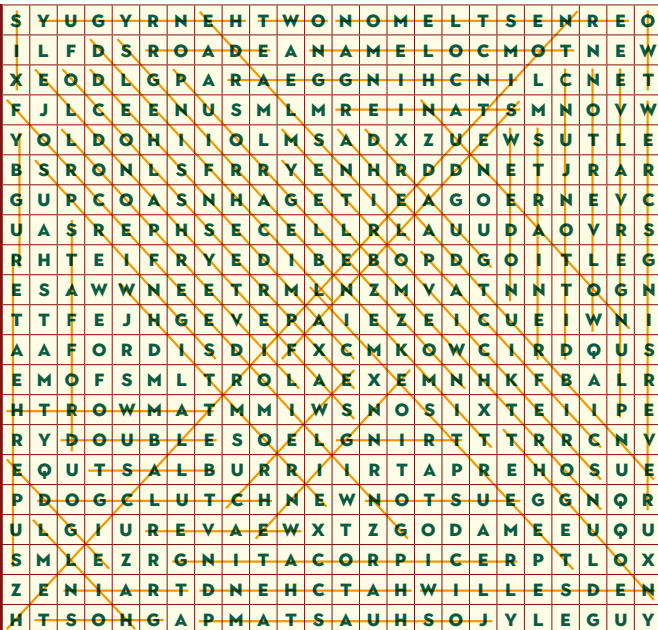
The local nickname for the GNMR Stafford-Uttoxeter section was 'The Clog and Knocker' due to the sound of the engines working up the climb from the Sow Valley to Salt in the Trent Gorge.

The junction with the NSR west of Uttoxeter near the village of Bramshall was wrongly notated as Bromshall.

M	Z	M	A	H	T	R	A	M	A	H	T	Y	B	E	L	T	S	A	C	D	A	D
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Patron Simon Weston, CBE

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The Warrior



No. 45500 *Patriot* pictured at Euston probably in the late 1950s with the 'Empress Voyager' from Euston to Liverpool Riverside.

PHOTO: G. W. SHARPE