

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



MAY 2022
Issue 53 • £2.50



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HERITAGE
RAILWAY
ASSOCIATION

2020 AWARD FOR
COMMUNICATIONS

Chairman's Thoughts

Most of your Chairman's thoughts at present are preoccupied with the complexities of moving forward on the reassembly of the chassis. **Yes, things are moving in general: we have let the contract for the replacement driving wheels with William Cook and the first two were cast in the first week of May; the replacement tyres have been ordered, and we have accepted a quote from South Devon Railway Engineering for the subsequent production of the wheelsets.**

However, I will not rest easy until we have established a clear way forward with component testing and reassembly of the chassis. We are working with Ricardo Certification on the application of the principles of risk assessment to this task. We need to find the best balance possible on the extent and type of testing we have to do. We need to do this to address our historic shortcomings in maintaining comprehensive component quality records.

We are not going to fall into this trap again: in March we signed off a quality control recording system which we have hammered out as a team over several meetings. The chassis reassembly work will be documented in this way.

This Warrior sees the first six monthly review of our project completion forecast which we promised on the launch of Project Reset at our 2021 AGM. You can read about this on pages 8 and 9.

I know that we rely on our members' support and commitment to keep going. I was deeply touched recently by a letter that arrived from a member complaining that the locomotive had not been completed before his terminal health diagnosis; and showing his disappointment and anger at our project setbacks and delays.

I drafted the best reply I could, but learnt that the letter was, very sadly, received posthumously.

What moved me most was his continuing belief in the case for the project – the need for an original Patriot – translated into a significant bequest. Other members have, I know, passed before him. This is why we have to keep doing our best to see the project to fruition, honouring this kind of commitment.

These have been difficult times for several colleagues, with Covid hitting some people, and other misfortunes. Kevin West's Engineering Report is a startling read – we are relieved he is recovering and wish him well.

I would like to welcome a new member and volunteer to the project. He is an ex-BR engineer with many years' involvement in steam locomotives on heritage railways. He has past direct experience of main line steam operation including equipment fitment, certification requirements and associated paperwork. It is early days for him but we have already started passing him documentation to read!

Lastly, our administration office premises finally reopened physically around the end of March, after a prolonged, two-year shut down through the pandemic. I want to thank volunteers who are in the process of returning and encourage anyone else who has time and administrative skills to offer: last, but not least, my thanks go to our office manager Linda Westerman and her husband David, who soldiered on through the closure, pretty much keeping the office systems functioning at their home at significant personal inconvenience.

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

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

MAY 2022

CATCH 'EM EARLY

They say its best to catch them early – Cobi Hall-Wright – one of our Chairman's many grandchildren enjoying her Family Membership: she's carefully studying the Engineering Report in the last Warrior!



Colin Hall

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

COVER: Unnamed Patriot No. 45513 is seen departing Lancaster in the early 1960s.
PHOTO: © MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.

TREASURER'S REPORT

Update for Quarter 4 to 31st March 2022 and the full financial year.

NEIL COLLINSON, TREASURER

First thought for the quarter: The insects mentioned in my opening thought for the quarter last time are not growing as fast as they should. The backbone of our membership are the regular donors, the numbers of which are falling, and we need to find more.

INCOME

Total income for quarter 4 was £83,060 (our best quarter this financial year and better than the same quarter last year). If you exclude the £50,000 loan we are down on the previous year's total by £31,000. Total income for the full year was £271,030. This was 89.8% of the budget set for the year. This figure was achieved with the help of a generous personal donation of £20,000 which attracted an additional £5,000 in Gift Aid. The £11,570 Gift Aid claim for the quarter hit our bank account on 21st April.

Second thought for the quarter: We did not have any suggestions for improvements to the 'Financials at a glance' chart below so it continues in the same format. It is worth repeating again that £1 discrepancies in the totals are due to me rounding the individual amounts.

THE FINANCIALS AT A GLANCE – Quarter 3 comparisons including the financial year to date							
QUARTER 4 COMPARISONS		Q4 (2021/22)	Year to date	% of budget	Q4 (2020/21)	Year to date	% of budget
INCOME	Membership	£8,818	£29,547	84%	£7,247	£32,457	97%
	Donations	£70,618	£223,744	90%	£54,532	£251,343	92%
	Loans	£0	£0	n/a	£0	£50,000	n/a
	Sales	£3,605	£17,710	93%	£1,004	£18,325	85%
	Other (interest)	£21	£34	n/a	£4	£31	n/a
	TOTAL	£83,062	£271,034	90%	£62,786	£352,156	108%
EXPENDITURE	Locomotive	£23,584	£81,912	n/a	£22,730	£143,269	n/a
	Tender	£0	£2,807	n/a	£5,836	£16,342	n/a
	Boiler	£1,120	£12,413	n/a	£1,503	£25,223	n/a
	Other Engineering	£0	£7,123	n/a	£0	£2,637	n/a
	Sub-total	£24,704	£104,254	47%	£30,069	£187,470	80%
	General expenses	£16,981	£52,444	101%	£9,591	£41,166	87%
Loan(s) and interest	£825	£8,809	110%	£4,189	£34,109	129%	
TOTAL	£42,510	£165,506	55%	£43,850	£262,746	80%	

Considering that we were still living with Coronavirus I personally think that the results are quite good against the lower annual budget we set. Donations were £28,000 short on the previous year but we are now battling with the cost of living crisis where a few regular donors have ceased their contributions. We are still looking for company sponsorship, so I will reiterate my message last quarter in that if you have any recommendations for companies that wish to splash their cash, please put them forward to our marketing and publicity director, Andrew Laws marketing@lms-patriot.org.uk

Third thought for the quarter: You will see from the following 'Bank balance' chart that our cash in hand continues to rise. This balance, plus, if the forecasted income is achieved for the current year will give us a good springboard to move the locomotive construction forward quicker than has been experienced over the last two years.

BANK BALANCE COMPARISON

	Q4 (2021/22)	Q4 (2020/21)
Opening Bank Balance	1st January – £210,916	1st January – £129,812
Closing Bank Balance	31st March – £244,202	31st March – £147,993

A VAT refund of £3,900 and a Gift Aid claim of £11,570 have now been credited to our account which gives us working capital of approximately £260,000 to start the new financial year.

Fourth thought for the quarter: The final forecasted expenditure for the build for 2023-2024 presented to the board at the April meeting is £185,000 which gives us a total of £445,000 available for the current year. However, we need to continue or preferably exceed the income forecast needed to achieve this. Keep the faith and please encourage others to do so by supporting us with membership and regular donations.

MEMBERSHIP

Total membership income for the quarter, including Gift Aid, came to £8,818 (£29,550 for the year) giving 84% against the budget.

Total donations and sponsorships were £70,620 for the quarter. Gift Aid on these donations was £10,080. The full year was £223,740 (90% of budget). **Thank you.**

Regular donations increased to £23,910 for the quarter, our best quarter this year (£79,710 for the full year) giving us 100% of the budget set. The average amount per donation increased by £5.52 in Quarter 4 to £22.60. Total regular donations coming from 357 donors at the end of March was £79,095.0.

One off donations amounted to £34,880 for the quarter (£72,860 and 82% for the year).

An updated quarterly comparison table now gives information for two full years. If you take out the £2,000 per month from the £23,900 shown we are now just below the £18,000 per quarter.

THE USUAL DONATION COMPARISON TABLE

2021/22 DONORS FOR COMPARISON					2020/21 DONORS FOR COMPARISON				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter		New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	7	2	11	£23,912	Q4	3	4	12	£18,825
Q3	1	2	6	£18,008	Q3	5	1	4	£19,299
Q2	2	5	14	£18,514	Q2	7	1	6	£19,109
Q1	2	5	6	£19,282	Q1	15	-	8	£19,100

Fifth thought for the quarter: As already mentioned, regular donors are the backbone of the income we receive. Whilst it is encouraging that we recorded seven new ones last quarter, numbers are falling as indicated in my opening remarks. However, as mentioned in Warrior 52, at the board meeting in January there was a fund-raising brainstorming session. I will say no more and hopefully there will be a full update on this initiative in Warrior 54.

SALES AND EVENTS

Sales Actual sales income for the year was £17,710 (92.5% against forecast). This includes advertising income and the prize draw. Quarter 4 was considerably higher than the same quarter last year with an income of £3,605, mainly due to the few galas/model shows that we attended during the quarter.

Raffle ticket sales saw a total return of £6,457 for the year.

INTEREST AND OTHER SUNDRY INCOME

A huge increase to £21 for the quarter, more than the other 3 quarters put together. Total for the year was £34 (rounding gives a £1 difference).

EXPENDITURE

Engineering Expenditure The balance sheet shows a total expenditure of only £24,700 in the quarter to the end of March and £104,250 for the year. That is only 47% of what was allocated at the beginning of the financial year. Total spend at the year-end is £2.68m on loco, £600,480 on boiler and £208,000 on the tender.

Overheads – Overall, the spend is slightly over the budgeted figure at 101%.

Loan interest repaid for the 4th quarter was £825 with £8,809 (110%) paid out for the year. This was due to carry forwards of interest from 2020-2021 at the request of some lenders.

Overall there has been less expenditure than income during the quarter, generating a £16,970 surplus and a surplus of £105,530 for the full year. If we were a general company that would be deemed to be a reasonable profit. However, see below.

There are outstanding invoices for £22,000 due at the end of March, with purchase orders to the value of £132,500 received awaiting invoices, giving a total of £154,500 committed.

5551 ENGINEERING EXPENDITURE FORECAST	Q4 – 2021-22			Q1 – 2022/23			Q2 – 2022/23		
	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022	July 2022	August 2022	September 2022
Current Bank Balance	£210,916	£206,252	£216,424	£244,202	£254,480	£254,003	£254,561	£229,477	£136,599
Income (Budget) excluding Gift Aid	£23,715	£23,715	£23,715	£21,573	£21,573	£23,715	£23,715	£23,715	£23,715
New Bank Balance	£234,631	£229,967	£240,139	£265,775	£276,054	£277,718	£278,276	£253,193	£160,314
Other Expenditure (Budget - excludes loan repayments)	£4,338	£4,338	£4,338	£4,475	£4,475	£4,338	£4,338	£4,338	£4,338
Loan Repayments	-	-	-	-	-	-	-	-	-
Engineering Expenditure	£22,403	£5,644	£13,060	£6,820	£26,140	£18,820	£44,462	£133,600	£18,820
Gift Aid Return	-	£4,960	-	-	£4,960	-	-	£4,960	-
VAT Refund (Estimated)	-	£2,722	-	-	£3,605	-	-	£16,384	-
Forecasted Bank Balance	£207,891	£227,667	£222,742	£254,480	£254,003	£254,561	£229,477	£136,599	£137,157
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	£227,667	£229,737	£224,812	£256,551	£256,073	£256,631	£231,547	£138,669	£139,227
Actual Bank Balance (last day of month)	£206,252	£216,424	£244,202						
Actual Income in Month	£19,085	£22,281	£38,402						
Actual Outgoings in Month	£23,750	£12,110	£9,654						

However, worth noting is the production of four more purchase orders in April totalling in excess of £65,000 which relate mainly to the wheels and tyres.

My final thought for the quarter is just a reminder of what was written by me last time regarding the Llangollen issue.

Our solicitor wrote to the solicitor acting for the administrator on 16th November who threatened us with legal action for non-payment of the £15,500. Still no further news. On the other side of the balance sheet, I wrote to the administrators on 28th December asking when we may receive some compensation in response to our claim. This was the response:

"Unsecured creditor claims will be reviewed and adjudicated upon in due course." No further news on this either except we declined an offer of approximately £8,600 in February from a firm by the name of Clearwater who offered to buy the debt.

And finally (honestly) for this quarter. A reduced budget for 2022/2023, similar to our achievements for 2021/2022 was approved by the board at the meeting on 30th April following a discussion on the annual results. We have to be realistic in our forecasts in the light of the current economic situation in the country.

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

PROJECT RESET

6 MONTH REVIEW

PROJECT RESET RECOVERY PLAN

When PROJECT RESET was presented in November 2021 a plan was produced to demonstrate a path and an approximate timeline to recover the Patriot build to a point where upon the frames were set back onto the replacement wheel set.

When this goal was set we were reasonably confident that we were aware of all the major issues to be addressed. Three additional areas of concern surfaced during the dismantling of the frames that required attention. These were; cylinder repair, buffer beam replacement and dragbox rebuild; these issues have been rolled into the plan and do not impact the overall time line at this point.

The most significant impact on the planned timescale has been the fluctuating availability of manpower for a variety of reasons that could not have been predicted. The Plan currently demonstrates an eight week overrun which is likely to extend to 12 weeks on current trend. Discussions with PRCLT have identified that there will be opportunities to recover some or all of the overrun during the next few months. This optimistic view is based on our ability to carry out work on major components required for the Rebuild Plan, in parallel to work required to recover the frames.

We expect delivery of the replacement driving wheels at the end of June in line with the recovery plan. Orders have also been placed for the subsequent machining of the wheels and fitting of axles, cranks and tyres. All being well we should see the wheelsets returned by the end of September, or beginning of October, and this is in line with the Recovery Plan.

Most importantly along with the exciting 'hands on' work a great deal of focus and effort is being made to ensure the procedures are in place to record all the data accurately to support the build. This goes hand-in-hand with demonstrating and recording the appropriate level of quality assurance and risk assessment. A working group has been put together to progress all aspects of this important work as follows:

David Tuffin Risk Assessment & Application (IT)
Keith Riches QA & Procurement procedures
Colin Hall Archiving & Library architecture
Janet Elson Collation & Administration/filing.

It is important to note that the assembly process is managed to run in close co-operation with the documentation process. This will take a little more time but it needs to be done to avoid unnecessary duplication of work.

Clearly the main focus and effort is being applied to the build of the engine; however steady progress, albeit at a slower pace, is being made on the tender frames and boiler.

At this time the tender wheels are being cleaned to allow for a detailed inspection including NDT. The next phase of work will be the completion of the axle boxes and to progress work on the braking system.

We have received a notice from HBSS that indicates that BES are content with the adjustment to the safety valve pad dimensions to meet the gauging requirement. This will allow the fitment of the pad and the fitting of the Crown Stays as the next phase of work. The dome has also been delivered to HBSS for fitment in due course.

Although there has been delay to some tasks I believe we are on the right path towards a safe and successful Patriot build. We will review the longer term completion forecast for the November 2022 AGM.

KEITH H. RICHES
PROJECT DIRECTOR richeskeith13@gmail.com

YOU SHOP. AMAZON GIVES.

At the beginning of May we received a donation of £19.65 from Amazon Smile.
Go to page 62 to see how you can help increase this figure at no cost to you.

ENGINEERING UPDATE

BY KEVIN WEST, DESIGN ENGINEER

Work on The Unknown Warrior has continued over the period since the last report. Although there has been little actual physical progress on-site, much time has been spent on establishing the right approach to the reassembly of the chassis, and planning the recovery of the driving wheel sets.

Added to this, the return of 6233 hauling trains on the national network has impacted on PRCLT staff availability to work on 5551. This has been compounded by personal circumstances on both the PRCLT staff and members of our own Engineering Team where house moves and medical conditions have reduced time available to work on the project.

In my own case I was involved in a flash fire incident at the end of March that resulted in 10 days in hospital and an operation on the resultant burns. I expect to make a full recovery, but as a result I have had little direct involvement with the project for the last five weeks whilst recovering. I am starting to return to my work with 5551 this week and hope to be fully fit to return to pre-incident levels of involvement by the end of the month.

CHASSIS

Work on the main chassis has focused on the paperwork and procedures needed to ensure that the components and fixings used in reassembly are fully compliant with the relevant standards. As this Warrior went to press we had a very useful site meeting and component inspection at West Shed with Ricardo Certification and PRCLT. We worked through the base chassis assembly and have come up with detailed proposals on the extent and type of testing required and follow-up actions.

The chassis frames are ready for shot blasting back to bare metal. This work is required to remove the mill scale that was explained in the last Warrior and obtain the true metal to metal contact condition required for refitting the riveted components. We had originally expected to have this completed in the winter (subject to weather conditions) but we took a conscious decision to

wait until we had done the assessment work described above. The material for the numerous rivets and bolts is now on hand for machining prior to fitting when required.

The new correctly profiled Front Buffer Beam has been delivered to the West Shed along with the material for the various Mounting Brackets. Drawings have been supplied to PRCLT for drilling the new Front Buffer Beam and to manufacture the Mounting Brackets. The buffers have been refitted.

The workshop has become quite crowded with parts of 5551 removed for the current work. We are to provide another container for storage of parts and material which will clear space in the workshop to aid the next phase of the work.

The necessary method statements and procedures are being worked on in respect of the rectification of some substandard welding on the Frame Plates. The extent of repairs will be determined by risk assessment.

MOTION

Machining of other fittings continues as time allows.

CYLINDERS

The repair work on the Outside Cylinders detailed in the last report is underway at Cast Iron Welding Services: delivery of the material required for the Valve Guide Bars has been delayed.

DRIVING WHEELS

The original wheels have now returned to West Shed for recovery of components that will be used in the future.

The order for the six new Driving Wheel pan castings has been placed with William Cook Cast Products in Sheffield. Cooks have completed a

small amount of repair work on the wooden pattern free of charge: the first two castings have been cast and are now being prepared for testing and inspection. Once these have passed satisfactorily the remaining castings will be produced and tested, until we have six good castings.

The next stage will be proof machining of the castings.

Orders have also been placed for the supply of six Driving Wheel tyres and the machining and assembly of the new Driving Wheel sets. This is major expenditure, but all budgeted within the project projected fund-raising for the current year.

BOGIE

Work continues on the rework of the Bogie as time permits.

BOILER

HBSS continue to work on our boiler to an agreed monthly schedule which keeps within our budgets. At a recent on site meeting it was agreed to move the smokebox and a number of other parts from HBSS to the West Shed for undercover storage and also allow our volunteer team to undertake some preventative work.

TENDER

Work continues on the Tender Chassis at Leaky Finders as time permits. The Chassis has recently been moved into their new workshop.

Below:
The first two replacement driving wheels.
PHOTO: WILLIAM COOK CAST PRODUCTS



SALES REPORT

sales@lms-patriot.org.uk

AT LAST! Things are returning to some degree of normality, which applies to the whole world and not just The LMS-Patriot Project of course.

From our point of view though the final quarter of 2021/22 has produced some encouraging results for sales.

We attended four events, the GCR Winter Steam Gala, the KWVR Steam Extravaganza, Statfold Barn Enthusiasts Weekend and The London Festival of Model Engineering.

Sales income totalled £2,947 and donations (including sales of donated items) £1,594. All-in-all a positive outcome. Much of the money from donated goods also attracts Gift Aid.

Web and mail order sales brought in £557 which is a slight improvement on the previous year.

Our new line in mugs and coasters is proving very popular so to order yours, or any other merchandise please see the enclosed sales list or visit our web shop.

A big thank you once again to those who have donated items for us to sell. Whilst we're still happy to accept certain railway books Dvds and magazines the market for these seems to be on the wane. The most lucrative returns come from model railway items and railwayana. If you have anything you would like to donate please get in touch either by email or phone.

KIND REGARDS, NEIL KINSEY

JUNE

Statfold Barn – Enthusiasts Weekend • Sat 11/Sun 12

Ecclesbourne Valley Railway – Steam in the Valley • Fri 17/Sat 18/Sun 19

AUGUST

Staffordshire Regiment Museum • Mon 29

SEPTEMBER

Lichfield Model Railway Exhibition • Sat 17

The Stafford Railway Circle Model Railway Exhibition • Sat 24/Sun 25

OCTOBER

Gauge One, 75th Anniversary Show, Bicester Heritage • Sat 1/Sun 2

NOVEMBER

Warley Model Show – NEC • Sat 26/Sun 27

MARKETING REPORT

ANDREW LAWS, MARKETING DIRECTOR marketing@lms-patriot.org.uk

At the AGM last November we outlined Project Reset - the engineering plan that is putting 5551 'The Unknown Warrior' back on the road to recovery. But what are we now doing to promote and market the Project in this post-pandemic era?

The last two years have been unprecedented and eventful to say the least. The global pandemic has no doubt been a setback, not only for The LMS-Patriot Project but for the entire heritage railway sector. The curtailing of events and galas has restricted what we have been able to do and the message that we put out. Galas not only act as sales events but they provide an opportunity for us to chat to members and enthusiasts about progress with 5551 'The Unknown Warrior'. The sales stands provide a 'shop front' for the Project where we can engage with people face-to-face, something that was sadly missing and limited during recent months and years.

I am pleased to say that this year we have already attended large events at the K&WVR, Alexandra Palace and Statfold Barn with our sales stand. The recovery is well underway and we have many more events planned this year. We do list these events and galas on our website - please take a look at our home page www.lms-patriot.org.uk - where you can see 'Upcoming Events'.

But what else are we doing?

We are currently discussing the possibilities of holding a Members' Day, something we have been unable to do since 2019, when we shared an event with the PRCLT at West Shed during their Open Weekend. Although this may now have to take place in 2023. We will of course keep you posted.

Also as we go to press with this issue of The Warrior, discussion and planning is taking place for events we can attend at Military Regimental Museums. As we know *The Unknown Warrior* is the new National Memorial Engine dedicated to the fallen from all conflicts, so we need to build up links with Regimental Museums before the new Patriot steams. The first of these events is likely to be at the Staffordshire Regiment Museum near Lichfield on August 29th. If you live close to Staffordshire, then please do try and visit this excellent museum.

For further information see www.armymuseums.org.uk/listing/staffordshire-regiment-museum

We will of course be announcing more events as the year goes on and will keep you informed via our monthly email bulletins, The Warrior magazine and on our website and social media.

**SAVE
THE
DATE**

2022 ANNUAL GENERAL MEETING

KIDDERMINSTER RAILWAY MUSEUM
SATURDAY 12TH NOVEMBER.

It has been confirmed that the 2022 LMS-Patriot Project AGM will again take place at the Kidderminster Railway Museum. This year it will be held in their new Conference Room and will start at 2.00pm on Saturday 12th November.

Full details of how to find the room and parking will be sent to you in due course.

We look forward to seeing you there.

THE PATRIOT LEGACY MODEL

We are delighted to report that after well over two years of negotiations, interspersed with lockdowns, the 3½ inch gauge live steam model, Patriot No. 5513, was delivered to West Shed on Wednesday 23rd March. We are grateful to Simon Scott and the PRCLT trustees for allowing it to have a pride of place amongst their own model exhibits/displays. The trustees were falling over themselves to set about giving it a good spruce up.



The model now resides in the PRCLT West Shed library for all visitors to view.

The locomotive was one of several built by Mr. Wilfred D. Cooper who was a keen model engineer and railway photographer. He was the father of our late member/donor, Gordon Cooper, who appeared at several members days along with the model Patriot in the past.

The family connection to the project goes further as Gordon's brother, Sid Cooper, was the artist behind a Patriot painting which will appear in our 2023 calendar.

Neil Collinson, on behalf of the project, welcomed the two executors of Gordon's will, Janet Faulkner (partner) and David Cooper (nephew), along with our member's best friend, Phil Broughton.

They had a tour of the shed and inspected the work being undertaken on The Unknown Warrior. In, addition, the trustees invited them to have a personal conducted tour of the interior of 45000, the Royal/Special saloon. It was like a mobile hotel with a lounge, two bedrooms, a bathroom, dining room and kitchen. As well as being used by

Winston Churchill in wartime and peacetime, it was extensively used by Royalty as a simpler alternative to the full Royal Train.

Just a point worth making here is that we have signed an agreement that the locomotive is loaned to the project for as long as the project exists. Ownership is retained with the executors and sole ownership will only pass to the project on the death of the last surviving lender.

I am pleased to say however that the executors/ lenders have stipulated that the project can make use of the locomotive as we see fit as long as it is kept safe, maintained, and used with care.

Although the locomotive has not steamed for a considerable period of time, there is competition amongst our engineers to give it a good examination with a view to bringing it back to life.

To view the collection of almost 3,000 railway photographs from W. D. Cooper taken between 1932 and 1968, and the railway paintings of G. S. (Sid) Cooper, head to www.cooperline.com

Wilfred D. Cooper with No. 5513 and other models that he built.



From left to right: Neil Collinson, The LMS-Patriot Project; Dave Cooper, nephew and executor; Phil Broughton, family friend and Janet Faulkner, partner of J. Gordon Cooper and executor.



OFFICE PHONE NUMBERS
01785 244156
07801 945689

BACK AT THE OFFICE!

As you know, we ran the office from our home for almost two years but at the end of March moved everything back to The Hub. It's great to have some space back in our house, garage and conservatory!

The volunteers have started refresher training, although at the moment not everyone can commit to returning on a regular basis. That will mean we are not able to respond to post and phone calls as quickly as we would like. Messages can be left on the answerphone of our main number which is 01785 244156. Please do bear in mind that it could be several working days before we can reply and deal with your request. The temporary number is still available 07801 945689 and this can be used to contact me Monday to Friday from 10am until 3pm. If there is no answer it may be that I am driving or out walking the dog!

For the first time in two years, if all has gone to plan, the magazine has been sent to you by our team of volunteers at The Hub. We had builders working in our house when we sent out Warrior 52 so we were in a state of chaos. There was just enough room for the pallet of magazines to be delivered into our garage and once Norman had prepared all the envelopes we managed to deal with everything else in the confines of the very cluttered conservatory, as you can see in the picture on the right.

Phone calls we receive from members usually relate to membership renewal, donations or orders for merchandise but sometimes it leads to something more unusual. One such call resulted in me helping two members who had lost contact with each other to get back in touch.

A member who lives in Truro, Cornwall, telephoned to let us know that he will be leaving his collection of Colour Rail slides, railway books and

DVDs to the project in his will. He will also include a cash donation to cover the cost of us hiring a van to collect them. Of course we hope that it will be some years before this bequest is fulfilled but thinking of the project in this way is much appreciated. He wonders if he is our most southerly member. Are there any other contenders?

Another member asked us to order 1,000 of our leaflets for which he sent a donation to cover the cost. Half were sent to him in Kent and the other half to his friend in Scotland. They will be distributing them to promote our project in different areas. Could you do something similar in your area? Just let us know and we can post some leaflets to you.

We do understand that due to current cost of living pressures some of you might find it difficult to maintain your regular level of donations. Supporting us in other ways such as asking family and friends to become members, perhaps as a birthday gift, would help to bridge the gap. One member has recently enrolled his brother who is delighted.

Linda Westerman, Office Manager



2022 Grand Prize Draw

Dear Members,

Once again we are holding our annual Grand Prize Draw. Tickets for which are included in this mailing. As in the past two years you will find 20 tickets (unless you have opted out). Please purchase or sell as many as you can and follow the payment and return instructions included with your tickets.

I hope we can continue the trend of the last two draws which have raised in excess of £6,000. A considerable and welcome contribution to our fund-raising efforts, and of course you may win a prize!

1st Prize – £500 • 2nd Prize – £250 • 3rd Prize – £100
 plus three further cash prizes of **£50**



You will find a form included with the magazine for you to complete and send to us with your ticket stubs. It includes details of all the payment options.

We encourage you to make payment by bank transfer if possible, but will be happy to accept cheques if you have no alternative means.

Finally don't forget that the stubs and form need to be returned to the office address:
LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ

The draw will take place on 12th November at our AGM in Kidderminster.

Thank you and good luck!

NEIL KINSEY, PRIZE DRAW PROMOTER.

LMS Patriot class 4-6-0 No 45524 *Blackpool* climbing
up to Shap from the north with a 15-carriage
Glasgow to Birmingham express in 1957.
PHOTO: W. J. VERDEN ANDERSON/RAIL ARCHIVE STEPHENSON





THE CUMBRIAN MOUNTAINEER

SATURDAY, 12th MARCH 2022

Photo: Pete Sikes

OVER THE S&C WITH 6233 (PART 1)

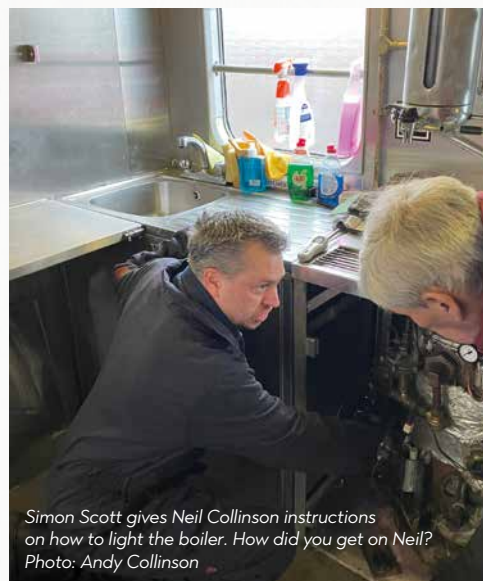
AN UNEXPECTED INVITE CAME OUR WAY WHEN SIMON SCOTT OF PRCLT ASKED THE PROJECT IF IT WOULD LIKE THE USE OF THE LMS 6320 SPECIAL SALOON WHICH WAS BEING ADDED TO VINTAGE TRAINS 'THE CUMBRIAN MOUNTAINEER' DAY TRIP ON SATURDAY 12TH MARCH – WORDS BY PETE SIKES

The answer to Simon's question was an unequivocal YES! So the wheels were set in motion to invite volunteers and supporters on what would be a lengthy but memorable trip behind the PRCLT's flagship locomotive, No. 6233 *Duchess of Sutherland*, which would be making its first trip over the Settle & Carlisle in over five years.

Neil and Sue Collinson had volunteered to look after the catering and were busy in the week leading up to the trip organising provisions and liaising with the Vintage Trains catering team, this included a trip over to Tyseley to familiarise themselves with the facilities. This included meeting up with Simon who showed Neil how the boiler worked (below), the most vital piece of equipment to keep the liquid refreshment flowing! They then travelled over to Birmingham on the Friday before the trip to drop the provisions off and stay over for the night ready for an



A close-up view of the 47 on departure from Tyseley. Photo: Pete Sikes



Simon Scott gives Neil Collinson instructions on how to light the boiler. How did you get on Neil? Photo: Andy Collinson

early start the following morning.

I joined them on Saturday morning, travelling from Leicester and arriving at Tyseley at 6.30am ready for a 7.00am departure, passengers were arriving and boarding the train from the short Warwick Road platform. As the dining saloon was directly behind the locomotive and had no corridor connection to the rest of the train we had to board the coach by a stepladder that is stored inside the coach. We were then joined by Tony Watson of Vintage Trains who was to be our steward for the day.

Hauled by VT's two-tone green class 47 No. D1755 (47 773) we departed promptly and headed towards the first stop to pick up VT passengers at Walsall, quickly followed by another stop the short distance away at Wolverhampton before our first group of supporters and volunteers joined us at Stafford station. While we were there another main

Stafford is awash with class 47s!
Both photos: Dave Westerman



line tour arrived with two more 47s at the head of 'The Statesman' which was heading for Scotland. With two green 47s and another in BR blue it was more like a scene from the late 60s/early 70s rather than 2022. After a slightly delayed departure we then had a fast run to Crewe where we would meet up with the rest of our party and Chairman, Colin Hall, who had greeted our remaining guests at the entrance to Crewe station, where we were booked to have a 20 minute stop over.

The first part of the Collinson's superb organisation, in the shape of a tray of bacon rolls, were delivered by the VT's catering team and these were accompanied with the serving of several cups of tea and coffee. With passengers on board the conversation flowed as we headed for Hellifield, the route was via Warrington, Wigan, Farington Junction and Blackburn with an expected arrival time of 11.18 at Hellifield Goods Loop to join up with 6233 and support coach. We were due to be at Hellifield for 46 minutes but this was extended by the signaller mistakenly keeping us waiting outside Hellifield and 6233 taking two attempts to couple up to the Dining Saloon, the successful attempt went with a bit of a bump, causing a few spillages of tea and coffee, much to the amusement of all on board.

With this being 6233's first run over the S&C for five years there was a large crowd both on the station and behind the fencing by the goods loop. A smooth departure was made, by this time approximately about 15 minutes late, but we were soon moving

along at a good pace towards Settle Junction and the major attraction of Ribbleshead (Batty Moss) viaduct. We were blessed with good weather and this afforded us excellent views of the beautiful countryside of the Yorkshire Dales. As is usual with steam tours there were many photographers out and thankfully for us our member and national photography winner, Chris Ainscough (see pages 36 and 37) was stationed at Batty Moss to photograph the train crossing the Grade II listed structure. The superb results of his effort can be seen on pages 24 and 25.



Now at Hellifield the Duchess and support coach are guided onto the dining saloon. Photo: Pete Sikes



A busy scene at Carlisle as our train is joined by another railtour hauled by a Royal 67. Photo: Pete Sikes

Being located in the second coach behind the loco we could clearly hear the four-cylinder loco working hard and the large observation windows of the carriage afforded us wonderful views as we made our way towards Carlisle. It was great to meet and chat with our invited supporters and their partners with the volunteers on hand to answer plenty of questions in between making sure our guests were kept supplied with refreshments.

We arrived at platform 4 at Carlisle station a little behind time to another large gathering of rail enthusiasts and about 10 minutes after our arrival we were joined by another railtour which was top and tailed by the EWS Royal Class 67s Nos. 67005 *Queen's Messenger* and 67006 *Royal Sovereign* in their Royal Claret livery. Earlier in the day 'Jubilee' class 4-6-0 No. 45690 *Leander* had departed with a Cumbrian Coast Express, so a good day for the enthusiasts of Carlisle.

The party and volunteers then had a couple of hours to stretch their legs around the border city while the train was shunted into the sidings next to platform 1 where the loco and support coach would be detached and head towards Petteril Bridge

The LMS-Patriot Project
CREATING THE NEW NATIONAL MEMORIAL ENGINE

VINTAGE TRAINS • SETTLE & CARLISLE
Saturday 12th March 2022 • 6233 Duchess of Sutherland
Tea, coffee, juice and bottled water will be available throughout the journey

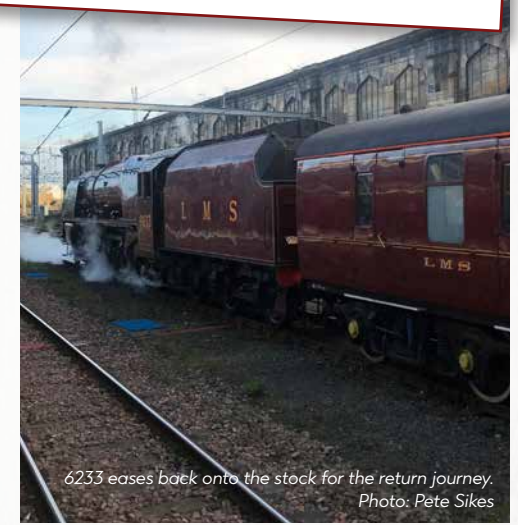
OUTWARD
Diesel hauled to Hellifield • 6233 Hellifield to Carlisle
Bacon roll and pastries will be served from Crewe

Tyseley Steam Trust	depart 07.00	
Walsall	arrive 07.37½	Platform 2
	depart 07.40½	
Wolverhampton	arrive 07.56½	Platform 1
	depart 07.59½	
Stafford	arrive 08.20	Platform 5
	depart 08.22	
Crewe	arrive 08.52	Platform 12
	depart 09.15	
Hellifield	arrive 11.16	
Hellifield Goods Loop	arrive 11.18	
Diesel detaches and 6233 takes over unassisted		
	depart 11.54	
Carlisle	arrive 13.47	Platform 4

The saloon will be at the front of the train on the outward leg.
Neil Collinson will be acting as coach steward and will alight at each stop.

RETURN
6233 Carlisle to Hellifield • Diesel hauled to Tyseley
Afternoon Tea – a selection of sandwiches and cake will be served from Carlisle

Carlisle	depart 16.40	Platform 1
Hellifield Goods Loop	arrive 18.19	
Diesel to attach for return to Tyseley		
	depart 18.42	
Crewe	arrive 21.34	Platform 12
	depart 22.04	
Stafford	arrive 22.31	Platform 6
	depart 22.44	
Wolverhampton	arrive 23.04	Platform 2
	depart 23.06	
Walsall	arrive 23.23	Platform 1
	depart 23.26	
Tyseley Steam Trust	arrive 00.11	



6233 eases back onto the stock for the return journey. Photo: Pete Sikes

Regular photographic contributor, Chris Ainscough, made the journey to Batty Moss to photograph 6233 crossing over Ribblehead viaduct. I'm sure you will agree that it was well worth the trip.





One of our guests still wears the watch presented to his father by the London Midland Region of BR.

Do you have anything to share with us of a similar nature? Please feel free to send any photos you have to us so that we can share with our readers.

Junction to be turned and serviced. With a return departure time of 16.40 the majority of passengers had returned in good time to see 6233 reversing on to the stock after being stabled at London Road Yard. The 47 then took the train out to Carlisle North Junction quickly followed by 6233 bringing the train into platform 1, yet again to another large crowd of onlookers.

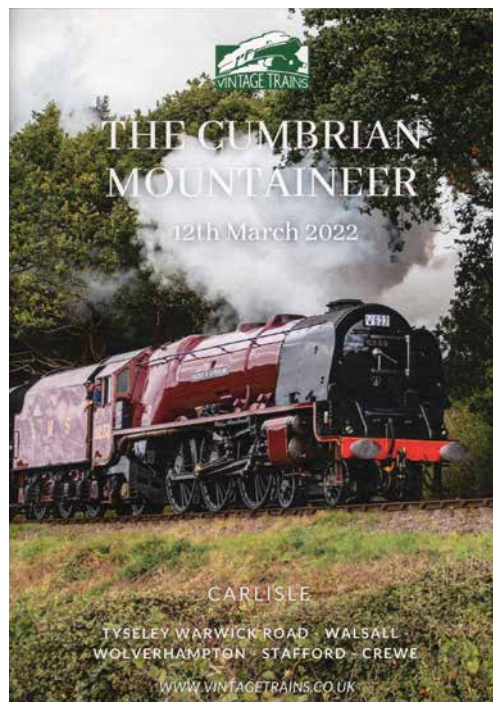
As we got underway Sue and Neil Collinson were busy preparing afternoon tea for our guests, yet again the VT catering team had done us proud with a fine selection of sandwiches and cake to be washed down with a warm beverage or something a bit more fizzy!

Another fine run over the S&C ensued, this included a booked water stop at Appleby, and we managed to get to Hellifield in the last vestiges of daylight. The same route was followed via Clitheroe towards another water stop in Blackburn Goods Loop. We departed the loop at 20.24 and headed for Farington Junction where we joined the West Coast main line, just over an hour later we were pulling into Crewe where we said goodbye to some of our guests and volunteers. The original plan was for 6233 to come off the train at Crewe to be replaced by the 47 but the plan had changed and we would have the

'Duchess' working the train back to Tyseley. After another quick top up of water the Duchess departed towards Stafford and we had a fantastic run, with the regulator opened up, we were soon travelling at the permitted top speed of 75mph (maybe a little bit more). There's something quite magical about seeing the glow of the fire in the exhaust while travelling at speed on the main line. Stafford was soon in our sights and this is where we would say goodbye to the remaining guests and volunteers, leaving just the Collinsons – who were now having a well-earned rest – myself and Tony, our steward for the day.

We had another fast run down to Wolverhampton and then made our way to the last drop-off point at Walsall, the circuitous route back to Tyseley was made at a sedate pace and the Duchess drew into the Warwick Street platform at a quarter past midnight, a journey of over 17 hours.

It was an absolutely brilliant experience and our thanks go to Simon at PRCLT for the invite and all those who work so hard to make these trips happen.



LMS 6320 SPECIAL SALOON



Photo: Andy Collinson

WORKING LIFE

Built at the Derby Carriage & Wagon Works in 1927 as a 57 foot first class corridor brake coach with four full compartments and one half non-smoking 'coupe' one, a brake compartment and numbered 5033.

Finally withdrawn in November 1960, it was converted at Wolverton Carriage Works into an Inspection Saloon for the Chief Projects Officer of the West Coast Main Line electrification scheme at a cost of £6,000. It returned to service in December 1961, and was renumbered DM395707 in the departmental stock range of numbers.

Condemned in January 1965, a completely new wooden framed steel plated saloon body but incorporating many original parts, was built at Wolverton, the last L.M.S. type to be built there and craftsmen took great pride in the quality of this replacement. Fitted to a B.R. Mark 1 brake second

suburban coach underframe, ex-M43232, which had been placed on 'Commonwealth' type bogies, it was now kept strictly available to the London Midland Region's General Manager only and kept at Euston ready for use.

On 7th May 1974 it was the last vehicle in the special Royal Train formation used to convey Her Majesty Queen Elizabeth II and the H.R.H. The Duke of Edinburgh when they inspected the newly electrified West Coast Main Line between Preston and Glasgow, being marshalled behind Royal Saloon 2911, also in the Trust's collection.

Renumbered 6320 in Inter-City stock and repainted in light grey/red stripe/dark grey livery in 1989 it was used as a V.I.P. vehicle and for special charter work, before being sold initially in 1996 first to Waterman Railways for charter work and then to Rail Charter Services.

RESTORATION

Purchased initially by Pete Waterman it became part of the Rail Charter Services fleet in 1997 and, painted in maroon, was intended for hire as a Director's Inspection Saloon running in Bristol – Paignton charter services, but was used only once before being stored at Heaton. Purchased by Alliance Trains Ltd. in April, 1997 it was used on their charter services, repainted in an 'aircraft blue' livery with a broad gold stripe edged in red at waist level and a narrower red stripe above the windows.

PRESERVATION

Becoming surplus to their requirements, and thanks to a generous private donation, it was purchased for the Princess Royal Class Locomotive Trust in April 2001 and moved to the West Shed the following month.

It has since been repaired, overhauled and repainted in a representative L.M.S. livery complete with armorial device, and certificated for main line use as a special saloon. The 15 foot saloon at one end has been named 'The Margaret Rose Dining Saloon' and the 18 foot long lounge at the other has been named 'The Sutherland Lounge', thus commemorating both of the Trust's two Stanier 4-6-2 express passenger locomotives. Frequently attached to many main line tour trains, it provides luxury accommodation with full catering facilities.

DESCRIPTION OF CURRENT VEHICLE LAYOUT

THE MARGARET ROSE DINING SALOON

The interior layout comprises a 15 foot long dining saloon (designated 'The Margaret Rose Dining Saloon') at one end with a double drop-leafed table (which can be stowed transversely across the end of the saloon) and seats eight persons in upholstered chairs trimmed in a blue and white floral design.

THE SUTHERLAND LOUNGE

This is an 18 foot long lounge (designated 'The Sutherland Lounge') at the opposite end of the vehicle and is fitted with thirteen free-standing



Above: Examples of original detail found in the dining saloon.
All photos: Pete Sikes

low-backed tubular framed fully upholstered chairs (identical to those used in the first class lounge at Euston station in London) and four circular chromium plated steel tubular-framed tables with melamine tops, two in mock wood grain finish and two in light grey, with a small serving table fixed to the saloon side of the adjacent kitchen partition. Both saloon areas have high-visibility full forward vision ends, and both saloons have fitted curtains at the side windows. The two saloons are connected by a side corridor through the centre part of the vehicle.

KITCHEN

This is adjacent to the lounge and is 12 feet long and well fitted-out with modern equipment and a services area, this has stainless steel covered work surfaces and walls. To the right of the sliding entrance door is a range of equipment comprising a services cupboard with a storage rack over, a 'Falcon Dominator' type gas cooker with four ring-type jets, and an eye-level 'Steakhouse Grill' of the 'Falcon' type above, and an 'Electrolux' electric fridge adjacent to the bodyside, also with storage rack above. Opposite the door along the bodyside is a small sink attached to the work surface upon which the 'Stills' hot water supply unit is installed, with the UV tube steriliser unit housed beneath the work surface in the corner cupboard to the left. On the left hand side cross partition is a hinged stainless steel work surface which can be stowed vertically, whilst to the immediate left, adjacent to the door, there is a waste bin unit.

The 1987 refurbishment enabled the design team to ensure compliance with all of the existing relevant legislation as regards fire regulations, environment health and food hygiene issues were concerned. Fire extinguishing equipment and fire blankets are carried in the guards compartment area for use in an emergency. An additional CO₂ extinguisher is provided. The propane gas cylinders supplying the kitchen equipment are located beneath the floor of the vehicle with appropriate isolation equipment.



Another fantastic shot of 6233, this time after arrival at Carlisle. Photo taken by member and major supporter, Neville Wellings.

LMS Patriot 4-6-0 No 5511 *Isle of Man*
near Whitmore with the down
'Pines Express' in c.1938.
PHOTO: © RAIL ARCHIVE STEPHENSON.



MEMBERS' CORNER

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

45534 AT WILLEDEN

A few issues back E. Tootal Broadhurst was featured. I recently spent an enjoyable few months digitally scanning my railway negatives from the sixties that had either never been printed up at all, or only as contact prints. Doing so I came across my shot of No. 45534 at Willesden 1A MPD on 6th January 1964. A dirty locomotive on a dull day is never going to make a great photo but who couldn't refuse a 'namer' at that late stage?

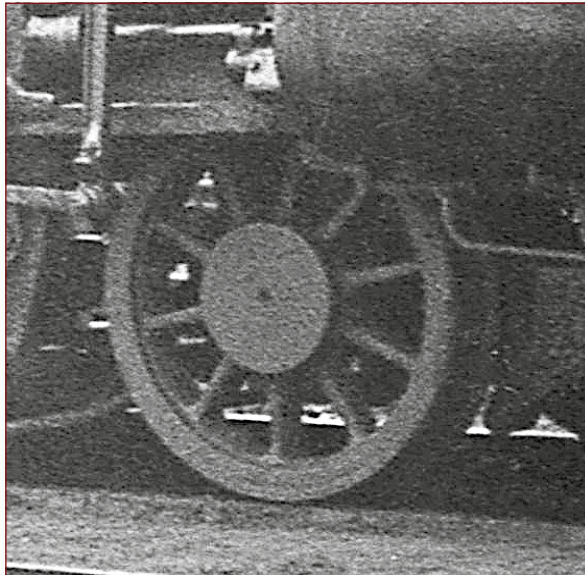
A closer inspection showed that 45534's rear bogie wheelset was not of the Stanier 'V' rim type but an older possibly Fowler or even LNWR Claughton type. This was not that unusual and wheels seemed to be interchangeable with Patriots, Scots and Jubilees all having examples of wheels they were not built with - Jubilee *Kolhapur* has a LNWR bogie wheelset to this day. All something to bear in mind if you are a modeller who likes accuracy.

What else was on shed that day? Well going down in size there were Duchesses Nos. 46228 *Duchess of Rutland*, 46240 *City of Coventry*, 46248 *City of Leeds* and 46251 *City of Nottingham*; Britannias Nos. 70020 *Mercury*, 70028 *Royal Star*, 70031 *Byron*, 70032 *Tennyson* and 70053 *Moray Firth*; Royal Scots Nos. 46101 *Royal Scots Grey* and 46114 *Coldstream Guardsman* (both out of use); Rebuilt Patriots Nos. 45523 *Bangor*, 45530 *Sir Frank Ree* and 45534 *E. Tootal Broadhurst*; and finally Jubilees Nos. 45617 *Mauritius* and 45733 *Novelty*.

In all, my notes show 56 locos on shed that day, and my photos show that two of the Duchesses had been left in steam, unattended, and in full gear - cheeky cockneys!

Hope this is of interest.

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



Thank you to all who contributed their articles that appeared in *Warrior 52*, 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 office@lms-patriot.org.uk or post directly to the office: **Richard Sant, LMS-Patriot Company, 17 Eastgate Street, Stafford ST16 2LZ.**

DON'T WORRY ABOUT A THING

Hello, I would like to send a rather amusing anecdote which mentions No. 45524 *Blackpool*.

I was a young hand fireman on a local tripper from Warrington South end yard by Bank Quay station, to Northwich and Middlewich. Our loco was 45524 *Blackpool*, it had been given a local work only order due to, I think, damage to an axlebox and was on this job for a number of weeks. My driver George Johnson was a old hand and though pleasant enough a bit nerry and picky.

We were returning from Middlewich and approaching Acton Grange I had let the boiler get down to half a glass so that I could keep the loco quiet with the injector after we crossed the ship canal on to the steep drop down to Arpley. George began to be a bit jittery about the water as when the loco was on the steep downgrade the water would drop even lower but I knew what I was doing.

I was getting slightly peeved as he had been a bit touchy all day. I had seen a film a few days previously of soldiers in the Korean war and one of the characters had an amusing line he kept repeating in a very pronounced southern accent - "Hey guys, don't worry about a THANG!" I was thinking of this and said to George "heck George, don't worry about a thing", to which he made no reply.

His regular mate George Sutton was a passed fireman and a couple of days later I had a firing turn with him. He said to me, you didn't half upset my mate the other day. Puzzled, I said why was that George? It was when you told him not to worry about a thing, he said. We had a laugh about that when I told him the circumstances of it.

Hope you will find this of interest.

VERY BEST WISHES,
FRED GOULDING (MEMBERSHIP NO. 1690/08)

45524 *Blackpool* passes through Vulcan Halt
hauling a mixed freight on 31st December 1960.
PHOTO: N. FIELDS. © MANCHESTER LOCOMOTIVE SOCIETY/
THE LMS-PATRIOT PROJECT.



YOUNG RAILWAY PHOTOGRAPHER OF THE YEAR AWARD

BY CHRIS AINSCOUGH

When I first saw the 'Young Railway Photographer of the Year' competition I thought 'why not'? I'll give it a go and hopefully get a little bit of exposure for my work. I remember I had to enter six photographs for the judges and for me it was a bit tricky, some of the rules for the competition hindered my options as a few of my better photos weren't eligible.

After speaking to the organisers and clarifying what I could include, I managed to narrow down my entries. However it was only after the winners had been announced that one of the images I thought I'd sent in of ex-LMS Jubilee No. 45699 *Galatea* crossing Crosby Garrett viaduct hadn't been selected, which surprised me.

In December 2021 when I was isolating due to contracting Covid, I received some exciting news that I had been shortlisted for either one of the winners or judges picks for the event. I don't think it had actually sunk in until the awards evening that I could be a winner and have my photos published, so it was just a matter of waiting and seeing what I had won in a couple months time.

The ceremony was held at the National Railway Museum in York. The exhibition took place in the Great Hall and literally as soon as I walked into the hall I instantly knew I had won one of the judges' picks. The photo of mine that won was a silhouette of L&YR class 23 No. 51456 during a photo charter on the East Lancashire Railway. I wasn't slightly surprised that this particular photo won, it is most likely the best photo I have ever taken, so I was glad to see it hanging there for everyone to see. It turned out to be a great night and there were plenty of other talented photographers there who got the recognition they deserved and congratulations to everyone that entered.

My photograph ended up being published in the 'Young Railway Photographer of the Year' book along with my other entries, it also appeared in 'The Railway Magazine' a couple weeks later. If you want to see the photograph and all the other winners of the competition, I think the exhibition is still on at the NRM and soon it will be going to Shildon to be on display there.



The winning entry: L&YR class 23 No. 51456 pictured during a photo charter on the East Lancashire Railway.



Chris pictured alongside his winning entry.



Another fine photo, this time of No. 45569 *Galatea* (in the combined guise of 45627 *Sierra Leone* and 45562 *Alberta*) heading The Railway Touring Company's 'Peaks Express' circular trip from Preston to Derby via the Hope Valley line. This was set to be her last railtour before overhaul.

DID IT REALLY HAPPEN?

A VIEW OF THE CUMBRIAN MOUNTAINEER TRIP
BY DAVID TUFFIN, PROJECT DIRECTOR AND SUPPORTER

In a dream, you are travelling steam hauled over the beautiful Settle and Carlisle line from Hellifield, across Ribbleshead viaduct, over Ais Gill summit, through Kirkby Stephen and Appleby, and on to Carlisle Citadel Station. After a stopover providing a chance to briefly explore the castle or cathedral, and grab a bit of lunch, you depart Carlisle on your return journey, and watch the sun gradually set on the green fields and peaks of the Cumbrian Fells and Yorkshire Dales as wisps of steam drift gently past your window from the locomotive.

WHAT COULD BE BETTER?

Well, what if you are seated not in a standard Mk1 coach, but in the former LMS Railway General Manager's (now PRCLT's) 6320 Special Saloon, relaxing all the while in an armchair, whilst enjoying company of good friends? To follow, you then imagine a fast (70mph plus) run down the West Coast main line from Faringdon Junction, roaring through Wigan, Warrington Bank Quay, and Hartford, to ensure a 'right time' arrival at Crewe.

It is the stuff dreams are made of. Only it wasn't a dream. It really happened!

Thanks to Simon Scott and our friends at Princess Royal Class Locomotive Trust, a group of LMS-Patriot Project volunteers and supporters were treated to exactly the above experience, as part of the Vintage Trains excursion over the Settle and Carlisle line on Saturday 12th March.

Initially diesel hauled from Tyseley Steam Trust, members of our group also joined the train at Stafford and Crewe, before travelling on to Hellifield together, where PRCLT's LMS 6233 *Duchess of Sutherland* (ex-West Shed) was waiting to take over. A Coronation Class pacific was returning to the Settle and Carlisle line after many years, and she hardly missed a beat. As an unscheduled bonus, 6233 stayed on the front, and took the train all the way back to Crewe, and on to Stafford and Tyseley.

Some of us were lucky enough to be there and experience it all. It was a long day (up to 17 hours to/from Tyseley) but worth every minute. Just brilliant!

Huge thanks to Neil and Sue Collinson for preparing the saloon, acting as coach stewards, coping with logistical problems, and serving excellent refreshments on the outward and return journeys.

Now, about that Patriot engine...

5551
CLUB

**JOIN THE 5551 CLUB TO WIN A SEAT
ON THE FIRST TRAIN.
WWW.LMS-PATRIOT.ORG.UK/DONATE
OR CALL 07801 945689**

WILL YOU REMEMBER US?

A legacy for The Unknown Warrior

Legacies are a traditional way of supporting UK Charities and remain a very important one.

Tax Effective Giving

The tax effectiveness of making a legacy in favour of the LMS-Patriot Company Ltd. is that it is completely free of Inheritance Tax (IHT).

When someone dies, all assets and liabilities pass to their estate. If the value of the estate after settling outstanding liabilities exceeds a certain limit – known as the IHT Threshold – then Inheritance Tax is charged on the balance. However any bequest made to a charity directly reduces the balance on which IHT is payable. At the time of writing the IHT Threshold is £325,000 and the tax rate is 40% – these may change over time.

You can leave money or property to a Charity by making provision for this in your will – known as a legacy or a bequest. This may be a Pecuniary Legacy which is a specified sum of money, or a specified item of value such as a painting, property or shares. Alternatively, it may be a Residuary Legacy; which means a percentage of the net value of the estate once the executors have paid all the necessary outgoings and other legacies and bequests. You can also provide that part of your estate should benefit a specific person, such as a relative, during their lifetime(s), but be passed on to the Charity after their death(s).

The UK Government website www.gov.uk/make-will is a good source of information about making a will, including current inheritance tax thresholds and rates, and advice on whether you should consider asking a solicitor to help you prepare your will.

If you do choose to remember us in your will, it is important that you mention the full details of the Project, which are as follows:

The LMS-Patriot Company Ltd.

Registered Office: The Hub, 17 Eastgate Street, Stafford ST16 2LZ.

Company Registered in England and Wales No. 6502248.

Registered Charity No. 1123521

THE IMPERIAL WAR GRAVES COMMISSION

THERE HAD NEVER BEEN ANY OFFICIAL SYSTEM OF RECORDING THE GRAVES OF SERVICEMEN KILLED OR MISSING IN ACTION BUT THANKS TO THE PERSISTENCE OF ONE MAN, AN ENORMOUS SCHEME WAS DEvised TO ENSURE THAT THOSE WHO LOST THEIR LIVES IN CONFLICT WOULD NEVER BE FORGOTTEN.

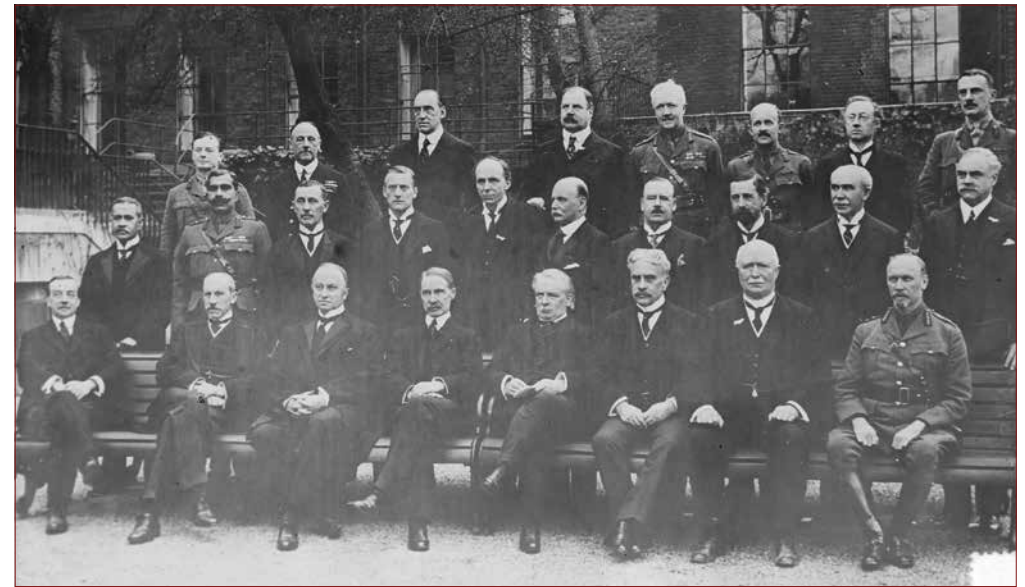
Ever since 1887 there had been periodic meetings between government leaders from the self-governing colonies and dominions of the British Empire. These were originally termed 'Colonial Conferences' and after 1907, 'Imperial Conferences'. Before the outbreak of war in 1914 the last Imperial Conference had been in 1911. The need for a combined approach to the conflict across the Empire led to the decision not only to reinstate the Imperial Conferences, but to hold an Imperial War Conference at the same time whilst all the Imperial leaders were together.

As a result, on 21st March 1917, the first Imperial Conference of the war, and the concurrent first ever Imperial War Conference, was held in London. The leaders of Canada, Australia, South Africa, New Zealand, Newfoundland and India met to discuss the war effort. This included, for the first time, a non-White representative in the form of

General Maharaja Sir Ganga Singh. Though the first War Conference continued until 27th April 1917, it was on the eighth day, Friday, 13th April 1917, that the heads of state from the self-governing dominions, meeting at the Colonial Office in London, agreed to consider the method by which the remains of those that had died during the war should be treated.

The only existing organisation at that time was the Directorate of Graves Registration and Enquiries, as the Graves Registration Commission had come to be known, was led by Brigadier, later Major General, Fabian Ware.

A visitor to Gouzeaucourt New British Cemetery (located ten miles south west of Cambrai) searching for the grave of one of the fallen. The wooden cross in the foreground denotes the last resting place of Lance Corporal B. S. Allen, 2nd Battalion Lincolnshire Regiment, who was killed on 2nd April 1917. (Historic Military Press)



A photograph taken at No. 10 Downing Street during the first ever Imperial War Conference. David Lloyd George can be seen in the centre of the front row, whilst General Maharaja Sir Ganga Singh is in the centre row, second from the left. (US Library of Congress)

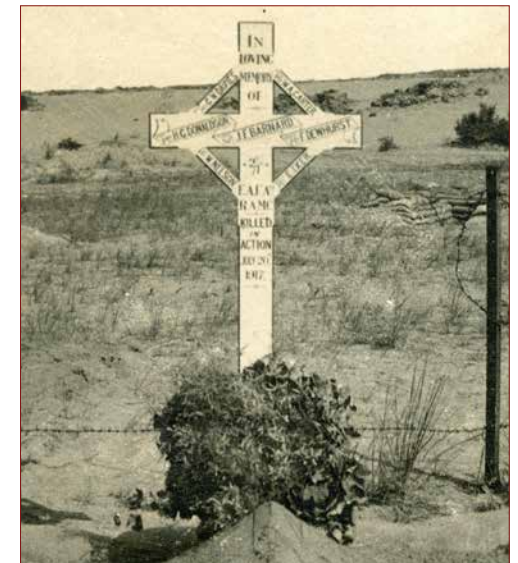
Under the heading, 'Care of Soldiers' Graves', it was noted that a draft charter had already been prepared by Ware for the Prince of Wales' Committee for the Care of Soldiers Graves.

In this, it was stated that because of the very sensitive nature of the subject, the interests of the deceased and their relatives would be best served by the formation of a new organisation, rather than the work being entrusted to an existing body.

IN SOME FOREIGN FIELD

The situation was compounded by the fact that Ware's existing organisation was heavily burdened and the fact that the tens of thousands of graves of British servicemen were, of course, on foreign soil, over which Britain had no jurisdiction. General Macready, therefore, suggested that Ware should ask the French Government if the UK could purchase the land where the cemeteries were found.

The French, very generously, offered such land for free in perpetuity and even said that they would take responsibility for maintaining the cemeteries. The offer of the land was warmly welcome, but it was



The original wooden grave marker for seven members of the 2nd/1st East Anglian Field Ambulance, Royal Army Medical Corps, killed in action on 20th July 1917. A handwritten comment on the rear states that the seven were killed by 'one shell'. They are all buried in Gaza War Cemetery. (Historic Military Press)



A number of war graves pictured in Jerusalem War Cemetery in the years after the Armistice. Jerusalem War Cemetery is three miles north of the walled city and is situated on the neck of land at the north end of the Mount of Olives, to the west of Mount Scopus. The large grave marker is that of Nursing Sister Charlotte Berrie, Queen Alexandra's Imperial Military Nursing Service, who died on 8th January 1919 aged 32. (US Library of Congress)

decided that Britain should look after the graves of its own men. Working together, the French authorities and Ware's team, the ground was carefully selected so as to cause as little disruption to the area's agriculture, and cemeteries began to take on a uniform pattern. Each grave, the French insisted, had to be nine to twelve inches apart and the path between the rows of graves was not to exceed three feet.

The work of the Graves Registration Commission was already prompting many people in the UK to write asking for details of their lost relatives and even for photographs of the graves. It was not the duty of the commission to pass on such information to the next of kin, but Ware decided that he would try to meet such requests. The additional cost of providing photographs was also funded by the Red Cross.

Before the end of 1915, thousands of photographs of graves had been taken in response to requests, and prints sent to the next of kin along with details of where the grave was to be found and, if the grave was in a cemetery, which was the nearest railway station for those who might want to visit the graves after the war.

In early 1916, before the cataclysmic Battle of the Somme, the Commission had become the Directorate of Graves Registration and Enquiries and Ware became a brigadier. The Directorate's responsibilities were also extended to other theatres of war, with units being set up in Salonika, Greece, Egypt and Mesopotamia. As it was then certain that the cemeteries would be permanent structures, Ware considered their layout, developing a horticultural

policy under a new National Committee for the Care of Soldiers' Graves which also sought advice from the assistant director of Kew Gardens. By the end of May 1916, Ware had identified the sites for around 200 permanent cemeteries.

What was still lacking though was a method of maintaining these cemeteries after the war. All that the Directorate was charged with was the registering of graves and the establishment of the cemeteries. At first the British Government's Office of Works argued that it should be its responsibility to look after the cemeteries. But to maintain what would eventually be tens of thousands of graves in hundreds of cemeteries in Italy, Macedonia, the Balkans, the Greek islands, Egypt, East Africa, Iraq and even as far afield as India and China, as well as the Western Front and the UK, was an enormous undertaking and Ware and Macready both felt that a separate body dedicated solely to the upkeep of the graves and cemeteries was what was needed. It was also pointed out that the dead were not just from Britain but included many men from across the Empire and to leave the maintenance to a British department would be inappropriate.

IMPERIAL WAR GRAVES COMMISSION

So it was, that the meetings of the Imperial Heads of State in April 1917 offered Ware the chance to put his ideas forward in his draft charter: "It was felt that the nation would expect the Government should undertake the care of the last resting places of those who had fallen," Ware explained in the preamble to the charter. He pointed out that if proper provision was made for the dead then the country and the Empire, 'would be spared the reflections which weighted on the conscience of the British nation when, nearly twenty years after the conclusion of the Crimean War, it became known that the last resting places of those who had fallen in the war, except in individual instances, remained uncared for and

neglected'. The French Government had, of course, granted the land for the cemeteries for free and it was expected that, once the Germans had been evicted from Belgium, that the Belgian Government would offer the same provision in its country, likewise in the other



British and German sailors buried side by side in Frederikshavn Cemetery. Pictured after the Armistice, believed to have been taken during the 1920s, the British memorial is on the left; the German one nearest the camera. Frederikshavn is a port in northern Jutland, about twenty-five miles from the northernmost point of Denmark. Buried there are four First World War casualties, all naval ratings killed in the Battle of Jutland. (Historic Military Press)

Above: The blue plaque marking Fabian Ware's residence at 14 Wyndham Place, Marylebone. (Historic Military Press)



theatres around the world. The only thing that was needed, Ware explained to the Heads of State, was a body to oversee the maintenance of the cemeteries.

This organisation, Ware suggested, could be founded by voluntary contributions from the Dominions and the UK, and partly by private donations. This, though, seemed an unsatisfactory way of treating those who had made the ultimate sacrifice. A far better idea, Ware went on to propose, was 'to create a permanent statutory organisation... If this second course were adopted, an Act of the Imperial Parliament would probably be necessary to establish a Fund and to authorise gifts to that Fund. Similar Acts might have to be passed by the Dominion Parliaments. Commissioners would then be approved by Royal Warrant.'

With the number of registered graves already reaching more than 150,000, to allay any fears that this organisation might cost too much to the countries already impoverished by war, Ware wrote 'The staff required at the outset to complete the work of registration and to organise the burial grounds would be gradually reduced, until it was only of such dimensions as were required to supervise the maintenance of the cemeteries and to administer such funds as were necessary for the ceremonial visits which would be paid periodically to the cemeteries abroad and by which the memory of the dead would



Work on the laying out and construction of Hooze Crater Cemetery, which is just off the Menin Road a couple of miles east of Ypres, is pictured underway at the end of, or just after, the First World War. Note the wooden duck-boards and original IWWG grave markers. Today there are 5,916 Commonwealth servicemen of the First World War buried or commemorated in this cemetery. Of this number 5,730 are unidentified, but special memorials record the names of a number of casualties either known or believed to be buried among them, or whose graves in other cemeteries were destroyed by shell fire. The cemetery was designed by Sir Edwin Lutyens. (Historic Military Press)

be honoured and the common sacrifices of the Allies would be recalled.'

Ware then pointed to the growing demand for suitable, official, recognition of the dead: 'The question of permanent memorials, whether of a collective or individual character, the erection of which at present is forbidden owing to military necessities, is so greatly agitating the public mind that there should be no more delay than is inevitable in satisfying public feeling on the question. Isolated appeals for funds in this connection from private individuals or dependent committees have already begun to appear in the newspapers.'

In conclusion, Ware wrote: 'If the Government of the United Kingdom, of the Dominions and of India are of opinion that the moral contingencies involved in the inadequate treatment of the graves of those who have fallen demand at least as much attention as the material result of the War, they will undoubtedly consider the matter.'

Such an appeal could not be ignored by the Imperial heads of state and Ware's proposal was accepted. The result was that on 21st May 1917, the

Imperial War Graves Commission was established by Royal Charter, with the Prince of Wales serving as President and Ware as Vice-Chairman. Its remit was to care for the remains of all members of the armed forces of the British Empire who 'died from wounds inflicted, accident occurring, or disease contracted, while on active service whether on land or sea'. The IWGC was charged with providing burials, the erection and maintenance of memorials and the recording and registration of the graves – including those graves that lay outside cemeteries.

As any visitor to a cemetery of what is today the Commonwealth War Graves Commission knows, the cemeteries are similar in design, though each is unique in structure. Following its formation, the IWGC selected three of the most eminent architects of the day – Sir Edwin Lutyens, Sir Herbert Baker and Sir Reginald Blomfield – to begin the work of designing and constructing the many cemeteries and memorials. Rudyard Kipling was tasked as literary advisor to recommend inscriptions.

Ware also asked Sir Frederic Kenyon, Director of the British Museum, to interpret the differing

approaches of these three principal architects. The report he presented to the Commission in November 1918, emphasised equality as the core ideology:

'The [Imperial War Graves] Commission has already laid down one principle, which goes far towards determining the disposition of the cemeteries; the principle, namely, of equality of treatment... As soon as the question was faced, it was felt that the provision of monuments could not be left to individual initiative. In a few cases, where money and good taste were not wanting, a satisfactory result would be obtained, in the sense that a fine individual monument would be erected. In the large majority of cases either no monument would be erected, or it would be poor in quality; and the total result would be one of inequality, haphazard and disorder. The cemetery would become a collection of individual memorials, a few good, but many bad, and with a total want of congruity and uniformity. The monuments of the more well-to-do would overshadow those of their poorer comrades; the whole sense of comradeship and of common service would be lost.

'The Commission, on the other hand, felt that where the sacrifice had been common, the memorial should be common also; and they desired that the cemeteries should be the symbol of a great Army and a united Empire. It was therefore ordained that what was done for one should be done for all, and that all, whatever their military rank or position in civil life, should have equal treatment in their graves.'

Such a policy, however, was not universally welcomed at the time, as Kenyon himself went on to note in his report: 'It is necessary to face the fact that this decision has given pain in some quarters, and



In an effort to explain its work and policies, in 1919 the HMSO, on behalf of the Imperial War Graves Commission, published this 16-page booklet by Rudyard Kipling. (Historic Military Press)



Tyne Cot Cemetery at Zonnebeke as it would have appeared at the end of the war, or just after. Note the German pillbox in the background – this can still be seen in the cemetery today. (Historic Military Press)

pain which the Commissioners would have been glad to avoid. Not a few relatives have been looking forward to placing a memorial of their own choosing over the graves which mean so much to them; some have devoted much time and thought to making such a memorial beautiful and significant. Yet it is hoped that even these will realise that they are asked to join in an action of even higher significance. The sacrifice of the individual is a great idea and worthy of



King George V and Sir Fabian Ware, on the left holding the papers, with other officers and dignitaries pictured during a visit to Tyne Cot Cemetery, Belgium. (Historic Military Press)

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commemoration; but the community of sacrifice, the service of a common cause, the comradeship of arms which has brought together men of all ranks and grades – these are greater ideas, which should be commemorated in those cemeteries where they lie together, the representatives of their country in the lands in which they served.’ It was through words such as this that Kenyon’s report outlined the principles by which the organisation still operates over a century later.

As an honorary artistic advisor to the IWGC, Kenyon also wrote: ‘The general appearance of a British cemetery will be that of an enclosure with plots of grass or flowers (or both) separated by paths of varying size, and set with orderly rows of headstones, uniform in height and width... and at some prominent spot will rise the Cross, as the symbol... of the self-sacrifice of the men who now lie beneath its shadow.’

Kenyon’s vision became reality and the many beautiful cemeteries found around the world rose in stark splendour from the scarred battlefields of the Great War to become the destination of many pilgrims and visitors after the war, just as they still are today.

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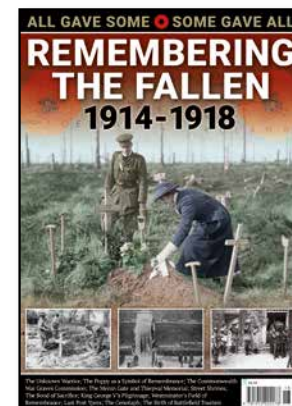
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OVER THE S&C WITH 6233 (PART 2)

PROJECT VOLUNTEER ANDY COLLINSON RECENTLY JOINED THE 6233 SUPPORT CREW AND AFTER PASSING HIS PTS (PERSONAL TRACK SAFETY) EXAM IS NOW OUT AND ABOUT ON THE MAIN LINE NETWORK GETTING HIS HANDS DIRTY. HE JUST HAPPENED TO BE ON THE ROSTER FOR THE CUMBRIAN MOUNTAINEER, HERE'S HIS PERSPECTIVE OF THE TRIP.

My weekend started on the Friday before the tour, arriving at Tyseley at 8.00am where I quickly transferred some of the refreshments for our guests into the inspection saloon from the car, not forgetting putting my own gear into the support coach.

Simon Scott, Kevin Cronin and Dan Guinan had spent a hard day's work on the Thursday preparing 6233 in readiness for the locomotive and POB (Private Owner Brake) movement to Hellifield. After a quick visit for a top up from the Tyseley hydrant, we coupled up to the support coach and drew forward to the signal ready to be accepted onto Network Rail metals. With Martyn Fayke (Driver), Kevin Cronin (Conductor) and Simon Scott (Fireman) on footplate duties, we departed with Dan and I in the support coach.



We had a scheduled stop at platform 12, Crewe station to replenish the tender.

Crewe where refreshments were served and the pipe and hoses were prepared to attach to the hydrant that is situated in the middle of Platform 12. A slight issue was found with the socket that sits onto the valve in that we couldn't get it to clamp onto the spindle tightly so the adjustable spanner was called upon to open the valve. Once we had checked the water was clean first, the hose was then connected to the tender. With the tender replenished and having picked up Glynne Henshall who joined the crew, we were away on time for the non-stop run to Hellifield.

Arriving in a damp Hellifield to a nice welcoming crowd on the platform, we ran through the goods loop and set back into the down siding to stable



6233 all prepped and ready for departure from Tyseley.

The first and most important task as a member of the support crew is to get the footplate crew's drink orders onto the white board in the kitchen area and study the working timetable so that the generator is fired up and the kettle is on before any scheduled stops! With this in mind, we had a steady run to



On reaching Hellifield the Duchess was directed into the down siding where it would be stabled overnight.

overnight. First job was to find the hydrant, this requiring four hoses measuring approximately 75m (250ft) to connect to the supply and 6233's tender. The coach carries a full range of hoses at varying length for these eventualities. A full check was made around the locomotive, the fire cleaned and the ashpan was emptied with me assisting with the shovel to spread the ash onto the lineside because as with most servicing locations on NR, there is no pit! Dan had the unlucky job of climbing under 6233 to empty both front and rear ash pans which is a claustrophobic and filthy job but it has to be done. Other essential tasks such as making sure the lamps and walkie talkies were placed on charge were ticked off. We then decided to treat ourselves to dinner rather than cook on the support coach so after getting cleaned up, we ambled to 'The Black Horse' for some fine home cooked pub grub. After returning to the

The Hellifield hydrant which was reached with four hoses stretching over 250 metres!





Above: A fine start to a long and busy day, courtesy of Shed24H.

Right: Driver Kevin Cronin gives us a few blasts on the horn as we wave to the passengers as the tour reaches Hellifield.

goods siding, the boiler was topped up a few times and a few rounds of coal shovelled into the back of the firebox that would ensure she would simmer nicely overnight. This would also hopefully provide some much welcome steam heat to the support coach where we then bedded down for the night.

More often than not on a main line rail tour, the locomotive needs to be ready to move as early as 05:00 but with the train not due into Hellifield until 11:18 we could afford ourselves a rare lie in. After a few cups of tea at 06:30 to firstly bring ourselves around, we then got to work on bringing 6233 around. With a few more rounds on and the boiler topped up, we walked over to the superb Shed24H tea rooms on the station for a full English before returning to oil round 6233 and completing the final preparations. The kind staff at Shed24H also refilled our fresh water containers to ensure the crew would keep fully hydrated during the day! With the tender topped up and the ashpan emptied once again, the hoses were rolled up, the lamps were fitted and the wreath and headboard were fitted to the smokebox in memory of Brian Radford, a long standing trustee of PRCLT.

Believe it or not, 6233's last run over the Settle and Carlisle was on 5th August 2017 with a northbound 'Cumbrian Mountain Express' for Railway Touring



Company. Her last run in crimson livery over the S&C was on the 19th September 2009 with a southbound 'Tyne Valley Tourer' for PMR Tours so this trip was something we were very much looking forward to.

Tony Jones, (our driver for the Carlisle leg) was radioed by the Hellifield signalman to move forward. The shunting manoeuvres to get the Class 47 on the back of the train were going to be complex and we were not exactly sure how this would be undertaken as it was to be done under local arrangement. Originally the diesel was to be left at Hellifield but we would now have to take it with the train for operational reasons. We could see the train waiting in the distance and we were then instructed to reverse to the up line outside of the station. The train drew



Above: Giving a wave to our supporters and volunteers from the support coach gangway door before departure.

Top Right: Simon Scott enjoys the view as 6233 gets into her stride across Ribbleshead viaduct.

Middle Right: A spectacular view over Batty Moss with Pen-y-ghent in the distance.

Bottom Right: No road tanker required here... a splash and a dash from the water crane at Appleby.



forward with driver Kevin Cronin giving us a good few blasts on the horn as it passed. Kevin actually had to travel back to Tyseley the night before so he could bring the train up on the Saturday. Finally with the Class 47 detached, we drew forward so we could reverse onto the train. At 12:10 and 16 minutes down, we had the right away with Tony driving and Alistair Meanley firing.

The support crew could join the passengers in enjoying the sights, wonderful scenery and the



fine sound of 6233 working unassisted on the run to Carlisle having no scheduled stops. Upon arrival into Carlisle with brews at the ready for the footplate crew, we could prepare for servicing at Carlisle Upperby. Once we had turned, the water tanker and the grab lorry were there, ready and waiting for us. With only an hour to water, coal and service the locomotive, time was of the essence. Whilst watering began immediately followed by coaling, work then started in earnest on cleaning the fire and it was my turn to deal with ashpan assisted by Glynne. With servicing completed on time, we backed into Carlisle onto the stock ready for the return journey.

With Martyn Fayke taking over as Driver (with Tony Jones conducting) and Simon Scott taking over the firing duties, we departed for the return journey to Tyseley. After a splash and dash at Appleby, I was thrilled to be able to join the 5551 team and guests in the inspection saloon after wiping the soles of my boots! I transferred back to the support coach at Blackburn where Dan managed to empty the ash pan once again whilst we took on water. During the journey, there had been discussions on whether 'Duchess of Sutherland' could in fact stay on the front of the train all the way back to Tyseley. The Class 47 has been due to run round onto the front of the train at Crewe at our final water stop. After evaluating the coal situation at Crewe, the decision was made that 6233 was good to continue, some welcome and unexpected additional steam mileage! Upon arrival at Tyseley, for me it was time to head home but for Dan, Kevin and Simon, they were stopping with the Duchess to prepare her for an onward light engine and POB trip to Southall on the Monday. So for some of the dedicated crew, running the 'Cumbrian Mountaineer' was actually a five day job! Hats off and well done to everyone involved.

Hopefully you enjoy this insight of the trip from a preparation and an operational perspective. It can be tiring, hard work and there is a mighty amount to learn but it is certainly very interesting and enjoyable. It is a privilege to have the opportunity to work with such a fantastic crew with thanks to PRCLT.

I'm already looking forward to the next one!



Man below! The man below being Dan 'the man' Guinan as he empties the ashpan after stabling at Hellifield overnight.

ALL PHOTOGRAPHS IN THIS ARTICLE: ANDY COLLINSON

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PHOTO: FRANK CASSELL.

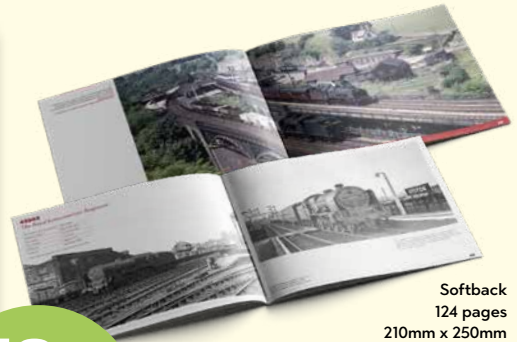
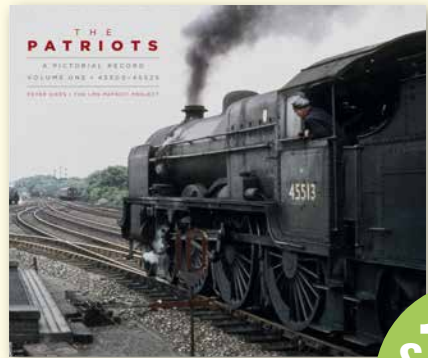


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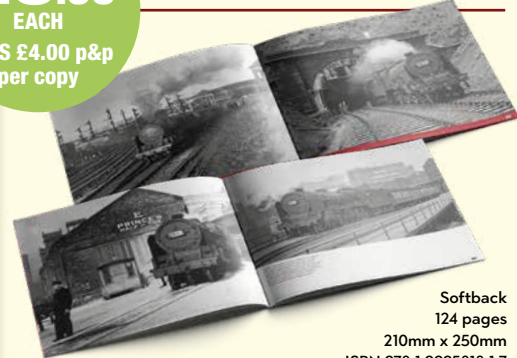
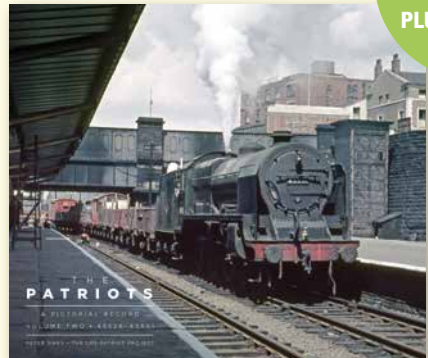
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 GREAT CENTRAL • GWILI • ISLE OF WIGHT • KENT/EAST SUSSEX • LEIGHTON BUZZARD
 LYNTON/BARNSTAPLE • MIDLAND RAILWAY • MID-NORFOLK • NENE (VALLEY) • NORTH NORFOLK
 NORTH YORKS • PLYM (VALLEY) • RAVENGLASS • (VALE OF) RHEIDOL • RUDYARD LAKE
 SOUTH TYNEDALE • STAINMORE • STATFOLD BARN • SPEY (VALLEY) • SWANAGE • TANFIELD
 TALYLYN • TELFORD • THRELKELD • WATERCRESS LINE • WEARDALE • WENSLEYDALE

CAN YOU FIND LYNTON & BARNSTAPLE'S RAILWAY STATION?

N	O	R	T	H	L	M	S	T	A	T	F	O	L	D	Y	I	L	I	W	G	E	C
Y	O	R	K	S	W	Y	L	L	A	V	N	O	V	A	R	E	R	U	B	N	H	D
L	E	I	G	H	T	O	N	B	U	Z	Z	A	R	D	B	L	S	M	L	U	Y	R
Y	A	L	N	R	S	A	L	T	I	S	L	E	T	E	L	U	I	O	R	A	A	O
L	S	I	O	E	E	M	I	F	O	N	H	H	U	O	S	D	C	N	B	V	W	F
A	T	A	R	B	K	A	L	N	V	N	G	L	D	X	L	T	E	Y	E	C	O	L
T	L	T	T	A	A	T	A	M	I	B	I	C	A	M	T	O	N	S	H	O	E	
H	A	N	H	A	S	L	L	B	W	O	E	A	N	C	V	W	G	F	K	A	D	T
R	N	I	N	N	W	U	A	D	I	H	R	D	R	A	E	L	F	E	D	S	Y	M
E	C	K	O	F	A	R	D	L	R	U	R	I	L	N	A	E	N	M	A	E	L	I
L	A	S	R	I	N	B	I	N	A	A	C	L	S	S	S	T	S	Y	L	W	A	D
K	S	S	F	E	A	W	O	P	I	K	Y	L	S	T	E	T	R	L	E	A	R	N
E	H	E	O	L	G	V	E	L	L	D	E	D	I	C	A	M	A	P	U	T	T	O
L	I	N	L	D	E	D	W	A	R	Y	L	N	U	I	S	V	X	P	E	E	N	R
D	R	O	K	D	A	A	D	O	D	E	I	E	N	R	T	S	E	W	L	R	E	F
Y	E	B	T	L	Y	E	F	A	N	O	B	M	I	R	M	O	S	M	A	E	C	O
E	A	U	E	C	A	M	L	E	G	L	O	S	A	F	E	R	S	E	D	E	A	L
P	O	D	E	N	W	E	N	F	O	R	D	D	F	O	X	Q	U	T	R	O	C	K
S	O	N	E	N	E	L	A	D	E	N	Y	T	H	T	U	O	S	E	A	S	T	E
R	T	S	O	L	G	N	I	M	D	O	B	A	T	T	L	E	F	I	E	L	D	N
R	K	W	R	A	W	E	N	I	L	S	S	E	R	C	R	E	T	A	W	H	A	T

WORD SEARCH 28

BAGNALL LOCOS

ALPHA • AMERTON
 ARMISTICE • AUSTERITY • AXE
 BAGNALL • BODMIN
 BROWN BEAR
 CASTLETOWN • CLEEHILL
 COAL • CONQUEROR
 COURAGEOUS • DUNLOP SIX
 FAITH • FLORENCE • FOXFIELD
 HAWARDEN • HONG KONG
 ISAAC • ISABEL • ISIBUTU
 INDIAN/RLWYS • JUDY OF PAR
 KATWA • KIDBROOKE
 KOWLOON • LONGMOOR
 MYFANWY • MUNITIONS
 NORTON BIDDULPH • OTTER
 PACIFIC GWAILOR • POLAR
 BEAR • PORT/TALBOT • PETER
 PIXIE • QUARRY • RENISHAW
 RUSTENBERG • SADDLE TANKS
 STATFOLD BARN • SOIL
 STAFFORD • SIPAT • SUPERB
 SIR TOM • SYBIL • TANK
 THRELKELD • VICTOR
 VULCAN • WAR/DEPT
 WENDY • WOTO
 WGB(agnall) x6

Y	R	E	G	I	N	A	L	N	O	T	H	G	I	E	L	R	U	H	T	R	A	T	
A	I	N	D	I	A	N	R	A	B	D	L	O	F	T	A	T	S	S	U	S	X	Y	A
W	G	R	E	B	N	E	T	S	U	R	E	N	I	S	H	A	W	D	E	P	T	P	
L	N	A	J	G	Y	F	O	W	T	E	C	N	E	R	O	L	F	N	R	L	F	O	
I	K	E	U	W	U	I	L	O	W	T	A	R	E	J	D	P	I	X	Y	E	W	R	
A	S	B	D	I	L	H	O	R	T	T	C	L	B	U	R	N	B	S	I	P	A	T	
R	K	N	Y	R	C	W	L	G	N	O	K	G	N	O	H	V	I	C	T	O	R	A	
E	N	W	O	H	A	A	B	W	U	E	W	L	L	P	I	B	O	D	M	I	N	B	
T	A	O	F	W	N	W	O	R	L	D	O	I	L	M	U	P	F	L	R	M	G	F	
A	T	R	P	G	W	T	A	D	O	P	A	U	S	T	E	R	I	T	Y	W	L	T	
W	E	B	A	B	E	G	L	H	S	W	D	I	U	T	O	S	B	F	B	R	C	A	
E	L	B	R	L	E	E	B	I	G	D	S	K	E	R	A	B	A	G	N	A	L	L	
S	D	O	T	O	I	C	X	C	I	M	I	R	E	A	R	N	G	A	B	M	E	B	
A	D	S	U	F	L	O	I	B	O	D	R	U	C	U	W	E	N	D	Y	E	E	O	
H	A	S	X	E	U	F	N	T	B	C	Q	E	S	Y	B	I	L	F	L	R	H	T	
C	S	O	E	A	I	O	R	R	S	N	U	H	T	H	T	I	A	F	E	T	I	D	
O	F	H	R	C	T	I	O	O	O	I	S	A	B	E	L	L	E	W	E	O	L	N	
A	I	R	A	R	S	O	B	C	F	J	M	B	R	E	P	U	S	J	T	N	L	A	
L	Y	P	O	D	K	O	W	L	O	O	N	R	L	H	D	R	O	F	F	A	T	S	
T	A	N	K	E	B	G	W	R	A	E	B	R	A	L	O	P	D	O	O	G	K	I	
S	N	O	I	T	I	N	U	M	R	O	O	M	G	N	O	L	A	N	I	G	E	R	

RECYCLE YOUR USED INKJET CARTRIDGES TO RAISE CASH FOR THE PROJECT



NEW PROCEDURE TO SEND YOUR EMPTY CARTRIDGES TO RECYCLE4CHARITY

To date we have raised nearly £3,000 for the Project from Recycle4Charity from the recycling of used ink jet cartridges. The scheme has been using pre-paid envelopes, as many of you will have used, but these are being phased out at the end of this year and a new procedure is being introduced. If you have any used ink jet cartridges, please download a postal address label from the 'How You Can Help page' on our website:

[lms-patriot.org.uk/sites/default/files/Recycle4Charity-Postage-Docket.pdf](https://www.lms-patriot.org.uk/sites/default/files/Recycle4Charity-Postage-Docket.pdf)

You can package them up and send them free of charge to Recycle4Charity using the downloaded label. For every suitable ink jet cartridge that is recycled, The LMS-Patriot Project will receive a payment from Recycle4Charity. To check which ink jet cartridges can be recycled and their value please use the link to download the address label as the pre-paid envelopes can no longer be used:

www.recycle4charity.co.uk/InkjetCartridges

Recycle4Charity will accept ink jet cartridges with a minimum recycle value of £2, and a maximum of £15 per package that you send.

YOU SHOP. AMAZON GIVES.

We have joined Amazon Smile as a registered charity.

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

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

Support us by starting your shopping at smile.amazon.co.uk

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



There are three easy steps:

- Go to www.easyfundraising.org.uk, search 'LMS Patriot Project' and sign up for free. Now you have your account and you have chosen what good cause you are supporting you can do the second thing.
- Start shopping. Every time you shop online, head to **easyfundraising** first. They have over 3,000 retailers on board, so simply pick the one you want to visit and start shopping.
- Now the third and best thing, after you've checked out, the retailer will make a free donation to the project and it won't cost you a penny extra!

All you need to do is remember to go back to www.easyfundraising.org.uk before you shop to keep collecting donations, or you may find it easier to download the Easyfundraising Donation Reminder from their website and a reminder will pop up automatically on the shopping website you are using.

It doesn't cost you a penny extra. When you shop online the **easyfundraising** way with one of our 3,300 shops and sites they give us a commission for your purchase. We turn that into a donation and give it to your good cause.

Donate to The LMS-Patriot Project the easy way

easyfundraising makes it simple for you to raise funds for the project.

www.easyfundraising.org.uk/causes/lmspatriotproject

LMS-Patriot Company Limited

Creating the new National Memorial Engine – 'The Unknown Warrior'

Patron Simon Weston, CBE

Company Registered in England and Wales No: 6502248

Registered Office:

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

Registered Charity No: 1123521

VAT Registration No: 978 8801 48

Account Details for Direct Donations:

CAF Bank Ltd., Account no: 00092990

Sort Code: 40-52-40

Board of Directors and Trustees

Chair:

Colin Hall – chairman@lms-patriot.org.uk

Deputy Chair:

John Hastings-Thomson (External Relations)

hastingsthomson@btinternet.com

Company Secretary:

Richard Sant – membership@lms-patriot.org.uk

Treasurer:

Neil Collinson – treasurer@lms-patriot.org.uk

Project Director:

Keith Riches – richeskeith13@gmail.com

Andrew Laws (Marketing and Publicity)

marketing@lms-patriot.org.uk

Richard Sant (Membership and Donations)

membership@lms-patriot.org.uk

TBA (Sales)

sales@lms-patriot.org.uk

David Tuffin (Hazard and Risk Management)

david.tuffin52@gmail.com

Locomotive Assembly

Simon Scott CME,

PRCLT, West Shed, Ripley, Derbyshire.



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LMS Patriot Company Ltd.
Company Registered in
England & Wales No. 6502248.
Registered Charity No. 1123521.

Project Support

Financial Administrator:

Claire George – treasurer@lms-patriot.org.uk

Financial volunteer – Mike Archer-Smith

Engineering Design Team:

Kevin West

Documentary Video:

Andrew Kennedy – Oakwood Visuals

IT Consultant: Steve Wood

Events Manager:

TBA – events@lms-patriot.org.uk

Events Listings:

John Barrowdale – john_barrowdale@hotmail.com

Sales Support:

Chris Ainscough, Phil Akrill, John Barrowdale, Shirley and Mike Dunn, Bruce Baker-Johnson, Neil, Sue & Andy Collinson, Kevin Finnerty, Colin Hall, David and Carol Hancox, David Hughes, Brian Johnson, Bev King, Barry Mathews, David McSorley, Karen Kinsey, Les Moss, Mike Paine, Gavin Shell, Pete Sikes, Mark Skinner, Ken Starbuck, Robert Wells

Volunteer Co-ordinator:

Neil Kinsey – volunteer@lms-patriot.org.uk

Office Manager:

Linda Westerman – officemanager@lms-patriot.org.uk

Office Volunteers:

Norman Ball, Janet Elson, Reg Mathews, Andrew McRae, David McSorley, Richard Sant, Mike Smith, Dave Westerman

Project Addresses

The LMS-Patriot Company Ltd.,

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

Admin Office/Membership Enquiries –

Tel. 01785 244156/07801 945689 or

email: office@lms-patriot.org.uk

Email: info@lms-patriot.org.uk or please direct your emails to the most appropriate person listed above.

Website: www.lms-patriot.org.uk

Newsletter

Produced by The LMS-Patriot Project.

Editor: Pete Sikes – warrior-editor@lms-patriot.org.uk

Design and Artwork:

Pete Sikes – Accent Artwork Ltd. – 07831 394545

Printed by Park Communications Limited, London.

No. 45517 passes through Pendlebury Station in June 1951.

PHOTO: P. REEVES. © MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.



The Warrior