

# The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



FEBRUARY 2023

Issue 56 • £4.00



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2020 AWARD FOR COMMUNICATIONS

## Editorial

**Welcome once again, this time to the first Warrior of 2023, which brings with it good news on the progress of the rebuild of the chassis.**

This is followed by further good news that we have tackled the tricky subject of water capacity in the tender, and think a solution has been found to carry the required amount that will enable 5551 to run on the main line. All of this, of course, is covered off in Kevin West's Engineering Report.

Sales are also on 'the up' and we are starting to book the sales stand to appear at galas and model railway shows across the country, so please come and say hello to us, it is always good to catch up with our members and supporters at events. There is an appeal for help in this edition, not only to help on the stand, but to transport the merchandise to these events, please consider giving us a hand, it will be appreciated.

Finally, our Deputy Chair and long-standing director, John Hastings-Thomson was admitted to hospital for what he thought was an operation to repair a valve in his heart. However it turned out that John required major surgery in the form of a quadruple heart bypass. He is now recovering but it will be a slow process, so we would like to send him our best wishes and look forward to him rejoining us in good health.

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

FRONT COVER:  
**No. 45502 Royal Naval Division** pictured at speed with an express working, location and date unknown.  
IMAGE: © RAIL ARCHIVE STEPHENSON

Send your comments to: [warrior-editor@lms-patriot.org.uk](mailto:warrior-editor@lms-patriot.org.uk)  
To volunteer contact: [volunteer@lms-patriot.org.uk](mailto:volunteer@lms-patriot.org.uk)

## Chairman's Thoughts

FEBRUARY 2023

**2023 is already well underway, and with it we are seeing some good progress. Work at West Shed has always tended - for all sorts of reasons - to go in fits and starts, but the place has been a hive of activity in the last month or so. Our Engineering Report on page 14 goes into this in more detail.**

I hope you will be interested to read about the recent progress on the revised design for the tender. We have known for some time that design modification was essential to meet main line running requirements. In December 2022 we decided to grasp the nettle, and debated at length how to handle the requirements and how we could reconcile them with the original Fowler tender design. I have to confess that I thought that the external appearance of the tender would likely have to change significantly to make it work, and was bracing myself to explain this to you all. However, Kevin West has now come up with a CAD design which ingeniously lets us have our cake and eat it, too. This is all explained and illustrated in our Engineering Report. We still have to validate the design change, to make sure that, for example, any weight change is acceptable. (Bruce Murray's article on page 22 puts this in the context of our safety certification requirements). However, I am encouraged by what we can now see as a way forward.

All that design work is done at home. I have previously said that Zoom meetings are a poor substitute for face-to-face meetings, but the medium does come into its own when sharing CAD design results (and even seeing them being tweaked on the screen). Today's communication

technology even allowed me to receive an electronic copy of the latest drawing you see in this issue, slot it immediately into a digital presentation, and present it the very next day at a talk in London about the project. I know this is routine in today's world, but I am old enough to remember when this was simply not possible.

Having said that, I know that my colleagues much prefer it when we get together on site. Yes, today's newspaper in front of me says that "1 in 6 are still working at home", but it's not the same. I have a long round trip to get to West Shed, but these days the journey from Henley-on-Thames actually feels much shorter, as I now divert via Aylesbury to pick up Bruce Murray, our 2022 volunteer. The M1 seems to fly by, and I am going to embarrass Bruce by saying that I always get out of my car at West Shed better informed than when I got in earlier in the morning. (And I can claim and donate back expenses for taking a volunteer passenger!)

Lastly I know you will read in this issue about our thoughts on cost savings with the Warrior, but I wanted just to record my appreciation of our Editor's work on the magazine, particularly as it all has to be done to deadlines in what should be his leisure time.

Thank you for your continued support - we are doing our best ensure our progress is maintained, and we are starting to see tangible results.

COLIN HALL, CHAIR  
[chairman@lms-patriot.org.uk](mailto:chairman@lms-patriot.org.uk)



# TREASURER'S REPORT

Update for Quarter 3 to 31st December 2022.

NEIL COLLINSON, TREASURER

*First thought for the quarter: I have just passed the 10 year milestone as your Treasurer, and I only volunteered to help out with some clerical work in January 2013. If space is allowed by our editor I am submitting a copy of my Treasurer's Report from Warrior 22 dated June 2014 for inclusion (see below). It followed the engineering forecast update and I find it quite amusing reading it now. How simple it was in those days, but I would like to think that the information we now provide to you is much more comprehensive and relevant.*



## Treasurer's Report by Neil Collinson

**It is now 16 months since I volunteered to assist with some bookkeeping/administrative tasks after an appeal in the December 2012 issue of The Warrior. It is 14 months since I was 'persuaded' to join the board as treasurer and what a year it has been.**

I would like to reiterate that in getting the locomotive ready for Warley, expenditure exceeded income quite considerably. Fortunately we were able to secure short term loans from generous supporters to help us through, which we will need to repay. Our income for the last financial year to 31st March totalled in excess of £235,000. However, expenditure on the engine was £357,000.

### Can you help?

Our boiler loan scheme has generated £170,000 in loans and donations so far and there has been an excellent response to our Chairman's appeal. We are almost half way there. We are also benefiting from repayment of loans made to the Tornado appeal due to them receiving a substantial legacy from a will and the lenders reinvesting in our appeal. We have had one very kind legacy to date. We are recruiting regular donors consistently and

this source of income now brings in £42,000 per annum, plus gift aid. However, my appeal is to all supporters. Please dig deep and consider a regular donation if you do not already do so. If you do donate this way then please consider an increase to raise our average monthly donation from £14.50, which has remained static for some time. As our chairman's personal letter to you said. 'Regular amounts enable us to plan ahead with confidence,' but ad hoc ones are equally welcome, as is sponsorship of the parts listed on the web-site. As an example our cylinder appeal raised £12,000 (other parts are available - see page 9).

2013 has been a momentous year for our project. Let us continue to make great strides forward so that we can achieve our aim of having 'The Unknown Warrior' ready by 2017.

**Thank you again for your support.**

Enough of reminiscing. Let's get on with the usual financial update.

### INCOME

**Total income** for quarter 3 was £76,300 with the year-to-date at £181,800. The figures included expected Gift Aid of £4,200. This amount hit our bank account on 25th January.

## THE FINANCIALS AT A GLANCE – Quarter 3 comparison including the financial year to date

		Q3 2022/23	Year to date	% of budget	Q3 2021/22	Year to date	% of budget	
<b>INCOME</b>	Membership	£7,480	£20,338	61%	£8,220	£20,654	59%	
	Donations/Legacies	£61,266 <sup>1</sup>	£145,168	68%	£56,872 <sup>2</sup>	£153,133	62%	
	Loans	–	–	n/a	–	–	nil	
	Sales	£6,844	£15,125	68%	£5,992	£14,023	41%	
	Other (interest)	£705	£1,166	n/a	£5	£13	n/a	
	<b>TOTAL</b>	<b>£76,295</b>	<b>£181,798</b>	<b>67%</b>	<b>£71,089</b>	<b>£187,824</b>	<b>38%</b>	
<b>EXPENDITURE</b>	Locomotive	£2,553	£45,585	n/a	£19637	£58,292	n/a	
	Tender	£0	£1,408	n/a	£0	£2,807	n/a	
	Boiler	£2,345	£2,345	n/a	£5,754	£11,293	n/a	
	Other Engineering	£217	£1,874 <sup>3</sup>	n/a	£2436	£7,123	n/a	
		<b>Sub-total</b>	<b>£5,115</b>	<b>£51,213</b>	<b>28%</b>	<b>£27,827</b>	<b>£79,514</b>	<b>36%</b>
	General expenses	£12,725	£36,305	62%	£11,809	£35,357	46%	
	Loan(s) and interest	£4,819	£8,531	107%	£5,888	£7,984	100%	
	<b>TOTAL</b>	<b>£22,659</b>	<b>£96,049</b>	<b>36%</b>	<b>£45,524</b>	<b>£122,855</b>	<b>41%</b>	

1. Includes legacy of £25,000.

2. Included £45,000 sponsorship – now ceased.

3. The £1,874 for other engineering is consultancy fees of £2,351 less £477 (crane repayment).

## BANK BALANCE COMPARISON (expanded to show three years)

	Q3 (2022/23)	Q3 (2021/22)	Q3 (2020/21)
<b>Opening Bank Balance – 1st October</b>	<b>£308,539</b>	£190,628	£115,669
<b>Closing Bank Balance – 31st December</b>	<b>£367,059</b>	£210,916	£129,812

The VAT refund of £189 and the Gift Aid claim of approximately £4,211 (total of £4,400) gives us working capital of approximately £371,000 to start the new quarter beginning on 1st January.

*Second thought for the quarter: Donations/Sponsorships are down in total for 2022-2023 due to the loss of sponsorship money of £5,000 per month, but the quarterly figure was up on the same quarter last year due to the legacy of £25,000 being received in December. We do not budget for legacies.*

## MEMBERSHIP

**Membership income** for the quarter of £7,480 is down on the same quarter last year but shows a marginal increase for the year-to-date.

**Total donations** were £61,270 for the quarter, £145,000 or 68% for the year to date. Last year's totals were £56,870 and £153,000 for the year-to-date.

**Regular donations** were £22,900. The average amount per regular donation in Quarter 3 was £22.58, coming from 341 donors. 17 membership subs were paid by regular donation in Quarter 3.

**One-off donations** were £9,558. The year to date is £35,744 or 43.4% of the budget set.

**Bespoke numbers.** A further one for £80 this quarter giving a total of 11 (£880) for the year (137% of budget).

The usual regular donation comparison table is shown below and again I have included figures for 2020-2021 as well as 2021-2022.

### THE DONATION COMPARISON TABLE SHOWING THE CURRENT QUARTER PLUS THE TWO PREVIOUS FULL FINANCIAL YEARS

2022/23 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q3	3	5	6	<b>£22,900</b>
Q2	0	3	6	<b>£23,216</b>
Q1	2	6	13	<b>£23,231</b>

### 2020/21 Donors for comparison

	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	3	2	12	<b>£18,825</b>
Q3	5	1	4	<b>£19,299</b>
Q2	7	1	6	<b>£19,109</b>
Q1	15	-	8	<b>£19,100</b>

### 2021/22 Donors for comparison

	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	7	2	11	<b>£23,912</b>
Q3	1	2	6	<b>£18,008</b>
Q2	2	6	14	<b>£18,514</b>
Q1	2	5	6	<b>£19,282</b>

*Third thought for the quarter: In spite of the continuing difficulties driven by the general cost of living increases, heritage railways continue to get back on track. We had our best quarter for sales since before the pandemic. I have said it before, and I will say it again that sales of merchandise do not build a steam engine but can make a significant contribution to the coffers. See below and the financial summary chart.*

## SALES AND EVENTS

**Sales income in total** showed a significant increase over quarter 2 this year as follows: Quarter 3 - £6,844, quarter 2 - £5,260, year-to-date is £15,125, previous year was £14,023. This gives 68% against the budgeted income for the year, whereas it was 41% for 2021/2022

**Prize Draw (Raffle)** Quarter 3 - £996. Year-to-date and grand total was £5,396 or 83% of the set budget. The budget for this year was set at £6,500 based on the income achieved from this source in 2021/2022.

5551 ENGINEERING EXPENDITURE FORECAST	Q1 - 2023/24			Q4 - 2022/23			Q3 - 2022/23		
	April 2023	May 2023	June 2023	January 2023	February 2023	March 2023	October 2022	November 2022	December 2022
<b>Current Bank Balance</b>	£323,742	£170,366	£144,788	£367,059	£371,188	£384,046	£308,539	£313,230	£337,191
Income (Budget) excluding Gift Aid	£23,715	£23,715	£23,715	£23,715	£23,715	£23,715	£23,715	£23,715	£23,715
New Bank Balance	£347,457	£194,081	£168,503	£390,774	£394,903	£407,761	£332,254	£336,946	£360,906
Other Expenditure (Budget - excludes loan repayments)	£4,338	£4,338	£4,338	£4,338	£4,338	£4,338	£4,338	£4,338	£4,338
<b>Loan Repayments</b>	-	-	-	-	-	-	-	-	-
Engineering Expenditure	£196,576	£44,956	£38,320	£12,910	£6,520	£79,682	-	£1,600	£4,000
Gift Aid Return	£4,960	-	-	£4,212	-	-	-	£4,968	-
VAT Refund (Estimated)	£18,862	-	-	£190	-	-	-	£6,964	-
<b>Forecasted Bank Balance</b>	<b>£170,366</b>	<b>£144,788</b>	<b>£125,846</b>	<b>£377,928</b>	<b>£384,046</b>	<b>£323,742</b>	<b>£327,917</b>	<b>£342,940</b>	<b>£352,569</b>
<b>Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid</b>	<b>£172,436</b>	<b>£146,858</b>	<b>£127,916</b>	<b>£379,998</b>	<b>£386,116</b>	<b>£325,812</b>	<b>£329,987</b>	<b>£345,010</b>	<b>£354,639</b>
Actual Bank Balance (last day of month)							<b>£313,230</b>	<b>£337,191</b>	<b>£367,059</b>
Actual Income in Month							<b>£16,264</b>	<b>£30,139</b>	<b>£38,390</b>
Actual Outgoings in Month							<b>£11,572</b>	<b>£6,178</b>	<b>£9,208</b>



**Interest earned** has exceeded £1,000 earlier than I predicted in the last report where I said that it would do so by the end of our financial year. We earned £705 in the quarter. I am actively seeking alternative savings accounts with higher rates of interest to take some of the surplus funds in CAF Bank. I have been looking at a website which lists those financial institutions that accept funds from charities. I have approached two so far, but the hurdles you have to jump to open an account these days means it is a long drawn out process.

**Book sales.** Our own published production by our editor Pete Sikes entitled 'The Patriots – A Pictorial Record' continues to sell well with sales of £523 so far this year. The budget was set at £500 for the full year. See our website if you have not got both volumes 1 and 2.

**Engineering Expenditure** Total spend for the quarter was £5,115 and year to-date was £52,213 (28% of the allocated annual budget).

**Overheads for the nine months.** As mentioned in *Getting to grips with costs* (opposite) we are looking at all angles for cutting the budgets for overheads so I will refrain from commenting further here.

Overall, the spend is under budget at 62% or £36,305.

Loan interest repaid for the quarter was £4,819. It is by far our heaviest quarter. I will just reiterate that to obtain the Gift Aid on donations from interest payments made we have to remit it and the donor/lender has to send it back. A pain I know, but these are HMRC regulations not ours.

Overall, there has been less expenditure than income so far during this financial year which means we have generated a surplus of £85,750.

**Purchase orders and invoices.** There are outstanding invoices for £33,000 due at the end of December, including the disputed one reported last quarter. However, I am pleased to say that as I am writing this, the dispute has been resolved in our favour. Purchase Orders to the value of £294,000 received are awaiting invoices, giving a total of £327,000 committed. However, we are currently reviewing the orders to see whether they are still relevant. Invoices received for these orders will not, of course, all come at once.

Regrettably, I am still having to chase up our claim against Llangollen with the receiver. If they continue to ignore my letters (three now) it will need referring to the board to consider whether legal action will be necessary.

**BEST WISHES,**  
NEIL COLLINSON, TREASURER [treasurer@lms-patriot.org.uk](mailto:treasurer@lms-patriot.org.uk)

**5551**  
CLUB

**YOU CAN STILL JOIN THE 5551 CLUB  
AND GIVE YOURSELF A CHANCE TO  
WIN A SEAT ON THE FIRST TRAIN.  
[WWW.LMS-PATRIOT.ORG.UK/DONATE](http://WWW.LMS-PATRIOT.ORG.UK/DONATE)  
OR CALL 01785 244156**

## GETTING TO GRIPS WITH COSTS

**At our 2021 AGM, the last question from a member attending was a well-placed one. What can we do about our costs, when our income is meeting choppy waters?**

I think the question was aimed at our overheads expenditure, which in this year's budget amounted to £59,000, around 20% of an income budget of £270,000.

I'm pleased to say that this year we are running below budget, but the pressure will always be on. Our bookkeeping spend is reducing thanks to more volunteer involvement, and we have worked to reduce banking (paying-in) costs with your help when donating. We are reducing paid activity further by getting volunteer help through remote working with some administration tasks. We have cut postage costs by combining other mailings with the Warrior Magazine.

I would if I could, like to save the money spent on our Stafford office premises, particularly as our volunteer support on-site has dwindled after the pandemic. But there are limits to what you can do, when we have no premises of our own unlike heritage railways, where you can find a corner to park office-based equipment and stores.

We do keep thinking about the Warrior costs, the other significant part of our overheads, so I would encourage you to read and respond to the request I make below in the interest of economy.

It serves us well to remember though, that whatever we can squeeze out of our overheads is dwarfed by how we get it right or wrong on engineering and procurement. We are doing our very best to be smarter and professional going forward. We now have proper QA (Quality Assurance) sign off in place. We do not pay anyone anything until we know a part is fit for purpose and accompanied by the correct paperwork.

We have some good signs in this area. Our new driving wheels were ordered along with identical replacements for Royal Scot, which reduced unit costs (and we got some free preparatory work). The recently delivered replacement axle from South Africa came in cheaper than our original quote from another supplier (and included machining, too). We recently refused to pay for an inspection report elsewhere that was not to the standard required. We have challenged some of the assumptions when our friends at PRCLT bill us.

Last but not least, we expect significant savings going forward through on-site manufacture of smaller components and fixings using the lathe which we funded through our repayable loan to PRCLT.

COLIN HALL, CHAIR  
[chairman@lms-patriot.org.uk](mailto:chairman@lms-patriot.org.uk)

A three-quarter rear view of No. 45548 Lytham St. Annes  
at Longsight MPD, date unknown.

PHOTO: © MANCHESTER LOCOMOTIVE SOCIETY/LMS-PATRIOT PROJECT





# PROJECT RESET

## PATRIOT PROJECT OVERVIEW

JANUARY 2023

**At the last Project Review, we reported that the plan had been revised to reflect an overall delay of 12 weeks. A new milestone had been added to the recovery and rebuild time line. This is set at a point in time when we hope to have the frames rebuilt and the wheelset completed and fitted.**

In order to meet the current recovery and rebuild milestone we must deliver the dragbox, complete the frames assembly, and deliver the finished wheelset as indicated. We are at this time still on course to meet the revised plan, however it is worth mentioning that we are dependent on third parties to deliver in good time. As stated in the previous review (November 2022) additional areas of concern had been identified, namely: cylinder repairs, buffer beam replacement and dragbox rebuild. The good news is that the repairs and modifications to the cylinders are completed and they are now ready to be refitted. The new buffer beam has been fabricated and modified to fit the air braking bracketry and is also ready to fit.

Still outstanding at this time is the testing of the components that are required for the frames rebuild. This was to be carried out at Boro' Foundry however this has not proved possible and alternative arrangements are being made through PRCLT that should see this task completed by the end of February.

At this point in time the shot blasting of the main frame should be complete and arrangements have been made for the repairs to be undertaken during February 2023.

The Recovery Plan has been revised to reflect the current position by adjusting the predicted work schedule for the testing of the components and repair of the main frames.

The newly cast wheels proof-machined main wheelset is due for delivery by end January 2023. This has been revised as complete on the recovery plan. There has been a lack of engagement from SDR in regard to the machining and assembly of the wheelset and as a consequence we have asked for a quote for this work to be done at Riley's. It would appear that Riley will provide a more comprehensive technical service and capability; hopefully positive news will be forthcoming.

Clearly the focus continues to be applied to the build of the engine.

**TENDER:** The NDT inspection that was carried was not to the required standard. We are in the process of retesting in order that we can make an informed decision going forward. No further work will be progressed until a technical meeting is held at Leaky Finders in the coming weeks. The next phase of work will be the completion of the axle boxes and to progress work on the braking system.

**BOILER:** Orders are in place for the completion of the riveting of the crown and fitting of the crown stays. Currently ongoing with progress being made on the crown.

It is worth noting that the project has benefited from the strengthening of the engineering team. A considerable volume of work is being undertaken including, but not limited to, research, risk assessments and technical knowledge all of which helps to move the project in the right direction.

KEITH H. RICHES, PROJECT DIRECTOR [richeskeith13@gmail.com](mailto:richeskeith13@gmail.com)

## LMS PATRIOT CLASS LOCOMOTIVE RECORDS

I would like to clarify the situation with the way the locomotive records were kept by the LMS and BR(M). Each locomotive had two reference cards. The main one being the History Card which was kept at the Headquarters of the Chief Mechanical Engineer. The other was the Record Card which went with the loco to their allocated shed. The latter usually contained fairly limited data mainly about shopping dates. However, the History Card contained far more data and is therefore of greater historical interest.

The information included the detailing of improvements or changes carried out on that particular locomotive. This would include the fitting of different stays, fitting of smoke deflectors, modified pistons, speed recorder etc., with the dates when the work was carried out. Capital and revenue costs would be recorded. Also there would be an annual renewal provision for accounting purposes, boiler changes, annual mileages, the classified repairs carried out and days out of service. You can see how and when boilers were changed between locos, the number of the tender attached and the shed allocations.

A wealth of information which of great use to the historian and those restoring or building new locomotives.

One thing not included which is of great interest to railway enthusiasts and historians are the liveries which were carried by each locomotive and the dates when applied. Whilst there are details of the official liveries applicable at the time, as far as I know, there were no official records kept as to which locomotives had which livery applied and when. This information would only seem to be found by perusal of photographs made doubly difficult by the preponderance of black and white photographs before colour became more accessible and cheaper. The black and white photographs are open to interpretation depending on the quality and detail and they are not always dated.

The NRM holds large quantities of these cards from which copies can be obtained. These are widely used by researchers, historians and authors. I have acquired a number of the cards from the NRM over the years.

REGARDS, DAVID HUGHES

**LMS ENGINE HISTORY CARD** No. 5551  
DIVISION: WESTERN  
CLASS: 5K  
NUMBER: 5551  
SUPERHEATER: 5K  
CYLINDER: 5K  
WHEEL: 4-6-0  
WHEELS: 52-02  
EMPTY WEIGHT: 75 7  
WEIGHT: 80 15  
DIA OF CYLINDER: 6'-9"  
CLASS OF BOILER: BELFRAGE  
TENDER NO: 123 & 24  
BOILER PRESSURE: 200  
FIREBOX AREA: 30.5 sq. ft.  
TRAVEL: 26520 lbs.  
BUILT BY: CROWE  
DATE BUILT: 2 MAY 1904  
REPAIRS: [Handwritten notes and dates]

DATE	UNIT	FROM	TO	RELEASE	RELEASED BY	REPAIRS	REPAIRS	REPAIRS	REPAIRS
14. 7. 21	21	21	21	21	21	21	21	21	21
24. 4. 27	22	215	5530	215	5530	215	5530	215	5530

**RENEWAL PROVISIONS**

DATE	REPAIRS	REPAIRS	REPAIRS	REPAIRS	REPAIRS	REPAIRS	REPAIRS	REPAIRS	REPAIRS			
1904	627	463	816	467	1050	63	467	3500	26	12	97	61



# ENGINEERING REPORT

BY KEVIN WEST, DESIGN ENGINEER

Work on *The Unknown Warrior* has continued over the period since the last report. Significant progress is being made on the documentation and project planning to ensure we have captured all the work being done and compiling all the required documentation.

All this effort is taking a large number of hours for the various members of the Engineering Team, with little actual physical progress evident, but without this work 5551 would never pass the certification process to run anywhere.



*The Chassis of 5551 at West Shed following shot blasting at allow reassembly to restart. PHOTO: KEVIN WEST*

Another problem we are seeing more often is the issue of the supply of material to the required specification and the availability of qualified staff to undertake the skilled work required. This is an industry wide problem and has impacted on the delivery of the new Driving Wheels as outlined in the February Monthly Report. It is very frustrating when we get given a delivery date for something and set out the planning around it, only to find out that the actual arrival will be a number of months later.

## MAIN FRAME ASSEMBLY

The Main Frames were finally shot blasted in early January to remove all the paintwork. The Frames

are now ready for the welding repairs to be undertaken by a fully qualified welder. This work is expected to take about a week and is planned to have been completed by the time you read this report.

At the front end of the chassis positive progress is being made with the Inside Cylinder placed into the chassis on 2nd February.

This was followed by the new Front Buffer Beam and associated mounting brackets being fitted.

Work away from West Shed continues with all the profiled plates for the new Dragbox having been delivered to Tyseley where the assembly welding will be undertaken by a qualified welder.



*Three wise men? Colin Hall, David Tuffin and Keith Riches discuss future progress at West Shed on 28th January 2023. PHOTO: KEVIN WEST*



*Above: Drilling and countersinking mounting holes for the Front Buffer Beam. PHOTO: PRCLT*

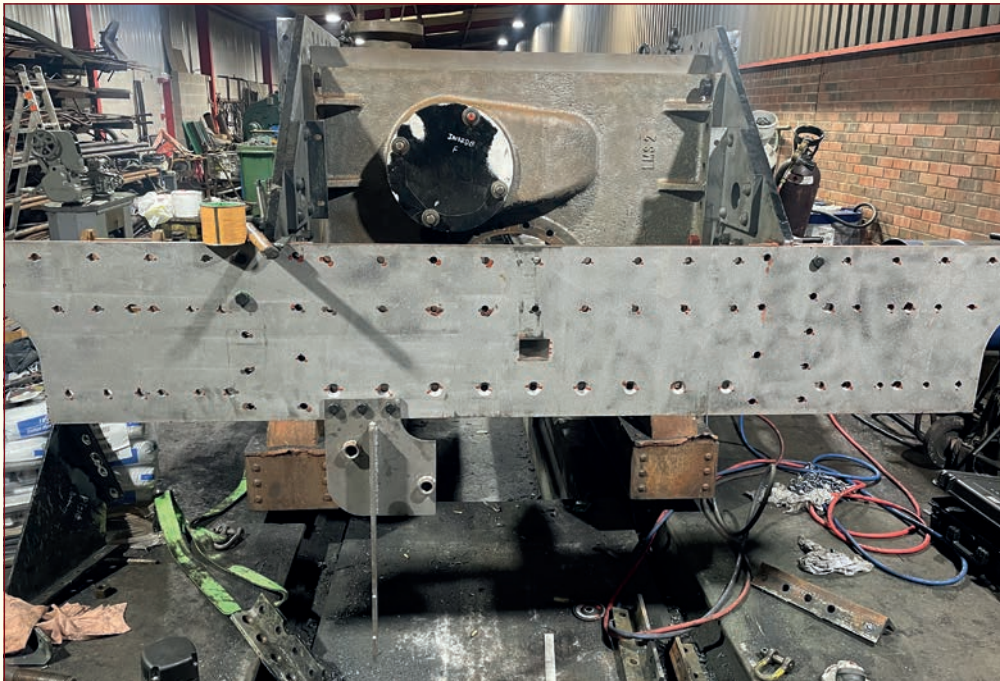
*Left: The Inside Cylinder being reinstalled in the chassis – 2nd February 2023. PHOTO: PRCLT*





Above: The new Front Buffer Beam and Mounting Brackets.

Below: The Front Buffer Beam during fitting to the chassis. PHOTOS: KEVIN WEST



The MPI testing of chassis components has been delayed following the decision by the original contractor, who was going to undertake the work, saying they were not now able to do this for us. We have now identified another contractor and await their costs before an order can be raised.

Design work relating to the mounting of the Air Pump required for the Air Brake system continues. The system being installed on 5551 will closely follow the arrangement used on 6233 *Duchess of Sutherland*. The Duchess is currently undergoing an extensive period of winter maintenance, including the Driving Wheels being removed for the fitting of new tyres. With the loco striped down it allows access to the inside of the chassis to show what we expect to be fitted to 5551.



## MOTION

Machining of motion fittings continues as time allows.

## CYLINDERS

The welding in of the Valve Chest Port Bars on the Outside Cylinders has been completed and fully inspected. The castings have been returned to West Shed where some machining is required on the Port Bars to obtain the correct diameter for the Valve Heads to pass through.

Following this machining the Cylinders will be ready to refit onto the chassis.



The Outside Cylinders following return to West Shed.



Above: A view into the Valve Chest showing the welded in Port Bars before machining.

Left: The steam powered Air Pump fitted to 6233. PHOTOS: KEVIN WEST



## DRIVING WHEELS

Work continues at William Cook Cast Products on the proof machining of our six Driving Wheels. Two of the castings have been completed and returned to Cook's plant in Sheffield for inspection and testing. The other four castings will follow as soon as possible. The delay is one example of the lack of skilled personnel to undertake the work.

The replacement Trailing Axle has arrived at West Shed following a protracted journey from South Africa.

Detailed negotiations regarding the assembly of the Driving Wheelsets have continued with the possible contractors. We hope to place the contract as soon as all parts are ready from Cooks.

## BOGIE

A full design study of the drawings created for the Bogie is underway. Once this has been completed we expect the placing of orders for the patterns and castings required.

## BOILER

HBSS continue working on our boiler to an agreed programme which fits within our financial budget and is concentrating on the manufacture and fitting of the Crown Stays.

## TENDER

A similar planned schedule of work applies at Leaky Finders for the Tender Chassis. All work on the Chassis plate work assembly is finished. The current focus of activity are the Tender

Wheelsets which are being subjected to a number of NDT tests on the wheel castings and the axles. These tests are required to ensure the parts are sound and acceptable for use with 5551.

## TENDER TANK DESIGN

This has been the area subjected to the most design effort over the last few weeks. At the projects' Board Meeting at the end of November a number of questions were raised in relation to the progress on the design of the Tender Tank, primarily relating to the water capacity and appearance. Our Chief Engineer was tasked to provide an update at the January Board Meeting.

The aims of the project have been to recreate the classic look of a Patriot class locomotive, with the LMS group standard low sided Fowler tender. The design of this tender originated on the Midland Railway in the early 1900s. There were minor changes up to the early 1930s when the Patriots were built, but to all intent and purpose were mainly the old Midland design.

The low sided tenders carried a water capacity of 3,500 gallons in the main tank and a well tank that runs between the Inner Frames of the chassis. Coal capacity was 5 tons, although this was increased to 5½ tons when fitted with coal rails above the sides. The tender tanks included a narrow body which were 7' 1" wide, narrower than the 7' 10" width of the locomotive cab. The original 45551 was one of two Patriots fitted with a high straight-sided version of this tender for several years in the late 1950s and early 60s. There were

*The cab and smokebox from 5551 either side of the cab from 9F No. 92212. PHOTO: KEVIN WEST*



*No. 45551 fitted with high-sided tender is pictured at Hereford on 16th July 1960.*

**PHOTO: © THE STEPHENSON LOCOMOTIVE SOCIETY.**

only 10 of this type of tender built and they were originally paired with the Jubilee class locos. Water capacity was the same 3,500 gallons, but they carried 7 tons of coal.

Looking to the future of 5551 operating on the national network the biggest consideration is water capacity. We must be able to run for 80 miles between water stops with sufficient spare water capacity to not run dry if held in a significant delay anywhere on our route. For this we plan to have 1,000 gallons in the tank in reserve. The original tank capacity then gave just 2,500 gallons to consume between fills. This is not considered enough, so a redesign of the tank to increase water capacity as much as practical, while keeping the outward appearance as close to the original design was started. We also have to take into consideration other elements and systems such as the Air Braking system and the safety and signalling systems that we need to fit onto 5551 that were never fitted to the original locomotives.

So, how can we squeeze more water into something that looks the same? The original tenders were fitted with water pick up scoops to collect water from troughs between the track whilst on the move. Removing this equipment saves a little weight and gives a little more water capacity in place of the original delivery tube that ran through to the top of the tank.

We are also looking at reconfiguring the coal space to help the coal to self-trim down to the shovelling plate as much as possible. To explain this a little more the original design has the coal space sloping down from the top of the water tank for about half of the length of the coal space. The rear section of the coal space had a level section over the top of the tank where the coal would just sit until the fireman climbed into the tender to pull it forward with the rake. This is no longer permitted while working out on the main line where there could possibly be an overhead line carrying 25kV. By continuing the slope of the coal space right to the rear coal space bulkhead we



think the coal will work forward by itself. The wedge shaped space on top of the main water tank plus the space formally occupied by the water scoop dome is now taken by a supplementary top water tank. This top tank will be filled by connecting hoses to the low level fillers located between the rear and trailing wheelsets. Once this tank is full, internal overspill pipes will flow into the main tank below. This ensures the top tank will always be filled first. There will be standard filler points on the top of both the main and top tanks, although these will not be used whilst running under the wires.

For the same reasons we are not duplicating the original storage points for the long firing irons and rakes which were carried in racks above the coal space. An internal firing iron tunnel is located along the fireman's side of the coal space. At the front of the coal space on the driver's side there will be a vertical enclosure to house the electronics relating to the safety and braking systems we have to fit to run on the national network.

Having completed the modifications detailed above it was realised that by widening the tender

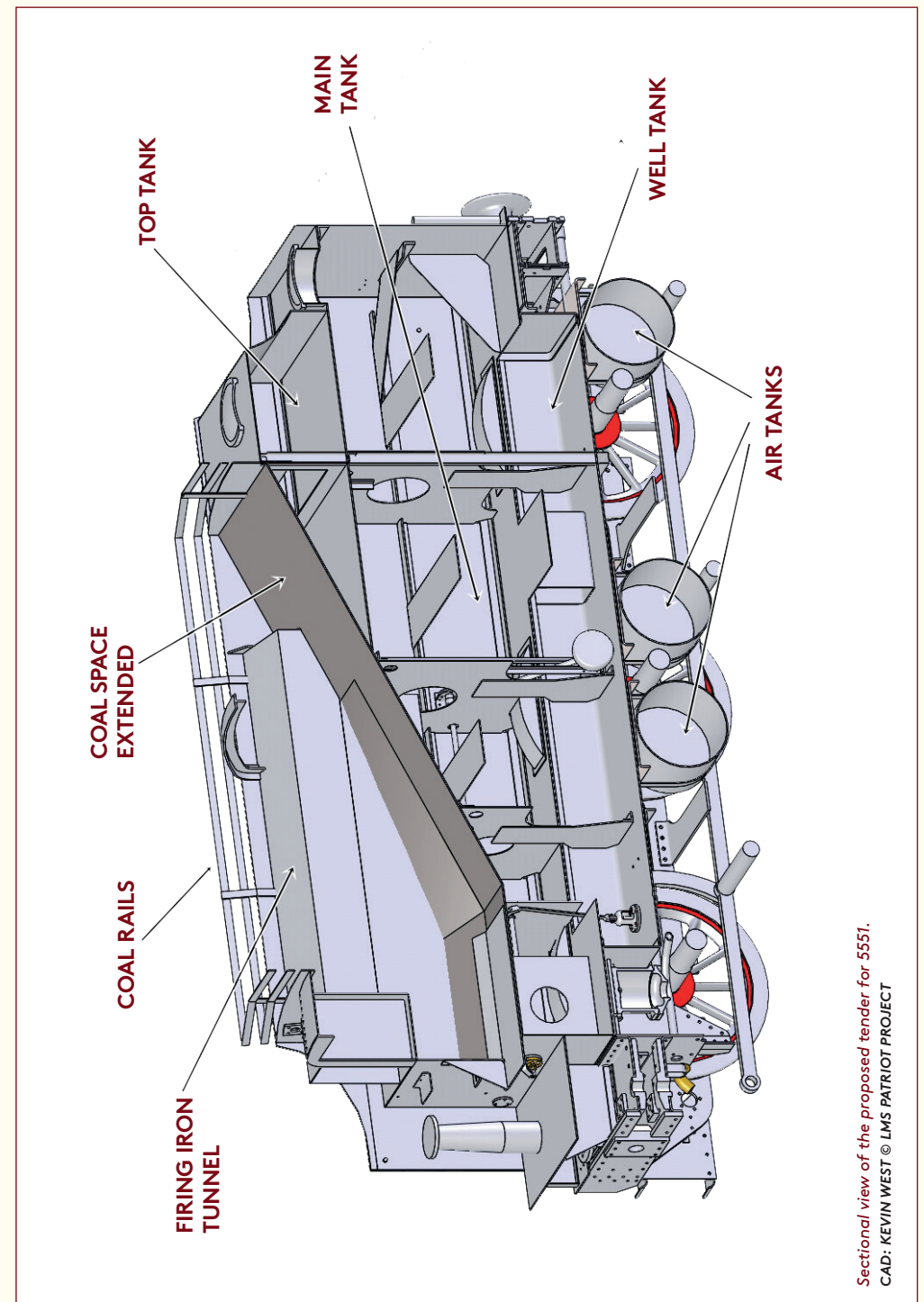
body to match the cab it would bring the water capacity up to almost 4,200 gallons, giving us slightly more than carried by Black 5s and Jubilees running out on the main line which have 4,000 gallon capacity tenders.

There then came the question of where we can fit three large air tanks that are required for the Air Brake system. On the Duchess these are mounted onto a sub-structure which is hung off the tender frames below the water tank, this is flat bottomed, without the well we have between the inner frames of the chassis. First thoughts were we would have to sacrifice some of the well to mount these tanks, but after a little work and some checks regarding the movement of the Brake Gear it has been found the tanks can be mounted on a sub-raft structure that hangs from the tender chassis. The tanks will be below the well so we do not lose any valuable water space.

These changes are necessary to give 5551 any chance of running out on the main line so I hope you understand why we have to include them in our design. I hope the CAD image opposite gives a clear understanding of the proposals.



Air Tank to be fitted under the tender of 5551. PHOTO: KEVIN WEST



Sectional view of the proposed tender for 5551.  
CAD: KEVIN WEST © LMS PATRIOT PROJECT

# (PART OF) HOW TO GET YOUR LOCOMOTIVE ONTO THE MAIN LINE

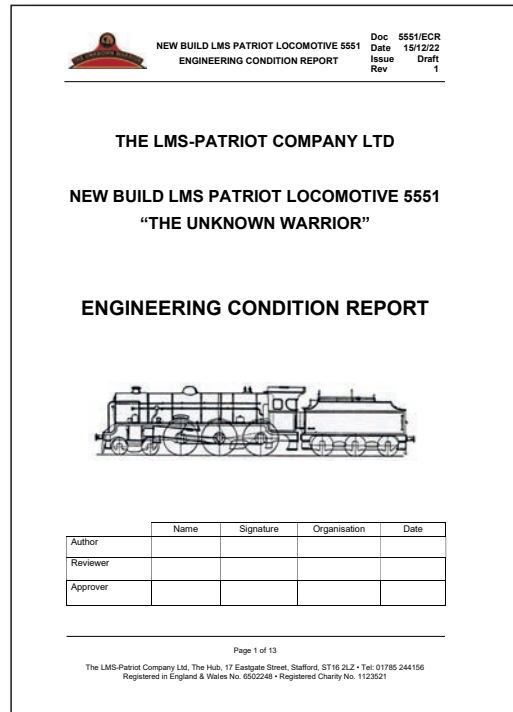
BRUCE MURRAY AND DAVID TUFFIN

Being able to run a steam locomotive on the main line is, in my view, a privilege rather than a right. One can argue that Open Access does indeed afford steam locomotives this right, however the main business of our railways is to move passengers and freight about as fast and as safely as possible. We all know that steam locomotives are slower than modern trains and need to stop periodically for water and sometimes also for coal. These two facts mean that steam hauled trains can easily get in the way of their modern faster cousins. Add into the cocktail the possibility that a fundamentally old design of machine might break down on the main line and one can see that steam trains might be seen as a nuisance to train planners and other industry stakeholders.

In order to ensure that any steam locomotive running on the main line does so safely and reliably it, along with any organisations associated with building, running and maintaining it, must fulfil very specific sets of criteria. The Railway Industry Standards covering steam locomotives on the main line were substantially amended in 2017. One of the main points to arise from these changes was to clarify some different criteria for new build locomotives like 5551, as opposed to existing steam locomotives. There is much additional work to do, particularly on the paperwork side of the Project. However, I do not see this as an additional bureaucratic burden. I see this as our opportunity to demonstrate to the authorities that we are designing and building 5551 in the best and most professional way.

You have read in previous Warriors about the Railway Industry Standards that cover every aspect of building, maintaining and operating a railway: but to recap the main ones we have to follow are:

- RIS-4472-RST, Engineering Requirements for Steam Locomotives and other Heritage Rail Vehicles
- RIS-2003-RST, Certification and Registration of Heritage Rail Vehicles Operating on the GB Main Line Railway



David Tuffin and I are currently working on the production of three documents specified in RIS 2003.

The **System Definition** describes exactly what is being built and why: materials, construction, physical and system boundaries to the rest of the railway, degraded mode working, the environmental operation conditions, safety requirements, etc., the list goes on. As David Tuffin wrote in the last Warrior, we need to show that the original design was good, safe and up to the job, which can only really be done by referencing source documentation. The results of this research will be included in the 'Why we are building the locomotive' section of the System Definition. The locomotive is described, to use modern terminology, at sub-system level. So, for example, the boiler is one sub-system, the cylinders and motion is another and the tender is yet another. All deviations from and changes to the original Fowler design have to be documented along with justifications for the changes. An example of this is the lowering of the safety valves to meet the requirements of the current loading gauge.

The **Certification and Registration Strategy** is the 'what we are building and how we are building it' document. This details all the standards to which we will be adhering, the implications or otherwise of ROGS (Railways and Other Guided Transport Systems Regulations) and RIR (Railway Interoperability Regulations) and how we will achieve technical and safety compliance with the relevant railway standards. The systems we have in place to cover the design, quality of materials used, construction, testing and certification, etc are all described. The quality control systems devised by Keith Riches and the hazard and risk assessment processes produced by David Tuffin, which are also vital elements of the Project process, are included in detail.

To date we have produced full drafts of the System Definition and the Certification and Registration Strategy. These are currently issued out to the Engineering Team members for comment.

The **Engineering Condition Report**, which is in the very early stages of a first draft, will contain all the information about what we have built. Clearly this document definitely cannot be completed until the build is finished. As with the first two documents, we have received very useful advice and guidance from Ricardo about how to approach its production and David and I are currently working through how to best achieve this. One thing for certain is that a detailed photographic record of the build needs to be included as this will provide sound evidence that we have built what we said we would and in the way we said we would build it.

It is important to say these are all 'live' documents. This means that they will be updated as the Project progresses. The final versions will probably be somewhat different to what we have now. There are many reasons for this. One example might be that as the design and build progresses the location of the air brake reservoirs might need to be changed. The details of why, and how, will be captured within one or more of these documents. With full document version control, a complete history of the design, build and certification of the locomotive will be created over time. A by-product of this is that those who come after us to look after 5551 will have the complete narrative of why the machine in their care is as it is.

It is also important for members to see what we are doing behind the scenes, therefore we anticipate that copies of these and other documents will be available for viewing and discussion with the Engineering Team at the Members Day in September.

The above words do not really do justice to the complexity of the work or amount of effort being put into this workstream by the Engineering Team, but they do give a flavour of what we are up to behind the scenes. I have even had to buy a new laptop as my old one had started to behave oddly, no doubt in protest at the amount of word processing it was suddenly being asked to do!

# SALES REPORT

SALES@LMS-PATRIOT.ORG.UK

As in the previous quarter sales once again have shown an increase on the corresponding period last year, the gross total being £6,833.09 for the quarter up to the end of December. Things are really getting back to normal after the trials and tribulations of the past two to three years.

Once again a good percentage of sales income has been generated from donated goods, especially model railway items and railwayana (see separate article on page 30).

That's the good news, unfortunately as we are all aware inflation has risen in recent times. Some of our suppliers have increased their prices and we have had to do likewise on some selected items. The usual price list is included in the centre pages of this publication.

Back when the vote was taken which determined that the first livery for the loco would be red we discontinued green clothing etc. We have often been asked for the same and so we are now reintroducing a range starting with Polo shirts (see advert on opposite page). Keep a look out for other items in the near future.

We attended our first steam railway event in January at the GCR Winter Gala where we probably broke all records for a three day event. We are now putting together a list of events that we plan to attend and those booked, either definite or provisionally, are shown in the table below, if you could help out at any of these events it would be appreciated.

With **The Unknown Warrior** now firmly back on track (pun intended) we need to push ahead with fund-raising and purchasing products or donating items for sale will help us enormously.

KIND REGARDS, NEIL KINSEY

Event	Date	✓ = Booked P = Provisional
K&WVR Steam Extravaganza	MARCH 9th – 12th	✓
Statfold Barn – Spectacle of Steam	MARCH 18th	✓
Statfold Barn – Model Railway Exhibition	APRIL 1st – 2nd	✓
Great Central Railway – 50th Anniversary Celebrations	JUNE 17th – 18th	P
Buxton Model Railway Show	JULY 1st – 2nd	✓
Soar Valley Model Railway Show Loughborough Grammar School	AUGUST 12th – 13th	✓
Gauge 0 Guildex Show Bingley Hall, Stafford	SEPTEMBER 2nd – 3rd	P
Stafford Railway Circle Model Show Bingley Hall, Stafford	SEPTEMBER 23rd – 24th	✓
Great Central Railway – Autumn Gala	OCTOBER 5th – 8th	P

# NEW! GREEN POLO SHIRT

ON  
SALE NOW

We now have in stock a new LMS-Patriot Project green polo shirt with crest and BR number. Available in S, M, L, XL and XXL (other sizes can be ordered).



ONLY  
**£20**  
PLUS  
£4.50 P&P



**TO ORDER YOUR SHIRT VISIT  
WWW.LMS-PATRIOT.ORG.UK/SHOP  
OR CALL 01785 244156**



# LMS on the main line

*Johnson Compound 4-4-0 No. 1000 and Stanier Jubilee No. 5690 Leander double-head the Cumbrian Mountain Pullman which is seen passing through Little Selkeld on 12th February 1983.*  
PHOTO: © MIKE PAINE/LMS-PATRIOT PROJECT





**OFFICE PHONE NUMBERS**

**01785 244156**

**07801 945689**

**After a record number of helpers to send out the previous Warrior we had a very small group for issue 55. Our start was delayed when we found that the boxes of magazines had been stored "safely in a locked room" at The Hub, but the caretaker had been called away so there was no one with a key. After several phone calls someone arrived with the necessary keys so it was all systems go to get them ready for Royal Mail to collect. Once they were on their way, delivery through members letter boxes was very hit and miss due to the postal workers strikes taking place during December. I hope that in the end everyone received their copy. We received a bumper amount of post to The Hub in the second week of January when Royal Mail were catching up on the backlog.**

I am pleased to report that, as we had hoped, some of our office routines are now being dealt with remotely by volunteers in their own homes. We welcome Neil Jarvis, who lives in Scotland, to our small band of helpers. He has taken on the role of Membership Administrator. His remit is to make sure that renewal invitations and reminders are sent out in a timely manner to help retain our membership. We thank Tom Niland for his temporary help in this area. Our former Director Kevin Finnerty (who had to step down from the Board a while back for personal reasons) is now helping us with the remote management of email sent to the office.

Unfortunately other volunteers who worked in the office before the pandemic have decided to step back, so we are still working on other options as to how jobs can be distributed.

We now also have the ability to retrieve messages left on the office telephone without actually needing to go into the building. That should mean that we can respond more quickly.

You will see elsewhere in the magazine that we are exploring ways to reduce costs. Mention is made of

the postage costs for sending out The Warrior magazine which at the present rate is £1.31. As we use a Mailmark Franking Machine we save 34p per magazine on the cost of using postage stamps.

A regular letter or membership card costs 51p per item as opposed to 68p if stamps are used. We do of course have to pay a fee for the franking machine but there is still a considerable saving.

We have a small number of members who live overseas and the magazine is sent to them via a pdf attached to an email. The membership fee would certainly not cover the high cost of sending post by airmail.

Don't forget that if you are looking for something different as a gift for a friend or relative you could consider making them a member. The welcome pack can be sent directly to them or to you. Please do get in touch if that is of interest.

*Linda Westerman,  
Office Manager*

## HOW WOULD YOU LIKE TO RECEIVE YOUR WARRIOR MAGAZINE?

I always enjoy working on and reading our Warrior magazine with its contributions from Members. I haven't forgotten that it won an award from the Heritage Railway Association in 2020 (just before the darkness of the pandemic descended). However, producing and delivering the magazine has suffered the same cost pressures as the economy in general; in particular on postage costs, currently poised at £1.31 for each copy using the franking machine. Postage has increased by at least 23p since 2019. The production and printing of the magazine has also seen significant increases, for instance there is an annual increase in paper prices each January across the print trade and obviously this is passed on to the client. So what can we do to reduce costs? First thoughts are reducing the magazine from four editions to three, reducing the amount of pages and also the quality and weight of the paper used, but also it is difficult to make substantial savings on what is considered a small print run (we have 1,000 copies printed). So if you have any suggestions please don't hesitate to contact us.

We do have a fair number of members who either do not have email or who prefer not to be contacted by email. We also have some feedback that a printed copy of the magazine makes for a better read than a digital version. We respect that.

However, it is very much the modern trend that so much now is communicated digitally rather than in hard copy. We have recently responded to an unsolicited request by a member to receive the magazine via email.

So, my question to you as individual Members is, would you be ready to receive your Magazine via email in future? If you would, please contact us at [membership@lms-patriot.org.uk](mailto:membership@lms-patriot.org.uk) to let us know, and we will take care of that. If you still wish to receive the printed copy we will continue to send it to you as usual.

We look forward to hearing your views.

COLIN HALL, CHAIR [chairman@lms-patriot.org.uk](mailto:chairman@lms-patriot.org.uk)

## CAN YOU STAND IT? A CALL FOR HELP

We are finding it an increasing logistical challenge to get our sales stand to the many events that we would like to attend up and down the country. We are doing our best to come up with different ways of tackling this problem, including for example reducing our stand size; but as part of our review it would be big help if you can let us know if you are able and willing to help us in any way with stand and/or merchandise transport. This might seem to be a significant commitment, but any help you could offer with, for example, transport to specific convenient events would be a plus.

If you think you could be able to help in some way please contact us via [sales@lms-patriot.org.uk](mailto:sales@lms-patriot.org.uk) or call Project Director, Janet Elson on 07981 838123.

This will help us to plan for the future as best we can.

KIND REGARDS, JANET ELSON, PROJECT DIRECTOR



## A TALE OF TWO DENNISES

**In the last couple of months we had contact from two gentlemen named Dennis, both of whom have made significant donations to the project.**

Firstly we heard from Dennis Boardman who has been an avid collector of railwayana for many years. He offered to the project the original smokebox numberplate of unnamed Patriot 45544 and a replica 'Isle of Man' nameplate. We were happy to accept both items and arrangements are being made to sell them at auction.

Just before Christmas my wife Karen and I had a pleasant drive over to his house where we were most warmly welcomed by Dennis and his wife who also provided us with a tasty lunch.

Dennis showed me his extensive collection which was most eclectic and impressive.



In January we had another run out, this time to Appleby Magna in Leicestershire to meet Dennis Bamford who had offered a large collection of model railway items for us to sell.

The range included everything from some vintage locos and stock to up-to-date DCC ready models, much of which we sold at the GCR Winter Gala adding to a significant return from the event.

Wholehearted thanks goes to both gentlemen for their most generous donations.



**If you have anything similar that you are willing to donate please get in touch on [sales@lms-patriot.org.uk](mailto:sales@lms-patriot.org.uk)**



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

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

We are looking for **500** people to join at **£55.51**, and when we have reached that figure a draw will take place, and a winner announced. We currently have had 134 donations raising almost £7,500, it's a great way to support the Project.

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

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

**JOIN THE 5551 CLUB**  
**[WWW.LMS-PATRIOT.ORG.UK/DONATE](http://WWW.LMS-PATRIOT.ORG.UK/DONATE)**  
**CALL 01785 244156/07801 945689**  
**OR USE THE ENCLOSED SPONSORSHIP FORM.**

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



*LMS Patriot 4-6-0 No. 5521 passes Rugby with an up express, circa 1936.*  
PHOTO: T. G. HEPBURN © RAIL ARCHIVE STEPHENSON.









# MEMBERS' CORNER

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

## MY THOUGHTS ON THE AGM

Hi Linda,

I very much appreciated attending the AGM and seeing the way the Patriot is progressing.

If we had stayed at Llangollen, the Patriot would have been a mish-mash of new bits plus some ex-GWR bits and we would have had a poor loco for running only on heritage lines.

The transfer to PRCLT at West Shed, Swanwick Junction with the LMS ethos and their 'proper' engineering skills, mean we will achieve a much-improved locomotive for the use on Network Rail that will satisfy the safety approval requirements. We will have a loco to be proud of and with 'Project Reset' a costing and timing programme that is attainable.

Thanks to all of the officers and members for giving us this picture of the future of the project. And thanks also, to Colin Hall for conducting a business-like AGM.

On route to last year's AGM, I was at Wolverhampton when 46233 *Duchess of Sutherland* steamed through, and I saw it again at Worcester Shrub Hill on its return from its Welsh Marshes Tour – a great advert for the West Shed workshop and staff.

On the Friday before this year's AGM, I saw Jubilee *Bahamas* steam out of London Victoria on the Kentish Belle Armistice train to Margate. Can we book *The Unknown Warrior* on a future tour? I want to be on it!

YOURS SINCERELY,  
IAN HUNTER (MEMBERSHIP NO. 659/05)  
VECTIS RAILWAY ENTHUSIASTS, ISLE OF WIGHT.

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Share the love and enter!  
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LMS Patriot Project has been paid in #easyfundraising's £1.2 million #DonationDay pay-out! Thanks to everyone who's helped make a BIG difference during this difficult time by raising donations for us. If you're not supporting us yet, please sign up now. It takes 2 minutes & 7,000 brands will donate to us for free every time you shop with them! Visit: [https://www.easyfundraising.org.uk/causes/lmspatriotproject/payments/4e384d7utm\\_campaign=ep-feb-23&utm\\_medium=email](https://www.easyfundraising.org.uk/causes/lmspatriotproject/payments/4e384d7utm_campaign=ep-feb-23&utm_medium=email)

Thank you to all of you who have signed up to **easyfundraising**. We are due £74.40 this quarter. Amazon Smile have recently ceased their fund-raising scheme so please consider signing up to **easyfundraising** to continue raising funds for your project.

## AMALGAMATION OF THE L&YR AND THE L&NWR

In *Warrior 55* we omitted to credit the above article to Gerald Beales and Mike Musson of the L&NWRs and also Bob Williams for supplying the material. Apologies for this error.

Thank you to all who contributed their articles that appeared in *Warrior 55*, 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](mailto:office@lms-patriot.org.uk) or post directly to the office: Linda Westerman, LMS-Patriot Company, 17 Eastgate Street, Stafford ST16 2LZ.

## THE LATE QUEEN ELIZABETH II

I hope Members will indulge me recounting my personal recollection of a meeting with our late Queen Elizabeth. So much was properly said after her passing in September about her ability to put people at their ease and put others' needs before her own. In 1986 it fell to me as a railway area manager to welcome the Queen and the Duke of Edinburgh on their arrival at London Liverpool Street station, after what should have been a routine journey from Sandringham to the Palace, in a coach attached specially to a scheduled morning service to the capital. Unhappily the train was delayed by 90 minutes on this particular morning, and it was my responsibility to welcome the Royal Couple on arrival and escort them from the arrival platform to their official car.

I had met the Queen previously on duty, but that helped me little to prepare in these embarrassing circumstances. Of course, I did my very best to apologise for and explain the delay. The Duke of Edinburgh made (rightly) a pithy observation or two about the experience. We then had to walk the platform along the full length of the train, with commuters and other visitors to the capital locked into the train for security reasons. As we passed the faces peering out from the coaches, the Queen turned to me with a smile and said: "You really shouldn't worry about me... it's these poor people I feel sorry for", gesturing regally towards the imprisoned onlookers.

The background story to the ill-fated journey that day is worth retelling in its own right.

In line with established practice, the diesel locomotive for the journey to London from King's Lynn had been specially checked and prepared the previous day. Unfortunately that locomotive (a class 47 I recall) suffered a last-minute failure on the morning and had to be replaced at very short notice. As a consequence of the failure, the shunting and preparation of the empty coaching stock was more hurried than usual; and, most unfortunately, the coach for the Queen's exclusive use was attached without the gangway shield having first been removed manually to allow access to the rest of the train. A back-up guard was provided to ride in the Queen's coach, to allow the train to run at all. But this left a train catering headache: how do you deliver a silver service breakfast to the Queen when there is no access from the restaurant car? Commendably the catering staff figured out that, with the significant number of intermediate stops between London from King's Lynn, it would be possible to serve the breakfast by having the staff hopping out with their silver trays to and fro along the platforms en route. So that problem was solved – the fact that news media reporters commuting to London witnessed the proceedings and reported it with glee in the newspapers the following day only added to the fun.

Sadly, that was not the end of the affair. At Audley End (about 40 miles from London) the stand-in locomotive hauling the train itself broke down and defied the crew's efforts to fix the problem. The traffic control office stepped in and did their best to retrieve the situation: a replacement locomotive was commandeered by summarily terminating a down express service at Audley End: but the Royal train was inevitably delayed significantly as a result. I cannot recall what happened to the down express train, but the disruption caused by such a manoeuvre at a simple intermediate station is easy to imagine.

COLIN HALL (MEMBERSHIP NO. 900/10)



## PATRIOT PHOTOS BY DEREK CROSS

In Warrior 55 we reproduced images of Patriots by the late renowned photographer Derek Cross, courtesy of his son David who kindly sent them to in. The remaining five photos are reproduced here, once again thanks to David for sharing them with us.



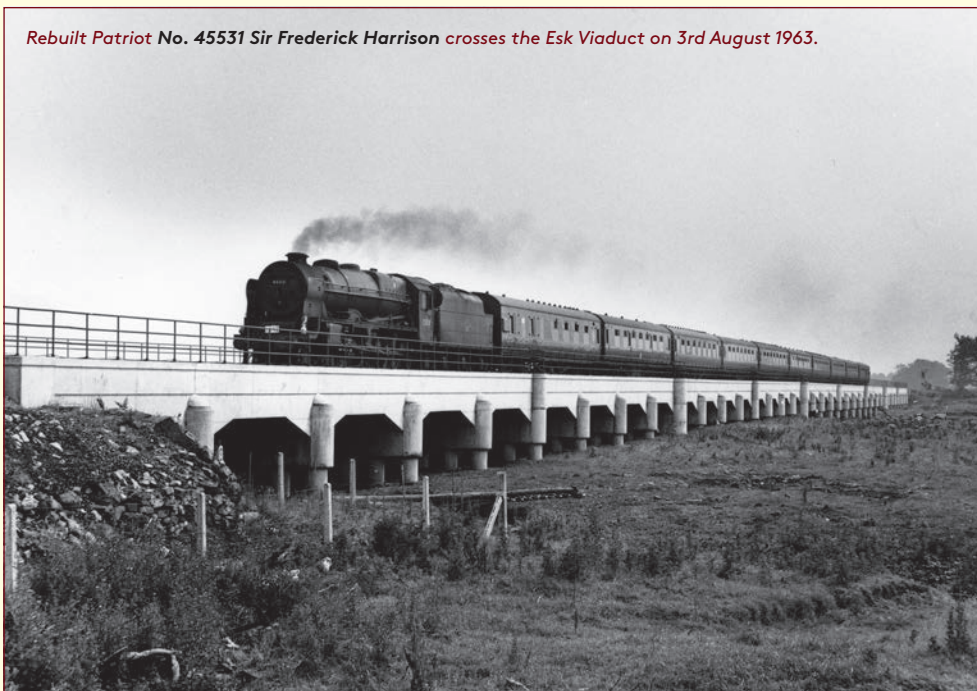
*No. 45518 Bradshaw runs alongside the near deserted M1 at Watford Gap on 8th June 1960.*



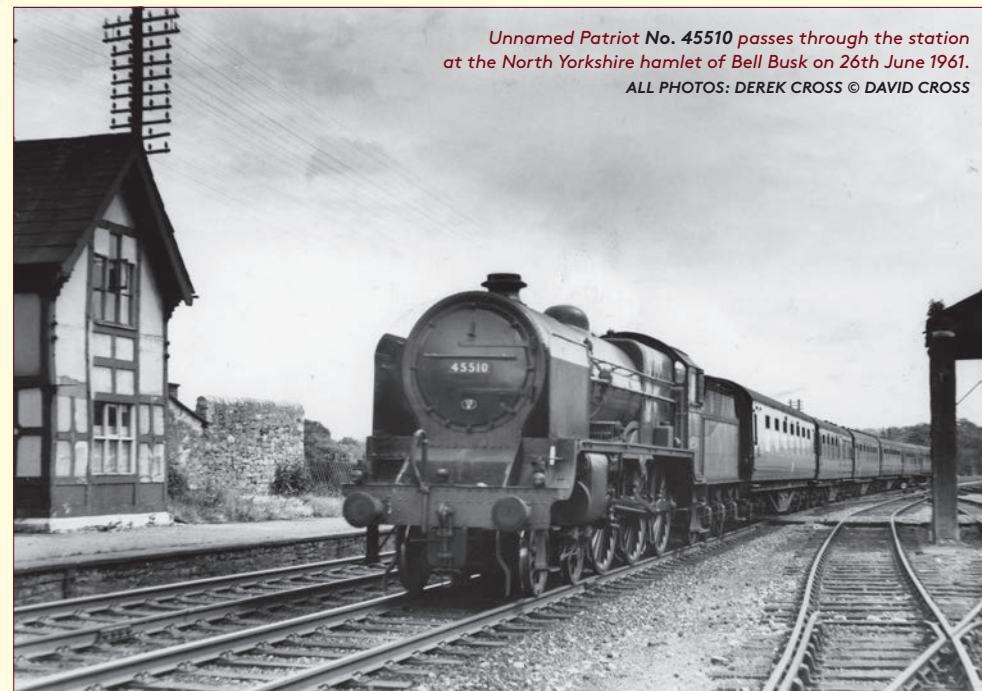
*Rebuilt Patriot No. 45530 Sir Frank Ree storms through Tebay station on 13th July 1963.*



*No. 45537 Private E. Sykes V.C. pictured at Shap Wells with a 10-coach express on 6th August 1960.*



*Rebuilt Patriot No. 45531 Sir Frederick Harrison crosses the Esk Viaduct on 3rd August 1963.*



*Unnamed Patriot No. 45510 passes through the station at the North Yorkshire hamlet of Bell Busk on 26th June 1961.*

*ALL PHOTOS: DEREK CROSS © DAVID CROSS*



## THE LOST PATRIOTS

**Like many who now consider themselves to be railway enthusiasts, I started off as a 10 year old spotter in 1958. I dropped the hobby when main line steam locos were being withdrawn in big numbers in 1962.**

I divided my time between Grantham which was a four mile bike ride away and Syston in Leicestershire, because my cousin lived at nearby Queniborough. At both locations cops came thick and fast in the early days – then dwindled to a trickle. We started to look further afield – which is when my interest in original Patriots began. Why? Because they looked different to all the taper boiler classes that we were familiar with. I first travelled from Leicester to Rugby Midland behind a 2-6-4T.

Like most boy spotters, I could only afford a simple camera which was lugged around in a duffle bag alongside my sandwiches and whatever detritus remained from the games kit that I also used it for. Cleaning the lens never occurred to me and it never possessed a case. Hence, all of the photos I took during that period were very poor 'record shots'.

Most of the photos in my old albums were of 'namers' – but I took the photos of 45551 at Rugby and 45550 near Gresty Lane, Crewe because they were original 'Pates'. Most spotters bemoaned the ones that got away – typically in the case of "you'll never guess what's just been through" which was often directed at spotters who had just arrived – or left the station to buy a bottle of pop. Other lost ones were among those seen in big numbers when passing a shed. My lost ones really grated because they were original Pates.

I made two trips to Carlisle in 1961, departing from Leicester Midland just before midnight. On the second trip on 28th October, we had seen two 'Pates' – 45526 and 45548. We had seen 15 Jubes, two Prinnies, two Scots, five Semis, one A1, one A2, two A3s, two A4s (including the last one I needed, 60004 at Canal shed), five Brits and one Clan. A very satisfactory trip. However, soon after we started our return journey, I spotted some stored, original 'Pates'. In my ignorance, I thought that they were near Upperby shed. They were too far away to read the numbers. In later years, I learned about Durrant Hill. We weren't aware of that at the time, visiting Kingmoor, Canal and Upperby sheds, thanks to Aidan Fuller's Locoshed directory.

The only original 'Pate' I can recall seeing at Leicester was No. 45537 on 25th May 1961 (right).



**No. 45551  
at Rugby  
Midland on  
20th May 1961.**

**ANDY WESTON  
(MEMBERSHIP  
NO. 45537/11)**



**Patriot No. 45550 pictured at Gresty Lane, Crewe on 30th April 1961.**



**Fairburn Class 4MT 2-6-4T No. 42577 pictured at Leicester Midland on 30th April 1962.**



**Patriot No. 45537 Private E. Sykes V.C. at Leicester Midland on 20th May 1961.**



# TREASURER TRAVELS (ALONG WITH MRS. C.)

BY NEIL COLLINSON

OK, not Patriot related but in view of the strong railway theme our editor gave his permission to submit this article for adjudication and possible inclusion in Warrior 55. Unfortunately, there was no space, so it has been carried forward to this edition. It also features steam powered trains, boats, and trams so he might judge it worthy of inclusion. You will also see our branded Patriot clothing in some of the photographs, and a few people asked us about the Project, so we had to have our best marketing hats on although I forgot to take my project beanie. We also took Warrior 54 and a supply of membership forms with us. One couple from Bakewell in our party were very interested to hear about us and took a membership application form home with them after reading Warrior 54 and said that they would visit West Shed. Here's hoping it will be returned.

## THE SWISS BERNESE OBERLAND

Sue and I decided earlier in the year to tick off an item on our bucket list and go for a week to Switzerland, travelling by rail virtually every day. It was a trip of a lifetime.

**Day 1.** A late afternoon/early evening train from Loughborough to St. Pancras. Necessary because the real adventure started at 5am the following day.

**Day 2.** The early start necessitated rising at 4am to walk to St. Pancras station to catch the 07.05 Eurostar train to Paris in First class.

Breakfast was served at our seat as we hurtled through the Kent countryside before diving into the channel tunnel. We arrived in Paris Gare du Nord spot on time and transferred by coach to Paris Gare de L'Est for a TGV to Basel via Strasbourg. Another change in Basel to a Swiss

intercity train took us to Interlaken OST before continuing on the narrow gauge lines of the Bernese Oberland Railway (BOB) to Lauterbrunnen and the Wengernalp Railway (WAB) to Wengen. We finally arrived in the mountain village in the early evening. Six trains in a 24 hour period and all on time, including our trip on the Midland Main Line the previous day.

**Day 3.** A free day to recover, so we explored the village in the morning and rode the rails in the afternoon using our free Bernese Oberland regional pass. This allowed you to travel on the trains, buses, and the many cable cars.

**Day 4.** A train (or two or three) took us to Brienz where we had a guided tour of the workshops and locomotive sheds belonging to the Brienz Rothorn Railway with Henry the volunteer guide. It is Switzerland's oldest rack railway. We then boarded the steam train (actually oil fired) to



climb 1,678 metres (5505 ft) to Rothorn Kulm Station. When we returned we took a leisurely steamship cruise on Lake Brienz to Interlaken to catch our trains back to Wengen. It is like a passenger ferry with no cars, criss-crossing the lake and calling at the lakeside villages.

**Day 5.** A real tour highlight today on a trip to the famous Junfrauoch and the top of Europe. A train from Wengen to Kleine Scheidegg where we went above the snow line before joining a train en route to the highest railway station in Europe. It is situated in a tunnel where you exit to a variety of shops and eateries. Unfortunately, it was misty and we were banned from going outside because of health and safety, i.e. the risk of falling icicles.







**Day 6.** A free day so we decided to ride the rails yet again to visit Lucerne. The city is located on Lake Lucerne, in sight of Mount Pilatus and Mount Rigi in the Swiss Alps. Many changes of train were required. Interlaken was reached using the WAB and BOB trains (see Day 1 for the meanings) from where the metre gauge Zentralbahn express trains go direct to Lucerne, a great experience within itself. The route follows the scenic Brunig Line beside Lake Brienz and the River Aare to Meiringen. The train then reverses and climbs over the Brunig Pass using a rack system. The large station at Lucerne is opposite the lake landing stage from which passenger boats, including paddle steamers, serve lakeside communities. The Chapel Bridge is a landmark of Lucerne and the oldest wooden covered bridge in Europe. Returned to Wengen by the same route later in the day.

**Day 7.** Riding the rails again today. Something a little different, as we take a few more trains to Bern, the capital of Switzerland for a two hour steam tram ride around the city. This tram is powered by coal. The driver is at the front on his own with the fireman at the back. When asked what type of coal, they said 'Russian' but we keep quiet about it.

The photo was taken at our water and coaling stop as the coal is kept in grain bags on the rear veranda of the coach and had to be carried manually to load the coal into the firebox.

**Day 8.** It's the WAB and BOB trains again to Wilderswil, the junction for the 800mm gauge Schynige Platte Railway from 1893, one of Switzerland's pioneering lines. The cog train climbs at a sedate 12mph up to Schynige Platte, passing many panoramic viewpoints overlooking Lake Thun and Brienz, eventually revealing the glistening giants of the Eiger, Mönch and Jungfrau mountains.



**Day 9.** Sadly, time to leave. The only difference in the rail journey home was that we had a German ICE train from Basel to Paris (top speed of 300km/h (186mph) instead of a French TGV. There was a two-hour wait in Paris before we boarded our Eurostar from Paris Nord to St. Pancras. Dinner was served on board and as I was not driving home from St. Pancras it would have been rude not to partake of the free wine with our dinner. We eventually arrived home at 22.45.





No. 5536 Private W. Wood, V.C. pictured at Rugby on 13th October 1935.  
PHOTO: GEORGE BARLOW/THE TRANSPORT TREASURY.





# REMEMBERING THE INAUGURAL GREAT BRITAIN

BY NEIL KINSEY

A special railway trip is always exciting and my mind goes back to April 2007 when Karen and I enjoyed a superb week on the very first Great Britain rail tour, the first multi-day railway excursion to run on these shores.

When I saw it advertised I put it to Karen that it would be a wonderful idea, and so with her blessing went ahead and booked two Premier Dining tickets.

Run by The Railway Touring Company the tour was to travel the length of the country starting in London and heading for Penzance in the south and then to Thurso in the far north of Scotland. It was stated at the time that it may well be a one-off, as a tour on this scale had never been attempted before. That was one reason that we decided to go.

I must say at this point that for us this was really pushing the boat out as we tend to have rather more humble holidays!



And so it was that on Good Friday 6th April that year we set off from Paddington behind **No. 71000 Duke of Gloucester** around midday. Fortunately for us we were paired with a lovely couple with who we've kept in touch with since.

This first leg took us along the Great Western main line to Bristol which was a very pleasant if uneventful run. There we were transferred to a coach for a short trip to our hotel for two nights.



The following morning of we set off behind a class 57 diesel for a spirited run down to Penzance where we arrived to the sound of a Scottish piper and drummer in the late morning. We had an hour or so in the town before commencing the journey back to Bristol hauled by the combined superpower of King Class **No. 6024 King Edward I** and Castle Class **No. 5051 Earl Bathurst**.

I was fortunate enough to be facing forward and having a superb view of the hard working locos over the Devon Banks and of course across I. K. Brunel's Tamar bridge. What a spectacular sight!



After spending a second night in our hotel we awoke to a bright sunny Easter Sunday morning, as indeed the first two days had been. As our train was not due out until late morning we took the opportunity to visit the docks where Avonside 0-6-0 shunter **No.4 Portbury** was in steam, and as a further bonus we were able to visit the recently





restored Great Britain steam ship, a magnificent sight and experience.

Back at Temple Meads once again **No. 71000** was waiting to take us to Preston on the third leg of the trip. Before which I was allowed in the cab of the engine, most impressive.

This was another great run, passing through the Severn Tunnel and over the Welsh Marches before heading back on to English soil through Shrewsbury with its commanding signal box on our route to Preston, the sunny weather just adding to the enjoyment.

The following morning dawned with grey skies and drizzle in the air but the sight of **No. 6233 Duchess of Sutherland** soon lifted the spirits as she backed onto our stock at Preston station. Soon we were off again for a most dramatic run up the West Coast main line over Shap and into Carlisle. After servicing, 6233 set off again this time having to scale the daunting Beattock bank which she did with consummate ease. All too soon we arrived at Glasgow Central station and by this time it was dark as we headed for our hotel for the night.

Tuesday started with overcast but bright skies as we were greeted with the stunning sight of **A4 No. 60009 Union of South Africa** ready to lift our train ever further northwards. Again we were treated to some spirited running to Perth where Class K4 **No. 61994 The Great**



**Marquess** backed onto the front of No. 9 to take us into the highlands including over Slochd summit at 1,315ft above sea level and the highest point on the British Railway network, Drumochter pass which is an even more impressive 1,481ft. We didn't quite need oxygen!

After passing through the Cairngorms with their snow capped peaks we arrived at Inverness on a bright but cool afternoon where **Class 8F No. 48151** was stabled in readiness for the next leg of our journey.

There was an optional trip to Kyle of Lochalsh on the Wednesday which we declined to take, instead we spent a day in Inverness and took a boat trip on Loch Ness as far as Urquhart Castle returning by coach. The day was somewhat drizzly but we enjoyed what we saw of the area.

The next morning our travelling companions who had gone on the Kyle trip said that they wish they hadn't bothered. It had been a very early start and they were paired with a less than amicable couple!

For some reason our stock was shunted into the station some half an hour or so late for the run up the East coast to Thurso. This resulted in us losing our path and created a number of timing issues. The journey itself was excellent with bright sunshine and blue skies for the whole day but alas we reached our destination some three or four hours late. There were two reasons for this, the first being the fact that we had delayed a



service train for a considerable time so we were held at Tain until the next one could pass and secondly when we reached Georgemas Junction there was a considerable delay in passing another service train and our loco running round at a location where they hadn't had a train of this length since the days of steam!

We finally arrived in Thurso around teatime which for us was not an issue but the sad part was that the local school children had waited to see our train arrive, which should have been around lunchtime, and unfortunately they had to give up and go home. This was the only instance all week that we had been delayed and incidentally the only time the rails went 'clickety clack'.

There was a short coach trip to John 'O Groats where the shop had to reopen especially for our party, then it was back to our hotel for the night.

Once again on Friday morning the day dawned bright and sunny although a little chilly. Karen and I had a walk around the harbour before it was time to head back to the train to begin the journey back south, before which we bought a copy of the local newspaper in which we were front page headline news! This time the class 57 led as there were no run round facilities at Thurso station. Once back at Georgemas junction our Stanier 8F **No. 48151** was leading again.

The run back to Inverness was much less eventful than the



previous day's journey. It was wonderful to witness the wild remoteness of the far north of Scotland and one thing of particular interest was to see seals basking on the beaches as we passed close to the shoreline.

Back at Inverness we stayed in the same hotel as two nights previous, where we were awakened in the early hours by the fire alarm, we all had to assemble in the car park only to find the reason for the alarm

was because someone in the kitchen had burnt the toast!

A very early start on the last day saw **60009** and **61994** once again waiting in the station for a run back as far as Perth, again in lovely bright sunshine. After a break for lunch in Perth the train was hauled back south by our class 57 diesel at, I must say, a very lively pace.

The service on the train was exemplary throughout with the waiting staff being most



efficient and amiable and of course the whole concept must have been deemed a success as, although there was no Great Britain the following year, 2008, there has been one annually ever since. Although they've never gone back to Thurso.

Karen and I disembarked at York for a service train back home (which was subject to around an hour delay) and so ended a truly memorable railway experience.

P.S. Within a couple of months of the trip I read an article in Steam Railway about the fledgling Patriot Project and joined straight away.

One day, maybe just one day, we might see The Great Britain rail tour with 5551 at the head of the train?

We can but dream.



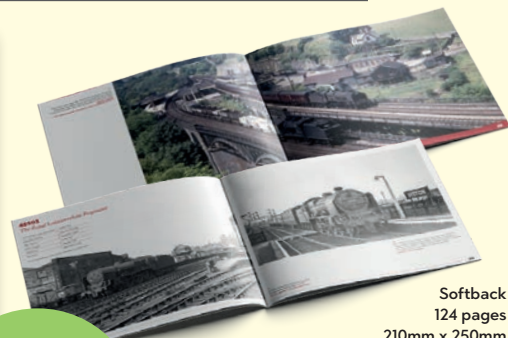
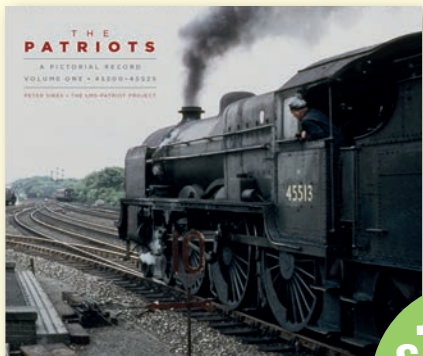


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THE PROJECT**

# THE PATRIOTS

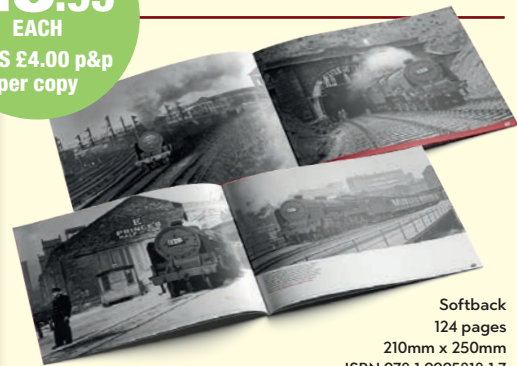
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Numbers will be sold only once and are on a first-come, first-served basis.

LMS numbers are available in either Crimson Lake or Lined Black,  
BR numbers in Locomotive Green or Lined Black (see examples below).

**5500**

**5524**

**45519**

**45551**

<del>5500</del>	5518	<del>5526</del>
<del>5501</del>	<del>5519</del>	<del>5527</del>
<del>5502</del>	<del>5520</del>	<del>5528</del>
<del>5503</del>	5521	5539
<del>5504</del>	<del>5522</del>	5540
5505	5523	<del>5541</del>
<del>5506</del>	<del>5524</del>	<del>5542</del>
<del>5507</del>	<del>5525</del>	<del>5543</del>
5508	<del>5526</del>	<del>5544</del>
<del>5509</del>	<del>5527</del>	5545
5510	5528	5546
<del>5511</del>	5529	5547
5512	5530	<del>5548</del>
<del>5513</del>	5531	5549
<del>5514</del>	5532	<del>5550</del>
5515	5533	<del>5551</del>
<del>5516</del>	5534	
5517	5535	

<del>45500</del>	<del>45518</del>	<del>45536</del>
<del>45501</del>	<del>45519</del>	<del>45537</del>
<del>45502</del>	<del>45520</del>	<del>45538</del>
<del>45503</del>	<del>45521</del>	<del>45539</del>
<del>45504</del>	<del>45522</del>	45540
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<del>45516</del>	<del>45534</del>	
<del>45517</del>	<del>45535</del>	

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*Rebuilt Patriot 4-6-0 No. 45534 E. Tootal Broadhurst takes water from Bushey troughs with a Euston to Liverpool express on 12th August 1956.*  
PHOTO: C. R. L. COLES/RAIL ARCHIVE STEPHENSON







# NIGHT MAIL

FILM PRODUCED BY GENERAL POST OFFICE FILM UNIT, POEM BY W. H. AUDEN.

In this edition our Wordsearch (page 60) focuses on *Night Mail*, a 1936 British documentary film directed and produced by Harry Watt and Basil Wright, and produced by the General Post Office (GPO) Film Unit.

The 24 minute film documents the nightly postal train operated by the London, Midland and Scottish Railway from London to Scotland and the staff who operate it. Narrated by John Grierson and Stuart Legg, the film ends with a “verse commentary” written by W. H. Auden to a score composed by Benjamin Britten. There are several locomotives featured in the film, one being Royal Scot Class 4-6-0 No. 6115 *Scots Guardsman*, prior to its rebuild. There are also two Patriots in the film that can be identified, at 9 minutes and 20 seconds of the film we see No. 5513 pulling the mail train into Crewe station, the loco is then changed while sacks of letters

and parcels are being loaded and unloaded. On departure we then see No. 5530 *Sir Frank Ree* at the head of the train (12 minutes 45 seconds).

*Night Mail* premiered on 4th February 1936 at the Cambridge Arts Theatre in Cambridge, in a launch programme for the venue. Its general release gained critical praise and became a classic of its own kind, much imitated by adverts and modern film shorts. It is of course famous for the poem written by W. H. Auden (reproduced on the right) that accompanies the beat of the engine as it battles the gradients on its way up to Scotland. *Night Mail* is widely considered a masterpiece of the British Documentary Film Movement. A sequel was released in 1987, entitled *Night Mail 2*.

The film is available to view for free on the BFI website at <https://player.bfi.org.uk/free/film/watch-night-mail-1936-online>



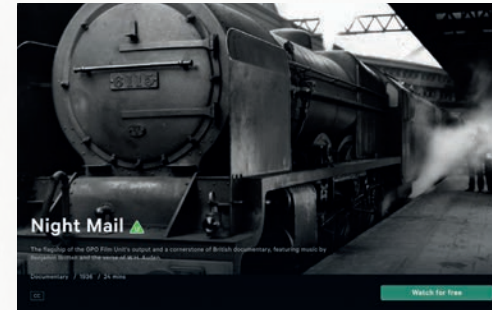
One of the Patriots featured in *Night Mail*, unnamed No. 5513 pictured at the head of an express at Worsley, date unknown.  
PHOTO: © W. COOPER/COLTAS TRUST.

*This is the night mail crossing the Border,  
Bringing the cheque and the postal order,  
Letters for the rich, letters for the poor,  
The shop at the corner, the girl next door.*

*Pulling up Beattock, a steady climb:  
The gradient's against her, but she's on time.  
Past cotton-grass and moorland boulder  
Shovelling white steam over her shoulder,*

*Snorting noisily as she passes  
Silent miles of wind-bent grasses.  
Birds turn their heads as she approaches,  
Stare from bushes at her blank-faced coaches.*

*Sheep-dogs cannot turn her course;  
They slumber on with paws across.  
In the farm she passes no one wakes,  
But a jug in a bedroom gently shakes.*



*Dawn freshens, Her climb is done.  
Down towards Glasgow she descends,  
Towards the steam tugs yelping down a glade of cranes  
Towards the fields of apparatus, the furnaces  
Set on the dark plain like gigantic chessmen.*

*All Scotland waits for her:  
In dark glens, beside pale-green lochs  
Men long for news.*

*Letters of thanks, letters from banks,  
Letters of joy from girl and boy,  
Receipted bills and invitations  
To inspect new stock or to visit relations,  
And applications for situations,  
And timid lovers' declarations,  
And gossip, gossip from all the nations,  
News circumstantial, news financial,  
Letters with holiday snaps to enlarge in,  
Letters with faces scrawled on the margin,  
Letters from uncles, cousins, and aunts,  
Letters to Scotland from the South of France,  
Letters of condolence to Highlands and Lowlands  
Written on paper of every hue,  
The pink, the violet, the white and the blue,  
The chatty, the catty, the boring, the adoring,  
The cold and official and the heart's outpouring,  
Clever, stupid, short and long,  
The typed and the printed and the spelt all wrong.*

*Thousands are still asleep,  
Dreaming of terrifying monsters  
Or of friendly tea beside the band in Cranston's or  
Crawford's:*

*Asleep in working Glasgow, asleep in well-set  
Edinburgh,  
Asleep in granite Aberdeen,  
They continue their dreams,  
But shall wake soon and hope for letters,  
And none will bear the postman's knock  
Without a quickening of the heart,  
For who can bear to feel himself forgotten?*



# WORD SEARCH 32

## NIGHT MAIL

AUDEN · BEATTOCK · BRITTEN · CARSTAIRS JUNCTION · CHEVIOT(S) · CLYDE  
 COTTON GRASS · CRANES · CRANSTON(S) · CRAWFORD · CREWE · DECLARATION(S)  
 DELIVERY OFFICE · EUSTON · ENVELOPES · FARM · GLENS · GRADIENT · HIGHLAND  
 HEBRIDES · ICE · INVITATIONS · JUTE-BAG · LICHFIELD TRENT VALLEY · LANCASTER  
 LOWLANDS · LETTERS · LOCHS · LMS · MAIL · MAILBAGS · MILES · NETS · NEWS · NON STOP  
 NIGHT · NUNEATON · PATRIOT · POSTAL ORDER · POSTMAN · PRESTON · POOR · RAILS  
 RAIN · RICH · RUGBY · ROYAL/SCOT · SCOTLAND · SCOOPS · SHAP SUMMIT · SHEEP/DOG  
 SLUMBER · SHOP · SHOVELLING · SNORTING · SILENT · SILVER/JUBILEE · SNOW · SPEED  
 SORTER · STAFFORD · STRING · TENDER · THANKS · TRAVELLING/POST/OFFICE · TRING  
 WARRINGTON · WATER/TROUGHS · WEST COAST MAIN LINE · WIGAN

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

## WORD SEARCH 31

### SHROPSHIRE LAD

ARMS · ATHLETE · BEACON  
 BLOOD · BREDON · BROOM  
 BUILDWAS (ABBAY) · CHARIOT  
 CLEE HILL · CLIMB · COMRADES  
 CONQUERING HERO · COUNTRY  
 CORVE (RIVER) · DAFFODILS  
 DANDELIONS · DANCE · DEAD  
 DIE · DROWNED · DRUMMER  
 DOOMSDAY · EASTERTIDE  
 ENEMIES · ENGLAND · FAIR  
 FIGHT · FORCE · FOREST · GAY  
 GRAVE · HEARTY · HEARSE  
 HILLS · HOMEWARD · LENT LILY  
 LAD · LOVERS · LUDLOW TOWER  
 MARCH · MAY · MID/NIGHT  
 MOURNERS · ONNY · PAGEANT  
 PLOUGHING · PRIMROSES  
 QUEEN · RECRUIT · RED COAT  
 REMEMBERED · REVEILLE · RIVER  
 ROOKS · SAXON · SEVERN  
 SHEEP · SHIRES · SHREWSBURY  
 STEEPLES · SON · SUNKEN  
 TENT · TEME · THRESHED  
 TRAVELLERS · TUNES · URICON  
 UNIFORM · VANQUISHED  
 WEATHER/VANE · WALKED  
 WENLOCK EDGE · WEEPING  
 WHOLESOME · WHOOSH  
 WOODLAND · WREKIN · WYRE

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

# 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](http://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: **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



# RECYCLE YOUR USED INKJET CARTRIDGES TO RAISE CASH FOR THE PROJECT

## 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://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](http://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.



There are three easy steps:

- Go to [www.easyfundraising.org.uk](http://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](http://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.

[www.easyfundraising.org.uk/causes/lmspatriotproject](http://www.easyfundraising.org.uk/causes/lmspatriotproject)

### Donate to The LMS-Patriot Project the easy way

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

# LMS-Patriot Company Limited

Creating the new National Memorial Engine

Patron Simon Weston, CBE



Company Registered in England and Wales No: 6502248

Registered Office: LMS-Patriot Company Ltd., 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

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Design and Artwork: Pete Sikes – Accent Artwork Ltd. – 07831 394545

Produced by LMS-Patriot Company Ltd.

Printed by Inkwell Printing, Oundle, nr. Peterborough.

LMS Patriot Company Ltd.

Company Registered in England & Wales No. 6502248. Registered Charity No. 1123521.



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**No. 45539 E. C. Trench** departs from Stalybridge in 1959.  
PHOTO: NEVILLE STEAD © THE TRANSPORT TREASURY.



**The Warrior**