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The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



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Editorial

In the pages of The Warrior we read about the great progress being made with the build of our locomotive, every edition featuring images of parts that have either been manufactured, repaired, restored or fitted. But without the fund raising effort of volunteers and fantastic support of the members, and in many cases non-members, these parts would not exist.

The fund raising effort is the catalyst for the engineering side of the Project.

We frequently try to think of innovative ways that we can increase donations to the Project, for instance Gavin Shell's idea of selling engine numbers as membership numbers, this idea has so far raised £2,000 - simple but brilliant. So my challenge to you is to come up with fund raising ideas that will make our esteemed treasurer smile! In this Warrior we have two examples of fund raising ideas, an auction of magazines (p.31) and a sponsored walk (p.49), so thank you Derrick Moore and Peter Tilbury. Please send suggestions to the email address below.

At the January Board Meeting the subject of the replacement crest/badge was discussed at length. A document with all contributions was circulated two weeks before the meeting so that we were all up to speed with the suggestions sent to us. Each board member and invited volunteers chose their favoured three designs with the top four being put forward for you to vote for, you will find these on pages 26-29 and a voting form is included with this magazine. Once again this subject showed what a fantastic membership we have, with over 40 letters and emails received, my apologies for not replying to each person individually but a big thank you for all your contributions on this emotive subject.

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

No. 45550 with steam to spare, at Deganwy Station, date unknown.

PHOTO: G. HARROP.
© MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.

Chairman's Thoughts – Feb. 2018

Whilst considering what I might focus on for this issue of the Warrior, I thought back to the launch of the project way back in 2007. Given how successful we've been since those uncertain days when we wondered whether we could get it off the ground, our progress has been little short of remarkable. Why was this?

Partly the wish to see the reincarnation of a much loved class but just as importantly it was having no real opposition (unlike now), having managed to attract talented like-minded individuals and having a 'never give up' philosophy. The other important point was the recognition very early on that the key to success is outstanding marketing and publicity. Yes, you must have skilled engineers guiding that aspect but the old adage 'no money, no work' still very much applies and it is these projects which are making real headway in the new build world.

Our friends at the Grange project are making good progress and they have always had an eye for publicity, the P2 also, though they do use 'pledges' which we don't, whilst the Brighton Atlantic makes steady progress benefiting from its close association with the Bluebell Railway, as does 82045 from its association with the Severn Valley. Strangely Llangollen Railway don't seem to make much of our association with them which I have always found most disappointing. Perhaps when they see the interest that The Unknown Warrior generates when it steams they will alter their attitude. At present we seem merely to be another customer. The other new builds are trailing some way behind, having not latched on to the fact that good publicity is critical. So this month I would like to focus on the team who keep us constantly in the headlines. In no particular order: Gavin Shell, Kirsten Shell, Neil and Karen Kinsey, Andrew Laws, Neil Collinson, Andy Collinson, Kevin West, Robert Wells, Shirley Dunn and John Barrowdale and of course our editor, Pete Sikes. We also get periodic support via facebook from Andrew Kennedy, editor of Steam Days.

Without these individuals persevering we would not have the presence that we have today. Incidentally just to show that I actually do something from time to time, I am the individual who links with the Steam Railway team. To you all a big thank you, keep up the good work.

Not much news on the chassis as we are still struggling to get our suppliers to deliver our outstanding parts so that we can progress things. In the interim we are looking to get the tender frames riveted together so that we can move to the next stage – asking for competitive quotes to finish and wheel the tender chassis.

Finally on the boiler front, we had an issue with some misplaced holes in the doorplate which Crewe have now sorted out, allowing HBSS to get on with constructing the outer firebox. We should see significant progress over the next eight weeks or so with trial fitting of the outer and inner fireboxes.

Elsewhere you will see that our fund raising has gone from strength to strength and we are headed for a record year, we are also in discussions over some significant activities in 2020.

Thank you as always for your continued support

Kindest regards,

David Bradshaw, Chairman

TREASURER'S REPORT

Update for Quarter 3 (ended 31st December 2017)

BY NEIL COLLINSON, TREASURER

*My first thought for the quarter.
Nobody spotted my deliberate mistake in Warrior 35.
The reveal will be later (keep reading).*

It was again a pleasure to convey the results for quarter 3 to the Board at the meeting held on 27th January. This is becoming to be a most pleasant task, more of which I will expand on as we go through the results. I am very pleased to say that it was a record quarter (again) as **total** income exceeded £267,000. We also exceeded the agreed objective for the full year. Just a reminder that it was set at £498,000 and the total amount received in the nine month period was £503,000. This is actual money in the bank, not pledges, which one particular advert for another new build claims.

Second thought for the quarter.

The bottom line figure does not always tell the full story. Did you observe that the word total is in bold above?

As a result of the decision to increase the marketing budget by additional advertising, and use the slogan 'Raising the Pressure!' it drew in a record amount in boiler loans. We thought that it would generate additional funds so we adjusted the income budget accordingly. We did leave the boiler loan budget at £5,000 and increased the donation amount by the agreed increase in the marketing budget. I reported in Warrior 35 that we had a boiler loan of £50,000 early in this quarter. Eventually the total boiler loans received in the quarter amounted to £136,500. The year-to-date figure is £169,500 or 3390% of the expected inflow in to this category.

As a result, this category is now closed for new business and future adverts will leave out the loans wording.

Third thought for the quarter.

There is always something that happens that skews your carefully thought out objectives

Total Income As mentioned in the opening paragraph total income for the period was £267,000 including an expected £24,000 in Gift Aid. Excluding the boiler loans it was £131,000 which was a creditable figure

Membership income came to £7,185 for the quarter (including £1,320 in Gift Aid on membership subscriptions and included in the total above). The year-to-date figure is on budget although the number of new members being recruited is not as good as expected. Having said that we have had a good inflow into our life membership section. We are going to write to all our regular and significant donors who are not members to encourage them to get on board. After all, those who are not members do not get the benefit of receiving our magazine and reading this or being invited to Members' Day.

THE GOOD NEWS

Total donations for the quarter were £116,000 (including sponsorship.) Gift Aid included was £23,000. A very good result. I am also very pleased to report that our company support of £5,000 per month continues (shown as sponsorship.) This was originally due to end on 31st December 2017 but has been extended to 31st December 2018. The number of regular donors has only increased by one to 422.

2017/18 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	-	-	-	-
Q3	9	11 (avg. £10.45)	3	£20,092
Q2	9	3 (avg. £14.67)	3	£19,769
Q1	13	6 (avg. £15.17)	4	£21,460

You will also see from the usual table above that the amount received in regular donations has increased marginally.

Regular donations are up slightly at £20,092 whilst one-offs amounted to £55,000 (a substantial increase over the last quarters £44,000). A point worth mentioning here is the donations made via PayPal. We have two regular donations coming into this source from outside the UK. One is our Norwegian supporter and the other is a Canadian. PayPal is cleared out about twice a month to our bank account. Income from this source totalled £6,750 for the quarter.

Fourth thought for the quarter.

Try saying that quickly.

THE NOT SO GOOD NEWS

The amount of one-off donations is down on the same nine month period last year, £125,000 as opposed to £145,000 for 2016/17. We are still 78 short of our target of 500 on the number of regular donors.

I would like to again give a big thank you to those members who have instigated monthly standing orders. As at the 31st December the amount being received from monthly standing orders was £6,747.

The table gives a comparative picture for the last seven quarters but does not include the £5,000 sponsorship. Finally on donations, we have continued to sell a number of valuable items donated for sale on our stands or on eBay. I will repeat the same comment I made last quarter. Clear out your attics please!

2016/17 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	12	3 (avg. £5.00)	9	£19,603
Q3	36	16 (avg. £6.98)	0	£18,202
Q2	21	7 (avg. £7.00)	2	£16,571
Q1	23	3 (avg. £5.00)	6	£15,861

*Fifth thought for the quarter
(and worth repeating.)*

We only quote financial facts, not the number of pledges made.

SALES

Sales income for the quarter – £7,207 (£17,731 for the year), Beer Sales – £125 (total £1,692) and Raffle – £835 (total £4,872). Overall, in all categories, £30,518 or 79% of target/budget.

BANK

Our bank accounts showed a balance of £227,124 (£175,200 in reserve account) at the end of December, with £22,800 VAT and £24,000 Gift Aid to be claimed to the end of December, giving us £274,000 to take forward. We try and keep most of the balance in the reserve account because we get no interest in our everyday account but the usual nominal interest rate in reserve. We have earned £86 in nine months.

There are outstanding invoices for £128,600 due at end December, with purchase orders to the value of £83,000 received awaiting invoices, giving a total of £211,000 committed. The crane that is being used by HBSS is ours having spent £17,000 plus VAT on it. It will be sold back to them when the boiler is finished so that money will come back to us.

This is the first time in my 4 years doing this job (or is it 5 years) where I have been able to report that our cash in hand exceeds our forward commitments. It won't last though. Llangollen invoices are marked as disputed so we owe them in excess of £100,000 at present.

This will be paid as soon as the issues are resolved and authority given to pay them.

EXPENDITURE

TUW and POs/invoices

Expenditure on TUW for the quarter is reported as £125,000 but I stress that it is provisional as invoices can come out of the woodwork after the Board Meeting and the writing of these notes. Total for the year is almost £300,000.

LOCOMOTIVE AND TENDER

Total expenditure on TUW and tender now amounts to £1.86m on the locomotive and £73,200 on the tender.

OTHER EXPENSES

Total Director Costs on budget.

OTHER MATTERS

Worth noting is the total spend to date with our two main suppliers (Llangollen Engineering and LNWR Heritage). It amounts to £180,000 with Crewe and £525,000 with Llangollen (including VAT at 20%) – Net £150,000 and £437,500.

Sixth thought for the quarter.

We have again set the income budget at almost £500,000 so please keep the donations coming in.

BUDGETS FOR 2018/19

The provisional budget for the next financial year was presented to the board. After some discussion, no amendments to the provisional figures were suggested and as such, the figures as presented will be ratified by the board at the next board meeting in April.

And finally, the not so deliberate mistake in Warrior 35. If you do copy and paste something from previous reports then ensure it is amended correctly. In the first paragraph I referred to the board meeting on 28th July instead of 27th October.

As nobody pointed it out, there are no prizes to award. Do go back and have a look!

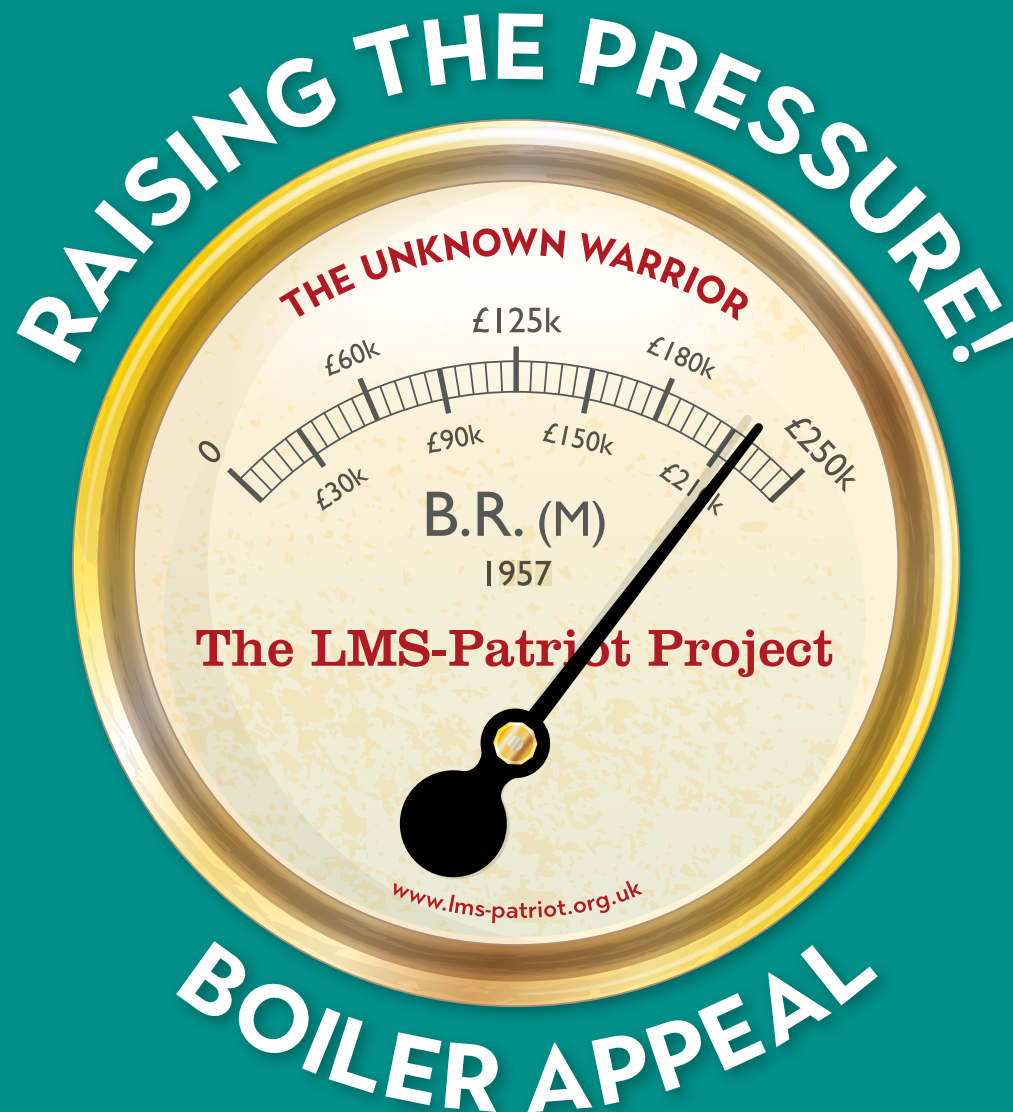
BEST WISHES,
NEIL COLLINSON, TREASURER

MEMBERSHIP MATTERS

The Board has agreed to create a new category of membership – Joint Life at £900 – which will be available from April this year. We have reviewed the subscription levels of the other categories and decided to make no change. Normally we review every three years but as we won't have the locomotive ready during this year... expect an adjustment for 2019. The membership leaflet is being revised but we will always honour new members using an old one, and anyone wishing to convert to Joint Life please feel welcome to do that by contacting the office with an explanatory letter or email.

As we need to hold your membership records on a computer based system we registered with the Information Commissioner's Office (ICO) in November 2008 (reference Z1517550) and have continued this registration annually. The current rules are being modified and we are preparing for the General Data Protection Regulation (GDPR). The ICO have published 12 steps to take now; the first of which is to raise awareness about the law changing. That has gone to the Board and I will go through the other steps with Claire George and Linda Westerman. Application date for GDPR will be 25th May 2018, and as we are already registered under the current Data Protection Act we don't expect any difficulties. Famous last words?

RICHARD SANT, COMPANY SECRETARY



NEARLY THERE!

**ONLY £35,000 TO GO, WE WOULD LIKE TO ACHIEVE
OUR TARGET BY THE END OF THE FINANCIAL YEAR.**

WE CAN GET THERE WITH YOUR SUPPORT.

Go to the bottom of page 62 for details of how to donate.

PROJECT 2018 AND PROJECT 2020.

We are creating the new National Memorial Engine and as part of the Centenary Partnership have always intended to something spectacular in 2018 in connection with the Centenary of the Armistice in November – which has always been seen as the end of the Great War. It is a pity that the Royal British Legion has seen fit to withdraw its endorsement, but the real issue for 2018 is the delay caused to the boiler completion by LNWR Heritage withdrawing from contract work part way through its contract with us, so we won't be able to do something spectacular using a running, steaming Unknown Warrior.



At this point it may be that something can be organised at Llangollen using a part completed locomotive, and possibly at the National Memorial Arboretum in the form of a static display but not using The Unknown Warrior. What has been agreed is that the Railways and Remembrance Exhibition which was funded by the Heritage Lottery Fund at the People's History Museum in Manchester will be taken down and reinstalled at Crewe Heritage Centre. Details of all this in future Warriors.

2020.

The other centenary approaching is the repatriation of the Unknown Warrior's remains in November 2020. All else being equal we plan to have a complete engine by then. Communication has been maintained over the whole locomotive build programme with Brian Janes (the Hon. Curator of the Colonel Stephens Railway Museum at the K&ESR, Tenterden, Kent). The museum is the custodian of the Cavell van which was used in 1920 to bring the remains from Dover to London Victoria, which we hope to recreate, but there are lots of hurdles to overcome first.

Brian and his committee has agreed to be associated with the plan outlined above as Project 2020. So we have the National Memorial Engine, and the Cavell van. Both need money to be raised to ensure they are in condition acceptable to Network Rail. The final element is the attitude of Network Rail itself which has been contacted – indirectly – and described as “very keen” on the general idea. And we have 30 months to prepare – and fund raise. That will be a spectacular event!

This article confirms the current position for our Members. Clearly a lot is happening which will be highlighted in future Warriors, and a Press Release will be issued when the plan is confirmed with all involved parties.

RICHARD SANT, COMPANY SECRETARY

A DATE FOR YOUR DIARY
MEMBERS' DAY 2018
SATURDAY 23RD JUNE
SEE BOOKING FORM INCLUDED WITH THIS NEWSLETTER

VOLUNTEERS WANTED

As momentum gathers apace towards 'The Unknown Warrior' steaming in 2019, we are appealing for new volunteers to come forward and assist in various roles. Do you have any spare time that you're currently able to give or is this something you are able to consider in the coming years? Would you like to become part of our fantastic team of volunteers and have a hand's on role? If so, then we would very much like to hear from you. Specifically, we are looking for volunteers to assist with the following:

SALES SUPPORT

Are you able to volunteer for any of the events our sales stand attends across the country? Even if this currently isn't possible, will you be able to volunteer your time to support the sales operation in two years? All you need is good communication skills, have a friendly personality and a driving enthusiasm to encourage people to sign up or purchase our range of merchandise.
email volunteer@lms-patriot.org.uk or contact Andy on 07917 667223

OFFICE ADMINISTRATION

Are you within travelling distance of Stafford Town Centre and do you have office, administration and computer skills? We need more volunteers to join our small team in the office. Duties will involve opening the post, processing new memberships and renewals, recording donations and sponsorship. Hours can be arranged to suit and training will be given if required.
email office@lms-patriot.org.uk or contact Linda on 07801 945789

MEMBERSHIP CO-ORDINATOR

Do you have any ideas to recruit new members whilst ensuring that we retain our existing membership? This role is to generate interest from possible new members, to contact those whose membership has lapsed and to find out why they chose not to renew. All you need is a telephone, access to a computer and a friendly manner. **email office@lms-patriot.org.uk or contact Linda on 07801 945789**

PATRIOT ENTERPRISES LIMITED

We are now planning the mobilisation of 'Patriot Enterprises Limited'; the company that will trade and operate 'The Unknown Warrior' when it is complete. Do you have any skills or experience that you can offer that will be essential to its success? For example, do you have marketing, commercial or business acumen skills to name but a few? Do you have hands on engineering skills? Have you been part of a support crew or do you have any experience in operating and maintaining a locomotive? We are looking for expressions of interest for volunteers who will be able to support the locomotive when it becomes operational. **email volunteer@lms-patriot.org.uk or contact Andy on 07917 667223**

ENGINEERING UPDATE

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

DECEMBER 2017-FEBRUARY 2018

LOCOMOTIVE FRAME ASSEMBLY

Work continues on the construction of The Unknown Warrior at number of locations.

BOILER

Following on from the last report we were finally able to announce that we had placed a contract with Heritage Boiler Steam Services to complete the construction of the boiler for The Unknown Warrior. HBSS is based at the West Shed, Swanwick Junction, near Ripley and has been formed by Rob Adamson and Andy Wilcock, both who previously worked for LNWR Heritage, Crewe. They have both been working on our boiler at Crewe and looking after the boilers of the locomotives in the Princess Royal Class Locomotive Trust based at the West Shed.

The component parts of the boiler were moved from Crewe to the West Shed on Thursday 30th November. Loading at Crewe took some time as the parts were located at several points across the depot and Heritage Centre. On arrival at the West Shed we found the unloading area was being used to lift and turn a boiler. Unloading of our parts was therefore delayed until this was finished, finally being completed around 11pm!

Work started on the first stages of preparing the Outer Wrapper and Doorplate for assembly on the following Monday, 4th December. This entails the marking out of the hundreds of rivet holes in preparation for pilot drilling.



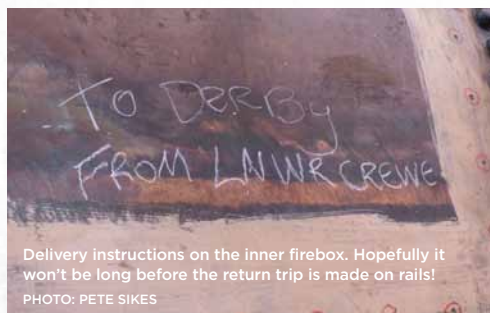
Chairman, David Bradshaw and CME, Kevin West (centre) are seen with Rob Adamson (left) and Andy Wilcock (right) from HBSS. PHOTO: PETE SIKES



HBSS signage next to No. 1 road at West Shed. PHOTO: PETE SIKES



The boiler components arrive at West Shed, it would be a while before the HBSS boys could unload. PHOTO: PETE SIKES



Delivery instructions on the inner firebox. Hopefully it won't be long before the return trip is made on rails! PHOTO: PETE SIKES

Work is mainly progressing on marking out the various parts ready to start drilling the many stay holes required. By the end of the month work had advanced sufficiently for a trial fitting of the Doorplate into the Outer Wrapper. This work is a major step forward towards the completion of the boiler assembly.



Board Members inspect progress on the boiler at West Shed, Sat. 27th January prior to a board meeting. PHOTO: KEVIN WEST



The Doorplate being marked out for drilling at HBSS, West Shed, 27th January 2018. PHOTO: KEVIN WEST

The Throatplate was briefly returned to Tyseley for some attention to some welding that was requested by our insurance company. This work was completed very quickly and passed inspection before being delivered to the West Shed.

A small issue was then discovered on some of the holes drilled in the Doorplate. The Doorplate was returned to LNWR Heritage, Crewe and was back at the West Shed within a week following correction.

The Doubler Plates for fitting inside the sides of the Outer Firebox have been delivered to HBSS and work has started on marking out for drilling.



The Outer Firebox Wrapper showing the stay holes marked out prior to drilling. PHOTO: KEVIN WEST



The Doorplate showing the doubler plate fitted inside. PHOTO: KEVIN WEST



Boiler Components in the workshop at HBSS. PHOTO: JOHN HASTINGS-THOMSON



Work had advanced sufficiently for a trial fitting of the Doorplate into the Outer Wrapper. PHOTO: KEVIN WEST



Close up view of the riveting on the Inner Firebox. PHOTO: HBSS



The Doublers Plates. PHOTO: KEVIN WEST

The casting for the Boiler Steady Bracket which fits to the base of the Doorplate on the rear of the Boiler has been cast and awaits quotation for machining.



Casting for the Boiler Steady Bracket. PHOTOS: KEVIN WEST



Andy Wilcock works on the doorplate. PHOTO: JOHN HASTINGS-THOMSON



Above: Inside view of the Inner Firebox showing the stay holes in the crown. PHOTO: KEVIN WEST

Below: The boiler barrel outside West Shed. PHOTO: JOHN HASTINGS-THOMSON





Front of the locomotive showing the Smokebox floor area. PHOTO: KEVIN WEST

LOCOMOTIVE CHASSIS

From outside appearances little work appears to be progressing on the chassis at present. In fact, the work being undertaken is final lining up of the Valve Crosshead Slides and other motion parts.

The Blast Pipe and Blast Pipe Cap have been delivered to Llangollen, these will be trial fitted to the chassis in the near future to check for alignment.



Main Reverser Shaft Bearings. PHOTO: KEVIN WEST

Following completion of the lubrication pipework under the Smokebox, the Smokebox Floor Plate work can be completed.

We are waiting for delivery of the Reverser Shafts following machining before the next round of major work starts on the chassis.

BRAKE SYSTEM AND LUBRICATION SYSTEM

Work continues on installing the lubrication system pipework. The drive gear for the mechanical lubricators has been checked and the Running Plates slotted for the Operating Arms.

The new Locomotive Brake Cylinder that was delivered to Llangollen on the morning of our AGM on 11th November 2017 has been receiving attention in the Llangollen machine shop to finish machining that the supplier was unable to complete due to staff illness. The Cylinder has subsequently been moved to Harco for completion as it was found to be outside the capacity of the machine at Llangollen. The cost of this work is being reclaimed from the cylinder supplier. This work has now been completed and the part is due back at Llangollen to allow the cylinder to be assembled and fitted to the chassis. This will complete the mechanical assembly of the locomotive braking system.

The Oil Box for lubrication of the Ashpan Damper operating gear has been cast and delivered to Llangollen for machining.



Cylinder Oil Atomiser in position with evidence of lubrication pipework in the background. PHOTO: KEVIN WEST



A view from below the Running Board showing the Lubricator Drive Arm. PHOTO: KEVIN WEST



Oil Box. PHOTO: KEVIN WEST

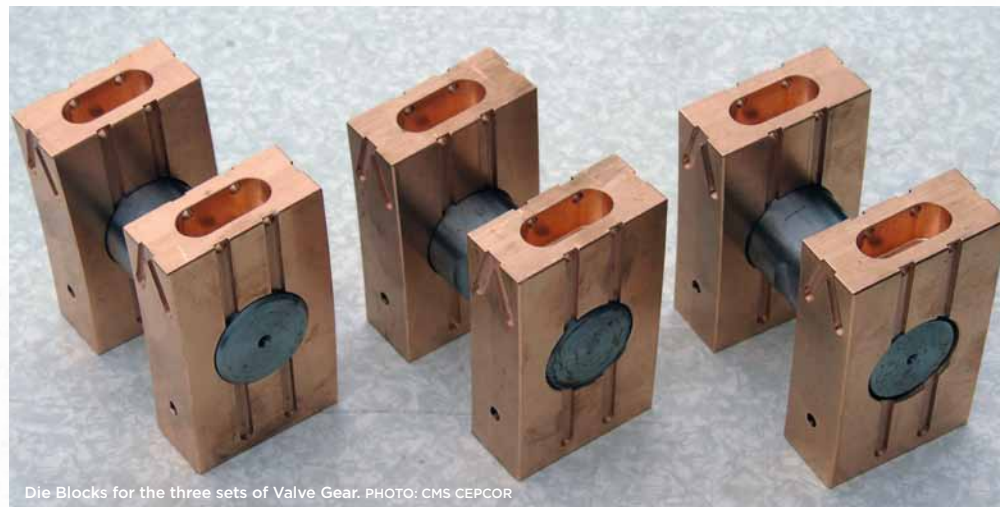
Refurbishment of the original 9" Tender Brake Cylinder from 8F No. 48518 continues at Harco Engineering.

PISTONS, VALVES AND MOTION

Work is progressing on the procurement and manufacture of the remaining Inside Valve Gear parts. Recently delivered are the Die Block sets for all three sets of Valve Gear, also delivered is the Inside Union Link for the Inside Valve Gear.

All the associated Pins and Collars for the three Union Links have been machined and were delivered but have been returned for finishing following inspection.

The Return Cranks have been finished and await delivery to Llangollen.



Die Blocks for the three sets of Valve Gear. PHOTO: CMS CEP COR



Return Cranks. PHOTO: ROBERT STEPHENSON ENGINEERING



Right Hand Valve Crosshead Slide. PHOTO: KEVIN WEST



Close up view of the quality machining on the Inside Union Link. PHOTO: KEVIN WEST



Squab Box fitted to Black 5 No. 45337. PHOTO: KEVIN WEST

Work also continues on the final design of the Piston Rod and Valve Rod assemblies. The detail drawings we have are for the Royal Scot class locomotives as built. The valve heads fitted then had a single wide Valve Ring which proved to be unreliable in service and were later replaced by multiple rings. We are waiting to obtain a copy of the Jubilee class drawing from Tyseley to enable detail drawings to be prepared.

A similar design update for the pistons is to be fitted. Once again detail drawings will be finished once a suitable piston can be measured up.

We have obtained on loan from Tyseley an original Piston Rod Gland Spring unit to measure up for manufacture of new items for The Unknown Warrior. Design work is progressing on the Piston Rod Glands and Covers plus Squab Boxes for lubrication of the Piston Rods. These will be based on those fitted to the Black 5s as no drawings of the originals have been found.

Manufacture of the Cab Reverser unit continues at Harco Engineering.



Piston Rod Gland Spring Unit. PHOTO: KEVIN WEST



Top Left: Cylinder Relief Valve on the test rig.

Bottom Left: Relief Valve Spring Cage showing failed casting.

Top Right: The Steam Heat Valve fitted to Black 5 No. 45337.

Bottom Right: Injectors.

ALL PHOTOS: KEVIN WEST

DRAIN COCK GEAR, CYLINDER RELIEF VALVES & SANDING GEAR

The Cylinder Relief Valves have been sent to a specialist safety valve company in Gloucester for testing and setting. Once set up on the test rig it has shown up a weakness in one of the castings. The Spring Cages are failing and cracking. The supplier of the castings has been contacted and we await a reply regarding replacement castings.

Without these parts the Valves cannot be completed and tested allowing fitting to the locomotive, this has a knock-on effect and delays the installation of the rest of the Drain Cock operating gear.



FITTINGS

We have recently taken delivery of two new Great Western pattern 10X Injectors. The GW pattern injectors are known for greater reliability over the more troublesome LMS designs and are being widely fitted to former LMS locomotives.

We continue sourcing fittings required for the locomotive. Presently we are looking to obtain the Steam Heating Shut Off Valves that are fitted to the buffer beams of the locomotive and tender. The LMS fittings appear to be very scarce, so we will probably have to make new castings rather than obtain complete valves. The original drawings also do not appear to have survived so we are looking to borrow a valve to create new drawings. Unfortunately, even this is proving difficult as most are fitted to working locomotives!

TENDER

Work has restarted on the preparation of the Tender Chassis for riveting with the countersinking of numerous holes. The new Rear Buffer Beam and Frame Stretchers have been delivered.

FUTURE WORK PLANNING

Areas of existing design work include, Boiler Cladding Sheets, Cab Footplate structure and Tender Tank.

PARTNERSHIP WITH EVERARDS BREWERY

BY PETE SIKES

ESTD 1849

Everards
of LEICESTERSHIRE

Back in December last year the office passed on an email that had been sent by Claire Cannell of Everards Brewery asking if we would be interested in talking to them about our Project. Myself and Andy Collinson were only too happy to meet with Claire over a pint at a local Everards pub in Leicestershire – hard work, but someone's got to do it. The message read as follows:

Hello, my name is Claire and I work at Everards Brewery. Part of my role is to develop ideas for our upcoming beer calendar. As a proud Leicestershire company I often seek inspiration from Leicestershire history, that being No. 5503 The Leicestershire Regiment, and therefore would like to mark the build of The Unknown Warrior with a commemorative beer in November. The beer would be an amber session ale.

You may be aware that our Tiger beer is synonymous with Leicestershire after The Royal Leicestershire Regiment were nicknamed 'The Tigers' in 1825 following long service in India.

Our chairman, Richard, also comes from a military background and brought my attention to your project back in 2012 when Mr. Leicester wrote a piece in the Leicester Mercury (see above).

I would love to meet with you to learn a bit more about your work. In 2017 we very successfully launched two beers with a charity angle with Friends of the Tenth and Tubby, which donated 5p per pint to COPS (Care of Police Survivors).

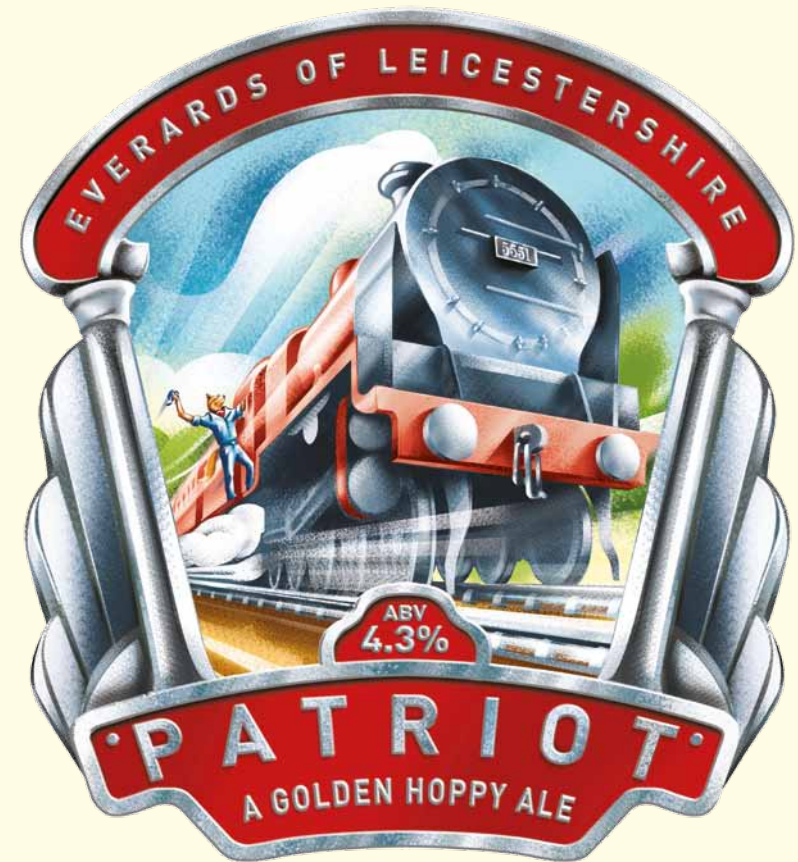
Please let me know your initial thoughts and we would be pleased to meet up with you if interested.

Many thanks

As a consequence of meeting Claire, and her colleague Kia, it was agreed that we would be happy to receive the support of Everards. During the meeting we explained that the locomotive wouldn't be ready for November 2018 so Claire kindly brought forward the brewing process so that the beer would be launched at the upcoming Leicester CAMRA Beer Festival that takes place at the newly refurbished Haymarket Theatre in the city centre from 7th to 10th March. They have also kindly agreed that we can have a small sales stand there on Friday 9th and Saturday 10th, if you are in the area please pay us a visit and try a pint of Patriot ale. You can find out more about the event at <http://leicester.camra.org.uk/beer-festivals/leicester-beer-festival-2018/>

On the opposite page you can see the brilliant pump clip that has been designed for the ale with the official Everards Press Release below. A poster is being produced too which will be available for sale at the event, any left over will be donated to the project so that they can be sold by us to raise funds.

Hope to see you there!



Everards love delving into Leicestershire's rich history to bring flavoursome beers which tell an interesting story. They met with Pete Sikes and Andy Collinson from The LMS-Patriot Project to learn about the story behind the inspiration for their new March beer.

Everards will brew a special beer called 'Patriot' – a 4.3% golden hoppy ale bursting with citric flavours of grapefruit with a crisp bitter finish. The brand-new beer 'Patriot' will support The LMS-Patriot Project in building an entirely new 'Patriot' class steam locomotive named The Unknown Warrior.

By building The Unknown Warrior there will be a lasting, moving memorial for the British public to see and cherish and Everards are delighted to be able to support and help raise awareness of this exceptional build to celebrate its history and its future.

"Each year we deliver an interesting and diverse range of monthly beers for our drinkers to enjoy. We take inspiration from annual events such as St George's Day, to great local stories such as The LMS-Patriot Project. We then start to build the links such as teaming up with Pete and Andy from The LMS-Patriot Project to brew a great tasting beer which is reflective of the story, and if it can help a local community, project or charity along the way, even better!" said Claire Cannell, Events and Promotions Manager at Everards.

The beer will be available in many Everards pubs this March as well as at the Leicester CAMRA Beer Festival.

For the full story visit www.everards.co.uk

FROM THE OFFICE

OFFICE HOURS

These are variable depending on the availability of volunteers.

There is usually a volunteer available on Monday, Wednesday and Friday from 10am to 1pm. Quite often you will find a volunteer in the office on other days and times but this is not always the case due to other commitments.

There is an answerphone on
01785 244156

Messages will be picked up but possibly not for a while, especially when weekends intervene.

Although the volunteers in the office have had plenty to do, the last quarter has been relatively quiet. Usually, in the first couple of weeks after you have all received the magazine, the post bag is very full with your donations and sponsorship. I guess that due to publication of the last magazine being so close to Christmas, not surprisingly, it meant everyone had other things to think about than 'The Unknown Warrior'.

It will be a very different story following this issue as, in addition to the usual work, we will be starting the administration for Members' Day which is to be held on 23rd June. You will have found your invitation enclosed with the magazine. There is plenty of time to get your application in, but please ensure that it reaches the office by **MONDAY 4th JUNE** at the latest, to make sure of your place and to give us time to send your ticket.

We will also have a busy postbag when you return the voting papers with your choice for the basic design of the badge, which will eventually adorn the crest on the locomotive. It will be good to see our very own design in place.

Over the last few months there have been a few problems with the system which generates either an email, or a letter in paper form, to remind members that their membership is due to expire. Our IT expert and the Financial Administrator are trying to discover the cause and resolve it. If you think your membership may have expired (one further Warrior magazine is sent out after membership has expired), or is due to expire and you have received no reminder within the previous month, do please phone or email the office so that we can check it for you. The telephone number is **01785 244156**. As I have mentioned in previous issues, we do not have enough volunteers available to man the office every day but there is an answerphone and we will respond as soon as possible. The email address is office@lms-patriot.org.uk

Linda Westerman, Office Manager (Volunteer)

WHEN CONTACTING US

Please quote your URN (unique reference number). This is on your membership card – see example on the right – and can usually be found on the address label attached to the envelope used for your Warrior magazine.

Using this helps us find your details more quickly on the computer database.

The LMS-Patriot Company Ltd


INDIVIDUAL MEMBER

Name- A N Other	Member No. 1234/01
Signed	Valid Until 2018
PLEASE QUOTE THIS NUMBER WHEN YOU CONTACT US	
URN 6789	

EXHIBITION ON THE MOVE

ANDREW LAWS, MARKETING & PUBLICITY DIRECTOR

When we think about 5551 'The Unknown Warrior' we think of the new build 'Patriot' class locomotive that is rapidly nearing completion. But 'The Unknown Warrior' is much more significant than just another new build steam locomotive – it is the New National Memorial Engine. As such, it already has and will upon completion, attract a great deal of attention as a working memorial. But other events in support of its status as the new National Memorial Engine have already taken place. Back in 2014, we launched the 'Rails and Remembrance' exhibition at the People's History Museum in Manchester. This exhibition which was funded by the Heritage Lottery Fund, featured displays and a video which told the story of how railways and indeed their employees played their part in the Great War. We remember the heroic acts of Private Wilfred Wood and Private Ernest Sykes who were awarded the Victoria Cross for their gallantry. Their stories are also told in the exhibition.

It is with great delight that we are able to move the exhibition, which has been on display for periods every year since 2014 at the People's History Museum in Manchester, to Crewe Heritage Centre. This year we will commemorate the 100th anniversary of the end of the Great War with our exhibition at the Centre. If you were unable to see 'Rails and Remembrance' then please do visit Crewe this year. Further details will be announced soon for the exhibition opening but Crewe Heritage Centre will be open to the public from Easter this year.

As you will have read elsewhere in this issue of the Warrior, we are also looking ahead to 2020 to commemorate the remains of the unknown warrior being repatriated. Whatever takes place and indeed discussions are currently in progress with various parties, will be a fitting tribute 100 years on. I hope that 5551 'The Unknown Warrior' will play a leading part in this important anniversary.

VOLUNTEERS' REPORT

DAVID HUGHES, VOLUNTEER CO-ORDINATOR

Due to lack of work on 5551 and difficult weather conditions for painting, volunteer activity was suspended at the end of November. In early January we reconvened to address the problem of the bright metal suffering rust in the poor winter conditions. Many components, including rods, speedo drive crank were taken back to bright metal and given a protective coating of Waxoyl and oil mix.

A multitude of other parts were also painted for protection as appropriate. These included many large nuts and fittings associated with the brake gear and the loco springs. The brake cross shaft plus the mountings under the cab and the two steam pipes have also been painted.

Prior to the cessation of work last year the priming of the frames of the Night Owl was completed and undercoat applied to 95% of the frames.

There is now likely to be another pause in activity pending receipt of further parts for The Unknown Warrior and an improvement in weather conditions.

SALES REPORT

NEIL KINSEY, SALES DIRECTOR

In this, my penultimate report of the financial year I can reveal that sales were 64% of target at the end of quarter three. Not a bad result, but could be a little better.

Of course, as a result of many donated items that we have sold on our travels which go into the donations column rather than sales, income from our efforts has been significantly higher than sales figures suggest. So once again a big thank you to all those who have helped on the sales stand, and those who have kindly donated items for us to sell.

We probably attend more events than any contemporary group, which again is down to those who freely volunteer their time and effort with the aim of promoting the project.

Thanks also go to those who have made purchases. Every little helps, to coin a phrase.

Once again I would like to appeal for railway related items to be donated. Sums raised can be credited to your account as do cash donations. In many cases this may help towards reaching your

£1,500 target and qualify for a seat on the first train. You can phone me or Karen directly on **01773 832538** if you have anything to offer and we can arrange collection, or of course you may bring items along to any event that we are attending.

If you are looking for the sales pages and can't find them that is because we have now combined the merchandise items with the sponsorship form and produced it as a separate four-page leaflet, you will find it in the envelope with this magazine, so there's now no need to photocopy or cut the order form out of the magazine.

Please have a good look through the sales leaflet where there are many varied items to choose from including our new Windcheater which is ideal for chilly days when you may not want a heavy coat. It neatly folds away into a convenient carry bag.

'SPECIAL END OF LINE OFFERS'

Now that we have products bearing our new design we are able to offer certain 'end of line' items sporting the old design at a reduced cost.

There are limited number of products and sizes so please enquire by phone on 01773 832538 if you are interested.
Alternatively send an email to sales@lms-patriot.org.uk

ITEMS AND PRICES:

FLEECE - Was £30.00 **now £25.00**

GILET - Was £27.50 **now £22.50**

SWEATSHIRT - Was £22.00 **now £17.00**

POLO SHIRT - Was £17.00 **now £13.50**

T-SHIRT - Was £15.00 **now £10.00**



Post and packaging prices are as those quoted on the sales page included with the magazine and in our web shop.

THE SALES STAND WILL BE AT THE FOLLOWING VENUES IN 2018

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

MARCH

East Lancs Spring Gala

Fri 2/Sat 3/Sun 4

Leamington Spa Model Railway Exhibition, RLS College, Warwick Road

Sat 3/Sun 4

Leicester CAMRA Beer Festival

Fri 9/Sat 10

Keighley & Worth Valley Winter Gala

Fri 9/Sat 10/Sun 11

Severn Valley Spring Gala, Kidderminster

Fri 16/Sat 17/Sun 18

Nottingham Model Railway Exhibition, Harvey Haddon Sports Village

Sat 17/Sun 18

Swanage Spring 'Works Outing' Gala

Fri 23/Sat 24/Sun 25

Statfold Barn Enthusiasts' Day

Sat 24

APRIL

Llangollen Spring Gala

Fri 13/Sat 14/Sun 15

North Norfolk Spring Steam Gala

Fri 20/Sat 21/Sun 22

Midland Railway Centre Tornado Weekend

Sat 21/Sun 22

Neepsend Model Railway Society Exhibition, Sheffield

Sat 28/Sun 29

MAY

Stockport Station Charity Event

Sat 5

Nene Valley 'Tornado 10' Event, Wansford

Sat 5/Sun 6/Mon 7

Great Central 'Goods Galore' Gala

Sat 12/Sun 13

Gloucestershire/Warwickshire Steam Gala

Sat 26/Sun 27/Mon 28

JUNE

Severn Valley Goods Gala

Sat 2/Sun 3

Epping-Ongar Steam Gala

Fri 8/Sat 9/Sun 10

Statfold Barn Enthusiasts' Day

Sat 9

Great Central Model Event, Quorn

Fri 15/Sat 16/Sun 17

Mid Norfolk Summer Steam Gala, Dereham

Fri 22/Sat 23/Sun 24

Members' Day, Llangollen

Sat 23

Keighley & Worth Valley 50th Anniversary Gala

Sun 24/Mon 25/Tue 26/Wed 27/Thu 28/

Fri 29/Sat 30/Sun 1 July

Ruddington Model Railway Show, Nottingham Heritage Centre

Sat 30/Sun 1 July

AUGUST

Great Central 50th Anniversary End of Steam Gala, Loughborough

Sat 4/Sun 5

Leyland Model Railway Show

Sat 11/Sun 12

North Norfolk Autumn Steam Gala

Fri 31/Sat 1 September/Sun 2

SEPTEMBER

Severn Valley Autumn Steam Gala

Thu 20/Fri 21/Sat 22/Sun 23



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Head Office: 38 Bromborough Village Road, Bromborough, Wirral CH62 7ET. Tel: 0151 334 1237

**Major sponsor of
'The Unknown Warrior'**

THE CREST



Thanks to all of you who sent in designs and suggestions for our new crest/badge. Unfortunately some were received too late for publication in Warrior 35 due to the office being closed over the Christmas period, these letters have been reproduced on pages 56 and 57, they are, however, very similar to other suggestions received.

The board met on 27th January and at this meeting a vote was taken on which suggestions to take forward to the design stage, you can see these over the next four pages. It is now for you to choose from these options. These are simple illustrations to convey the idea, and are a guideline that will form the basis of the final design.

Included with this magazine is a voting form and I would encourage you all to respond with your favoured design. The deadline for replies is 30th April 2018 with the result and progress updates in future Warrior magazines.

OPTION 1

When I heard the news about losing the RBL crest on The Unknown Warrior I immediately started thinking that we would need a replacement as, to me, the nameplate is lacking something and a crest just makes it stand out that little bit more. I went straight onto the internet and did some research about the body of the Unknown Warrior, searching Google for images of remembrance. I felt that whatever goes above the nameplate should represent the name of the locomotive and what it is. So while reading the history of the Unknown Warrior I read this passage.

"The idea of a Tomb of the Unknown Warrior was first conceived in 1916 by the Reverend David Railton, who, while serving as an army chaplain on the Western Front, had seen a grave marked by a rough cross, which bore the pencil-written legend 'An Unknown British Soldier'." This gave me the idea of the centre of the crest to represent this, so the crest tells the story, and also very simply shows a member of the armed forces showing their respects to the fallen.

Now to the outside of the crest I felt that it should also link in with everything we stand for, I thought about laurel leaves for a while but in the end I decided that it should be text. The idea came very quickly, 'IN MEMORY OF THE FALLEN'. These few words for me say all that needs to be said, and also double up and link with our whole project.

They are on the original Patriot nameplate, which links the original Patriot memorial

engine with our new memorial engine, but also being above the nameplate and read in one go represent what the unknown warrior stands for. "In memory of the fallen, The Unknown Warrior". So this to me covers all bases. I then felt that the last part of it should be the colours of the crest. Mainly black except for the words and the background behind the serviceman to stay in the brass colour. When reading the poem 'For the Fallen' by Laurence Binyon, I read aloud "At the going down of the sun and in the morning, we will remember them". Leaving the background in brass represents the sun.

I couldn't think of anything more fitting.

GAVIN SHELL (MEMBERSHIP NO. 349/04)



THE UNKNOWN WARRIOR

OPTION 2

Dear Mr Sikes

I write, in reference to the recent article in The Warrior regarding the new crest/logo for the unknown warrior, and enclose my own suggestion.

Firstly, I hope you won't mind me passing on a few of my own thoughts, which will explain the background behind my suggestion. In my professional life, I work for a firm of architects, so I am very conscious of just how important designing anything is, but logos and crests I think are particularly difficult to get right.

Such things are basically corporate identities, which can age very quickly. Fine if you are a business or organisation and can redesign things every so often, but harder somehow with something as emotive as the issue of Remembrance. It needs to mean something, and just be 'right' from the outset.

Whatever you choose, I believe needs to relate too, and have reference too the actual tomb of the Unknown Warrior, or the ceremonial aspects of the

body's return, and internment at Westminster Abbey, and have a timeless historical significance.

As a teenager I was a member of the local Air Cadet Force, so would actively take part in Remembrance Day ceremonies. What instantly comes in to my mind when I think of these ceremonies and the act of Remembrance is the guard of honour on the memorial itself. Basically four cadets on each corner of the Cenotaph, head's bowed and palms resting on a deactivated Lee Enfield rifle upturned with its barrel placed on the toe of your parade shoe. A role I was privileged enough to perform myself on several occasions.

It is this sight, the Soldier (and sometimes a Sailor) in this position, that can be witnessed throughout photographs taken of the body of the Unknown Warrior being returned to British Soil, and the internment and ceremony at Westminster Abbey.

My suggestion for the locomotives' new crest is thus, a circular traditional laurel wreath, with the image at its centre of a soldier (or soldier and sailor on alternative sides of the locomotive) in WWI dress, with peaked cap as shown in the attached photograph, stood in Honour Guard position, on top of a rectilinear plinth bearing the words 'lest we forget'.

The wreath and words, all visual keys that adorn war memorials across the country, and ones which have a timeless significance and association with Remembrance.

IAN LOVATT (MEMBERSHIP NO. 1314/10)



THE UNKNOWN WARRIOR

OPTION 3



Hi

I have tried to create a similar outline shape to that of the British Legion badge in order to maintain the same look and proportions as much as possible. I would also suggest that we use similar colours to the RBL badge as we know that this looks right with The Unknown Warrior plate.

With regard to my design details, I am aware that we cannot use an official crown at top centre and so I have worked on a simple 'crown' shape including a cross which I think should be acceptable. The design is basically scroll-based, which could be enhanced with borders and embellishments. These scrolls will lend themselves to any relevant wording as I have suggested. As the centre of the design is circular I thought that a simple locomotive wheel might be symbolically suitable – not unlike the Lion and Wheel of the British Railways emblem!

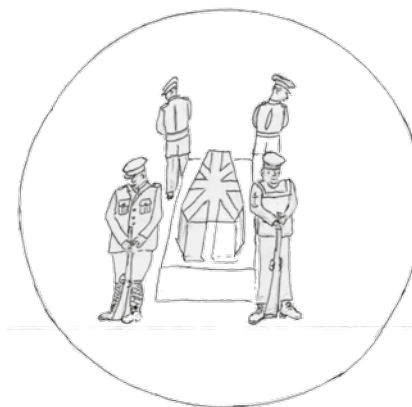
I hope that you find my ideas of help, please do not hesitate to contact me if I can be of any further help.

BEST REGARDS,
COLIN WRIGHT, MEMBERSHIP NO. 565/00



THE UNKNOWN WARRIOR

OPTION 4

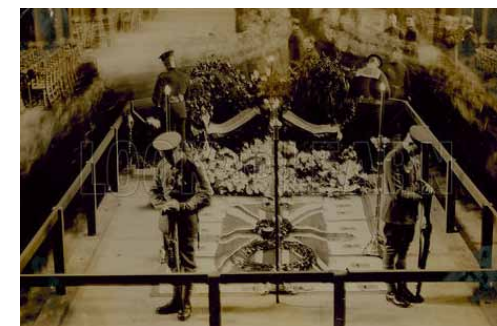


Dear Sir

With reference to your request for suggestions for a replacement emblem for The Unknown Warrior. My suggestion is the coffin of The Unknown Warrior lying in state guarded by four members of the various military services.

The disc could be left as shown or around the edging could be wording such as 'Lest we forget' or any appropriate wording. Please excuse my crude sketch, as you can see I'm no artist!

JOHN SIMPSON
MEMBERSHIP NO. 039/09



THE UNKNOWN WARRIOR

GUILD OF RAILWAY ARTISTS

When asked if I would write about becoming a member of the Guild of Railway Artists I initially felt rather self conscious. However, several false starts later I thought it may be of interest to our members who are probably aware of the work of the Guild of Railway Artists through the prints and cards of their work and not least the Project annual calendar. It would also lead on to some observations in previous 'Warriors'. So here goes...

Having spent a working life as a graphic artist, drawing, painting and illustrating what other people wanted, after retirement I commenced painting just the scenes that interested me – railways and canals. Although it was gratifying when friends and family were kind enough to say they liked them, and I also had several exhibited in the town gallery, it was Gavin asking to include my then latest painting 'Lady Godiva Steps Out' (right) in the 2017 'Project' calendar which was to be the catalyst. When my old art school pal Eric Bottomley, a long standing member of the guild received his copy and saw my entry, he immediately emailed to say now I really should join the guild. So I acted. Downloading an application form and posting off half a dozen photos as specified was easy enough. A long nail-biting wait followed. At last, a reply. Dare I open it? The committee had considered my application and would I present my work at a time and date at an address in Dawlish? A holiday in Devon was hastily arranged and just six months after my application I was an Associate Member of the Guild of Railway Artists, shaking hands and enjoying a drink and a chat with some of the best known railway artists. Phew! I am so pleased that I decided to give it a go and would recommend anyone who thinks they have a chance to have a go. Will I go on for full membership? Probably in a few years time. But now, what to paint next? The bedroom, my wife says. Another Patriot perhaps? Eventually, but the Soviet Union P36 has my attention for now. Visit railart.co.uk

I read Peter Excell's letter in Warrior 34 with great interest. I've mentioned the Fowler 2-6-4 tank to several 'steam age' pals and the idea elicited very little enthusiasm. Nevertheless, good luck to those determined to have a go at it. There are in existence several similar tank classes, principally of course being the BR Standard 4 tank. A later design – but what a design! A stunning design



which surely belongs in the top three alongside the Stirling Single, Russian P36 and rebuilt Merchant Navy. O.K. that's four. I don't need a tin hat, I live in a bunker! Peter also mentions the Beyer-Garratt. Now there's a project! Although the L.M.S. Garratt may have held the record for length in Western Europe, in 1934 Beyer Peacock supplied the Soviet Union a prototype which was presumably far larger. I do not have the overall dimensions for this, but a photograph shows something similar to the L.M.S. version on steroids. Designed for broad gauge and built out to the USSR's generous loading gauge, weighing three hundred and ninety five tons and with a wheel arrangement of 4-8-2+2-8-4, it was intended for hauling two thousand five hundred ton loads over the Urals. Unfortunately it was not well received by the operating department and number Ya-01 was broken up four years later. However, it did fair better than their own rigid wheelbase 4-18-6 of the same period which made one journey and caused a lot of damage to track and points. No kidding! Perhaps they should have taken a tip from Frank Hornby and left a few flanges off.

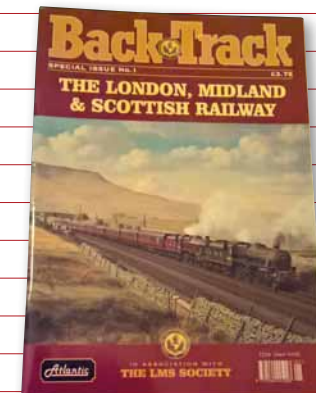
MICHAEL GREENWOOD (MEMBERSHIP No. 1226/12)

BACK TRACK MAGAZINE AUCTION

ALL PROCEEDS TO 'RAISING THE PRESSURE!' APPEAL.

Bids are invited for the following lots. Each comprising a full year of Back Track magazines, all of which are now out-of-print.

LOT	YEAR	NO. OF ISSUES	RESERVE PRICE
1	1987	4	£24.00
2	1988	4	£24.00
3	1989	5	£24.00
4	1990	6	£20.00
5	1991	6	£20.00
6	1992	6	£20.00
7	1993	6	£20.00
8	1994	6	£20.00
9	1995	12	£35.00
10	1996	12	£35.00
11	1997	12	£35.00
12	1998	12	£35.00
13	1999	12	£35.00
14	2000	12	£35.00
15	This lot comprises two 'special' issues, both considered to be collectors items. 1. Special introductory issue released prior to Volume 1 in 1987. 2. Special 80 page issue produced in association with the LMS Society, featuring articles about the LMS. Reserve = £25.00		
16	Bedside Back Track (1993). Reserve = £15.00 Fully illustrated 144 page hard-back book, compiled by David Jenkinson		



Please e-mail your bid to moorewilmslow@totalise.co.uk by Friday 27th April, 2018.

Highest bid in excess of reserve will secure. I will contact the successful bidders to discuss collection or post/packing. DERRICK MOORE (LIFE MEMBER No. 1629/00)





45519 *Lady Godiva* at Crewe North Shed on 14th April 1957.

PHOTO: A. C. GILBERT.

© MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.

Spotlight on Chris Tasker

This quarter we put the spotlight on project supporter Chris Tasker. Many of the wonderful Patriot images seen in the pages of this magazine are due to his involvement with the Manchester Locomotive Society and their kindness in donating them to us.

Where does your interest in railways come from?

I was born in 1952 in Sale, where I have lived all of my life. My local station is Brooklands, on the Altrincham–Manchester line, now part of the Metrolink tram system.

My interest in trains/railways probably started as with most boys of my age – with a present from Mr. Hornby! The clockwork train set, a gift when I was about five was followed by a Tri-ang electric layout a few years later. Train spotting was the next step and with my first Ian Allan ABC being the Summer 1961 edition, part 3, London Midland Scottish regions.

I still have it today along with my first combine, the 1967 edition. I only regret that my initial visit to Crewe was not until June 1966. It was still a very busy junction with loco change-overs but no Duchesses or North Shed! I am still interested in the modern scene but yearn for the days of loco hauled sets of carriages rather than today's bland procession of multiple units.

My favourite classes of engine are the Stanier pacifics but I may have to change my mind in a couple of years!.



Chris at Manchester Victoria in the early 70s with a class 47 storming up Miles Platting Bank.

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

Although there are a number underlined in my ABC, my only recollection is of seeing 45545, a rebuilt example. This was at Chelford, on the Manchester–Crewe line, shunting the sand sidings in about 1963.

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

From the very start. I have bought Steam Railway magazine from issue 1 and saw the article in the July 2007 edition inviting expressions of interest in building a new Patriot locomotive. I sent off a cheque as a donation in August. A membership scheme was set up in 2008 and I joined and became member number 11, now changed to 45545.

What is your role with the LMS-Patriot Project?

I don't have an official role. You won't find my name amongst those on the inside back cover of The Warrior, but I believe we all have a role. Building 'The Unknown Warrior' is a team effort and we all contribute and support the Project in some way. Whether by volunteering, making a donation or purchasing items from the sales stands. Especially if cakes are on offer!

It's good to see so many other members proudly wearing their branded clothing at Galas and Exhibitions held throughout the country. I have been able to help by providing a large number of photographs from the archives of the Manchester Locomotive Society. I also sourced three paintings for the 2018 calendar.

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

The feeling that we are achieving our aim, in building a new Patriot locomotive. As Neil Kinsey points out, "The light at the end of the tunnel is getting brighter all the time". The dark days are behind us and the finishing line is now in sight. As I mentioned earlier it is a team effort, and what a friendly and welcoming team it is! I have made many new friends since joining the Project which I am sure will last a lifetime.

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

No!

I was at Manchester Victoria on the evening of the 11th August to see the last departure of the 'Fifteen Guinea Special' to Liverpool. Long after most people had left, the two Black Fives, 44781 and 44871, returned from Newton Heath, having been turned and watered and 'clanked' their way slowly though the station on their way back to Lostock Hall. It was all over, that was the end!

Although the Worth Valley line had just opened and other schemes were being started I believed steam would only exist on short sections of line and running at low speeds. It's fantastic to see the amount of interest created by steam even today, witness the scenes whenever Flying Scotsman is running. Let's all look forward a couple of years when 'The Unknown Warrior' will be part of the steam action.

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

Anywhere and as soon as possible please, but the WCML and Shap preferably. I'm sure it will be invited to run on most of the heritage lines at some stage. Just imagine a line up of the Crab, Duchess and Patriot all in LMS livery, I can't wait!



46207 Princess Arthur of Connaught at East Didsbury May 1957.

What is your favourite heritage railway?

A difficult question as I haven't visited some of the heritage lines. They are all so different each with their own characteristics. But if pushed, I would have to say the Great Central at Loughborough. The double track section makes it feel and look like a 'proper' railway from days past, with trains being able to pass one another at speed.

Are you a volunteer at any heritage railway?

I am a member of the Severn Valley, Great Central and East Lancashire railways but not a volunteer.

My various roles for the Manchester Locomotive Society keep me busy.

What roles do you perform for the Manchester Locomotive Society and what are their aims?

The Society was formed back in December 1935. I'm officially the Membership Secretary but also distribute the bi-monthly magazine, act as 'caretaker' for the rooms we rent from Virgin, organise pub lunches, mid-week talks and the Christmas Social. We have a suite of 11 rooms we rent at Stockport Station, containing a library, photo archive and a vast collection of other ephemera.

The aims or objectives (as defined in the rules) are: "The objectives of the Society shall be to further interest in the historical, social, mechanical and operational aspects of railways. In furtherance of these objectives the Society shall hold lectures, debates and visits to places of railway interest".

Have a look at the website: www.manlocosoc.co.uk



No. 45545 Planet at Crewe North mid-50s

THE SECOND-ELEVEN PATRIOTS

The following article appeared in *British Railways Illustrated*, Vol. 23 No. 8, May 2014 and is reproduced with the kind permission of Keith Miles and Irwell Press.

In the mid-1920s the LMS management began to realise that the West Coast Main Line needed locomotives that could deliver more power than even the best that the Claughtons could produce. The eventual solution was found in fifty engines quickly designed and built by the North British Locomotive Company and put into service more less 'off the drawing board' in the autumn of 1927. Nonetheless they were an immediate success and twenty more were built at Derby in 1930. These were the Royal Scots, classed 6P, and they became the front line engines for all the principal express services.

But what about the 'second-eleven' services? The LNWR 4-cylinder Claughtons, of which a hundred and thirty had been built between 1913 and 1921, were classed 5P by the LMS but from early 1928 twenty had been rebuilt with a larger, higher pressure boiler and reclassified 5XP. After the arrival of the Scots some of the Claughtons were put to work on the Midland Division and on 6th March 1930 one of the original engines, No. 5971 *Croxteth*, working a passenger train from Hellifield to Carlisle, collided head-on with a ballast train at Culgaith. It was taken out of service but not all of it was scrapped – the bogie, coupled wheels and main frames being used in a November 1930 reconstruction at Derby combining the larger boiler with Royal Scot-type three cylinders and motion, a new cab and a Fowler 3,500 gallon tender. At the same time No. 5902 *Sir Frank Ree*, another crash victim, was given the same treatment. Both were then given two years of evaluation against the large boilered Claughtons during which time it became obvious they were better in

efficiency, coal consumption and basic maintenance costs. As a result thirty more such notional rebuilds were produced at both Derby and Crewe between July 1932 and August 1933 but, as with the Scots, drifting smoke was found to be a problem and deflectors were fitted during this period.

Stanier had taken office as CME in 1932 but such was the need for medium power locomotives that in 1934 he authorised the construction of ten new engines, albeit with some modifications to the axleboxes and bogies. Throughout, the LMS had insisted on calling them 'Improved Claughtons' but enginemens had dubbed them 'Baby Scots' due to the undoubted similarity with their bigger sisters – something frowned upon by both railwaymen and enthusiasts alike. However, coincident with the building of the ten new engines, the whole fifty-two engines were renumbered 5500–5551, the rebuilds numbered in the order of their rebuilding, and in February 1937 No. 5500 *Croxteth* was renamed *Patriot*, the name once held by the former No. 5964 withdrawn in 1934 (see photo on pages 42-43) with the whole class adopting the same title. At intervals throughout the 1930s and 1940s other Claughton names reappeared interspersed with regimental titles and oddly, the names of around a dozen LMS holiday resorts (although I'm a bit puzzled by *Giggleswick*) to culminate with No. 45509 *The Derbyshire Yeomanry* in November 1951 and *R.E.M.E.* in August 1959. Several other names were allocated, such as *Sir W. A. Stanier* for No. 5513 and *Sir Henry Fowler* for No. 5550 but, nonetheless these and another eight engines remained nameless.

The initial allocations saw the engines spread around Western Division sheds but there were also twelve at Kentish Town and seven at Holbeck from where they monopolised the Midland Division premier express services. However, a former LNWR service that became their domain was the Manchester London Road – Euston trains via Stoke one of which, the 12.5pm from Manchester and 6.5pm return from London, had been named 'The Lancastrian' in January 1928. It was worked by Compounds at the time but, on being accelerated to a

3½ hour schedule in September 1932, Claughtons and later, Patriots took over. Both were the heaviest class of engines permitted on the Potteries main line. A series of dynamometer car test runs on the route in competition with the Claughtons revealed that the Patriots not only returned a lower coal consumption but the class as a whole was showing quite a spectacularly low repair cost index. In comparison with the index number 100 being applied to the cheapest, relatively modern engine to repair, the 2P 4-4-0, the Scots scored 177, the rebuilt Claughtons 175 and the Patriots 118. The July 1933 *Railway Magazine* published what was, in A. J. Powell's opinion, 'probably the finest recorded work by a Patriot'. It was on the up 'Lancastrian' worked by No. 5959 (the latter day No. 5502, only a few months from rebuilding and still carrying its Claughton number) in the hands of Longsight Driver Rogers and Fireman Lennarddo. The train comprised thirteen coaches, 445 tons gross, and after being delayed by an emergency stop at Nuneaton, ran the 97.1 miles to Euston in 93min 26sec, the most outstanding section being from Bletchley to Tring. After 77½mph before Wolverton, Bletchley was passed at 70½mph: the faintly rising grades brought this down to 65mph before Cheddington, but the six miles at 1 in 333 up to Tring were surmounted without the speed falling below 61mph. Powell commented that this suggested a power output well above the normal levels of contemporary work.



No. 5959 on shed with a tender full of coal and ready for duty.
© THE LMS-PATRIOT PROJECT.

The 1934 building programme had actually included fifteen rather than ten new Improved Claughtons but the last five new 'Improved Taper Boiler Claughtons', otherwise Jubilees after the naming ceremony in April 1935. Mirroring the circumstances surrounding the Scots, bulk orders were placed, without trials or testing, at Crewe, Derby and the North British Locomotive Company to the extent that 113 were under construction or on order before the first one appeared in May 1934. One reason for the haste was the planned accelerations in the summer 1935 timetables but having been introduced onto the flagship Euston–Birmingham–Wolverhampton services,

'they, to everybody's consternation, showed themselves rarely equal to the former engines in efficiency and definitely inferior in steam-producing capacity' (E. S. Cox). As it happened, the Motive Power Department were already clearly aware that the Jubilees were not as reliable as the Patriots and, as a result, they were replaced by them from Midland Division depots, principally Kentish Town and Holbeck, plus some reshuffled from other Western Division sheds. By May 1935 Nos. 5506, 5507, 5508, 5522, 5523, 5526 and 5532 had been transferred to Bushbury, 5514 and 5515 to Aston, plus 5500, 5509, 5510 and 5513 to Camden.

The prime test for Patriots was the 6.2pm from Birmingham New Street, the fastest train on the LMS, booked over the 65.1 miles from Rugby to Watford in 60 minutes, start to stop, that involved some hard running even with loads of only eight or nine bogies (A. J. Powell). Cecil J. Allen published details of a run on this train (repeated in the July 1965 *Railway Magazine*) in which Camden's No. 5518 ran to Watford in 59min 41sec with a heavy 11-coach train of 355 tons with intermediate speeds of 79mph at Weedon, 68mph minimum over Roade, 83½mph at Castlethorpe, high by normal standards, nothing less than 60mph over Tring and a 'joyful' 85mph at Kings Langley. A similar electrifying run on 29th October 1935 was reported in the December 1935 *Railway Observer* when No. 5513, also of Camden, with nine bogies succeeded in cutting the Rugby–Watford even-hour schedule by 3½ minutes at an average speed of 69.1mph. Restarting at Watford, fast running was made to Queens Park where a signal check brought the train down to Walking pace, but despite a dead stand on Camden Bank, arrival at Euston was effected one minute early.

The steaming problems with the Jubilees were eventually resolved and at the beginning of March 1939, almost overnight, there was a mass exchange with Nos. 5521, 5522, 5523, 5525, 5526, 5532 and 5533 from Bushbury, 5503, 5514, 5515, 5529, 5531, 5539 and 5540 from Aston and 5509 from Bescot. Almost all of them went to Crewe North with just four going to Preston,



No. 5513 on shed, date and location unknown.
COURTESY PETE SIKES. © THE LMS-PATRIOT PROJECT.



5902 (5530) *Sir Frank Ree* pictured in LMS days before fitting of smoke deflectors.
© THE LMS-PATRIOT PROJECT.

Nos. 5503, 5514, 5515, 5525, and 5531 to Willesden, thus ending their virtual monopoly of the Euston–Birmingham expresses since the introduction of 115 minute timing. However, on 15th May 1939, No. 5502, at Camden until 1940, with Bushbury Driver Green in charge made a remarkable run on the fabled 6.2pm from Birmingham. With a load of eight coaches, 261 tons, it covered the distance between Rugby and Watford in 57½ minutes at an overall average speed of 68mph with a maximum speed of 90mph at Castlethorpe and an average of 74mph maintained between Welton and Kings Langley. During the war years with services considerably curtailed and decelerated, a whole variety of classes found themselves on the Birmingham services, even Compounds, but the Patriots had a small resurgence when Nos. 5511, 5512, 5513, 5531 and 5533 were transferred to Bushbury for two or three years in the early 1940s.

I joined the LMS in 1945 and, after an Engineering Apprenticeship at St. Rollox, spent 1949 as a Motive Power Improver at Willesden where I found Nos. 45509, 45510, 45538 and 45549. I was first introduced to No. 5510 in March when I undertook a No. 4 Mileage Examination with Fitter Bob Whitmill. Then in April, during the two months 'firing on locomotives in service as third man' I found myself on *Giggleswick* working Target 117:Shed–High Level Sidings–Broad Street–Camden Yard then onto the shed and thence down to Euston to work the 4.15pm Bletchley local passenger as far as Willesden and relief. A month later I worked the companion diagram, Turn 62, with No. 45510: booked on at 4.0pm, walked to Willesden Junction and relieved the 4.15pm Euston–Bletchley where the carriages were put away and the engine taken onto the shed, turned and watered. We then left with the evening parcels service comprising four bogie vans. Five more were picked up at Watford and a further nine at Willesden and all eighteen were taken down to Euston where we left them and retired

to the shed to book off at 11.50pm. Later on when I was attached to Running Shift Foreman Charlie Hartwell I sometimes found it convenient, when on the night shift, to cadge a lift from Watford Junction on the footplate of the Parcels engine that got me to Willesden Junction in time to sign on by ten that night. Incidentally, the Foreman on one of the other shifts was A. J. Lennarddo – was he a relative of the 1933 Longsight Fireman Lennarddo? But I digress...

No. 45510, 45538 and 45549 were all transferred away at the end of May leaving only 45509 but of course other 'foreign' members of the class turned up from time to time, mostly employed on fitted freights. The Patriots had a firebox grate area of 30.5sq.ft. with widely spaced firebars in a long continuous slope to the front and it took some dexterity to maintain a fire that was thick under the door, sloping down to a couple of inches at the front end, just like a wedge. Nonetheless, George Bushell, who was a fireman at Willesden during my time found them to be one of his favourite engines: 'They had a nice clear beat, and getting a heavy freight on the move, especially when coming through Primrose Hill tunnel after leaving Camden Yard, each exhaust would leave the chimney with a popping sound until the speed built up to where the beats merged into a soft throb'.



LMS Patriot No. 5509, circa 1939, taking on water at Bushey Troughs with a rake of Southern Railway stock.
© THE LMS-PATRIOT PROJECT.

One little known feature of the Patriots was the retained LNWR reversing arrangements, even on the new engines: the small diameter cast-iron handwheel had to be turned in the reverse direction to other standard LMS engines. This anti-clockwise turn for forward gear led one young Willesden driver, Cyril Taylor, into trouble. In December 1942 he'd taken his engine onto Camden Shed, turned it, then run it backwards onto the coaling plant road for temporary stabling. Then, while his fireman was returning the table for the next engine to use, Cyril went to report his arrival and find out where his engine was to be permanently



stabled. Coming back, he prepared to move the engine back but would the wheel anti-clockwise so that when he gave it some steam it rolled forward into the turntable pit, coming to rest with the bogie wheels touching the brickwork at the bottom. George Bushell and his driver were sent to the rescue with a Super D and the Willesden breakdown train but it was at the height of the rush hour and the down slow line was blocked, so they were sent down to Euston, out of the way, until the traffic had been sorted out, catching a glimpse of the Patriot standing nose down as they passed the shed. They were held in platform 2 for such a long time that they were eventually sent straight back to Willesden, the disabled engine having been lugged out of the hole in the meantime by four engine hooked onto the tender!

Our one remaining Patriot, No. 45509, was transferred to Crewe North in June 1951 and then, in the October, on to Derby where it was named *The Derbyshire Yeomanry* on 10th November. One of its turns became the 7.55am Derby–St. Pancras and the 6.30pm return but it could also be found on the West of England Line as had happened in the middle 1930s. Up until that time these services, such as the 'Devonian' inaugurated in 1927, had been powered by Midland 3P and 4P Compound 4-4-0s but in November 1934 Nos. 5509 and 5511 were transferred from Longsight to Derby and Bristol Barrow Road and began working through between Leeds and Bristol. A month later these were replaced by the first of several Jubilees, 5509 going to Camden and 5511 to Edge Hill, but by July 1936 three other Longsight Patriots, Nos. 5534, 5535 and 5538, had been transferred to Holbeck to be followed by 5525 to Holbeck and 5540 to Derby on loan from Bushbury and Aston. The loan engines were returned in the autumn but the other three remained until the BR era, 5534 to Edge Hill and 5538 to Willesden in August 1948 and 5535 to Crewe North in October. The final fling on the West of England Line occurred in November 1958 when

Nos. 45504, 45508 and 45519 were transferred to Barrow Road until withdrawal in March 1962.

From early 1947, of course, eighteen of the class were rebuilt with the 2A taper boiler but in their original condition, 'more than most classes, the Patriots did all that was ever required of them without undue fuss and bother from the moment they first turned their wheels in steam. This was what the LMS most wanted of its engines and is, perhaps, the fitting epitaph (Bob Essery & David Jenkinson). After their glory days on the Birmingham services they had continued giving that sort of performance on the 'second eleven' express passenger services and fitted freights throughout the Western Division and beyond. The first to be withdrawn was No. 45502 *Royal Naval Division* in September 1960 and the last, No. 45550, at the end of November 1962.

In writing this article I'm indebted to the following works of reference:

Locomotive Panorama, Vol.1, E. S. Cox, Ian Allan, 1965

Living with London Midland Locomotives,

A. J. Powell, Ian Allan, 1977

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An Illustrated History of LMS Locomotives, Vol.5, Bob Essery & David Jenkinson, Silver Link, 1989

The LMS 5X Patriots, John Hooper, British Railways Illustrated Annual No.1, 1992

A Compendium of LNWR Locomotives 1912–1949, Part 1, Passenger Tender Engines, W. B. Yeadon, Booklaw/Railbus, 1995

British Main Line Services in the Age of Steam, Michael Harris, OPC, 1996

Sundry issues of the RCTS *Railway Observer*

KEITH MILES



No. 45510 at Carnforth shed (24L).

PHOTO: ALAN INCKLE. © THE LMS-PATRIOT PROJECT.

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Model, Collect & Create



Claughton No. 5964 'Patriot' departs Northampton Castle station on 7th July 1928 heading South 'up the bank' towards Road Cutting and the main line to London.

PHOTO: W. J. S. (BILL) MEREDITH, COURTESY OF JOHN MEREDITH.
© THE LMS-PATRIOT PROJECT.



MEMBERS' CORNER

Thank you to all who contributed their articles that appeared in *Warrior* 34, we are grateful so many of you decided to contact us. Remember that you can send anything Patriot, memorial, war or railway related and photos are always good to receive (if you do send photographs please supply an address so they can be returned to you). Please send them to us at memberscorner@lms-patriot.org.uk or post to: **Richard Sant, The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**

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

DEVELOPMENT OF MORE SPECIALIST QUALITY SUPPLY SERVICES

Hello David, and thank you for sending the update regarding the boiler.

This is very good news indeed, and will no doubt put both the LMS-Patriot Project, its successor(s) and the wider UK steam heritage scene in a stronger position than hitherto. I wish the new HBSS venture all the very best. Their location in Derbyshire will no doubt be a logistical advantage over time, with Barrow Hill just round the corner too.

As you may recall, I'm an advocate for the development of more specialist quality supply services being available to the next generation of steam heritage services, as opposed to the 'one-stop' shop providing the only place where skilled resources are found: we need both to ensure more rapid supply, turn-around and cost-effectiveness. And by this, I do not mean that there should be monopolies without competition. For fundamental work such as boiler repair and fabrication, there is surely enough future work in the UK to ensure that a dedicated workshop (or more) can provide that fortunate combination of high skill and efficient practice, along with that intangible factor of confidence for the long-term stability that customers and suppliers alike are seeking. Such a quality resource as HBSS is also key to establishing more craft apprenticeships which are the seed-corn that will help our descendants continue to enjoy what the steam heritage movement has, amazingly, achieved over the last half-century.

With the Project's completion now rescheduled for 2019, I'm sure there will be plenty of centenary dates connected with the Armistice and post-war recovery that are available for celebrating The Unknown Warrior's first ventures out on the main line. (The Treaty of Versailles which was signed on 28th June 1919 being perhaps the earliest of note – a mid-summer date, too). And, once TUW has been televised and become settled 'Scotsman-style' in the nation's conscience, the locomotive might even become a regular feature (perhaps a sort of 'mobile cenotaph?') on our screens every mid-November from then on; visiting different cities and towns each year to support local commemorations.

I hope you and the Patriot team were able to sleep a little more easily over the festive season. No doubt much work, effort and imagination has been exercised to get the Project to this point.

Here's to a really good new year. Perhaps members could visit Ripley in the spring when matters have settled-down a bit in order encourage the new business partners and show our appreciation?

KIND REGARDS,
GRAHAM LAWRENCE, REDBOURN, HERTS.

Dear Sir,

I note the controversy about the crest of 45551. The Royal Scot 46170 was named *British Legion* and carried the crest, if this was OK then why not now? I presume nobody accused them of sponsoring this loco, so why the paranoia now?

I attach two photos: 45543 *Home Guard* at Preston 11th March 1962 and 45541 *Duke of Sutherland* at Rugby 17th May 1962.

45541 is in the same position as in the photo in Issue 32 page 55, however 45543 is in a different position to the photos on pages 51 and 56. It is outside the shed and facing toward the shed, does this indicate it had been used between the two dates?



One of my abiding memories is of No. 45524 *Blackpool* seen from my classroom window about 1953/54 running light engine from Leamington to Coventry. I have a copy of Casserley's book 'British Locomotive Names of the Twentieth Century'. In it he gives names allocated to the following but not carried.

5505 *Wemyss Bay*
5509 *Commando*
5513 *Sir W. A. Stanier*
5542 *Dunoon*
5549 *R.A.M.C.*
5550 *Sir Henry Fowler*
5551 *Rothsay* – although he gives no source for this information.

He also gives 5516 as *The Beds and Herts Regiment* although this was carried in full.

MIKE LANE (MEMBERSHIP NO. 894/10)

ERRATUM

The caption of *Lady Godiva* in Issue 31, page 50 is incorrect, the loco number is 45519 not 45509. I believe the train is in platform 1 at New Street, i.e. facing south, so it would probably be on an up Euston, although these trains were usually hauled by a Jubilee.

Issue 33, page 28 – the caption to photo of *Rhyl* gives the original number as 5593, this should be 5933.

PATRIOT PERFORMANCES IN SERVICE

Dear Mr Sikes,

Performances of Patriot class 4-6-Os rarely appeared in the railway press but I have managed to unearth three superb runs involving Nos. 5502 *Royal Naval Division*, 5517 and 5541 *Duke of Sutherland* from a collection of newsletters supplied annually by Doug Landau, an eminent recorder of steam locomotive performance. All three runs are pre-war when the locomotives were relatively new. I am fairly certain that Mr. Landau is a supporter of the project to build 5551. No doubt he would be happy to agree to these logs being included in a future magazine.

YOURS SINCERELY, J. A. BENNETT

Dear Peter,

Thank you for your letter received today. No problem using the logs passed to you by John Bennett for your newsletter, if I have anything else that may be on interest I'll pass it on.

The newsletter mentioned by John that came out in November was the last of 27, which started back in 1993, my having decided that I can no longer give it the time involved. Having ceased publication I am left with about £100 in advance subscriptions, and I have suggested to the creditors that this money is donated to The Unknown Warrior fund, I am still waiting for one or two confirmations. So expect a cheque in the not too distant future.

ALL THE BEST, DOUG LANDAU

5541 Duke of Sutherland • 9.05am Euston–Wolverhampton • 14th October 1937 • 9/284/305 • Recorded: D. S. M. Barrie										
MILES	LOCATION	GRADE	TIME	SECS	SPEED	AVERAGE	EDBHP	IHP	DBHPHRS	IHPHRS
0.00	Willesden Junction	–	0.00	–	0	–	–	–	–	–
2.7	Wembley	920	4.40	280	48	34.7	760	910	59.1	70.8
6.0	Harrow	320	8.35	235	55	50.6	910	1190	59.4	77.7
12.0	Watford Junction	709	14.50	375	64	57.6	800	1160	83.3	120.8
19.1	Boxmoor	502	21.35	405	60	63.1	740	1170	83.3	131.6
26.3	Tring	371	28.47	432	58	60.0	830	1220	99.6	146.4
34.8	Leighton Buzzard	-451	35.33	406	83	75.4	840	1460	94.7	164.7
41.3	Bletchley	-1093	40.27	294	83/78	79.6	640	1340	52.3	109.4
47.0	Wolverton	-1010	44.50	263	81	78.0	510	1180	37.3	86.2
52.0	Hanslope	593	48.55	245	68	73.5	520	1110	35.4	75.5
54.5	Roade	259	51.47	173	20	52.0	–	–	–	–
57.2	Middleton	-203	55.12	205	71	47.4	1080	1330	61.5	75.7
60.4	Northampton	-201	58.52	220	–	52.4	–	–	–	–
This was one of the several L.M.S. mile-a-minute bookings destined not to see the light of day in the post-war years. It was popular with those noted train timers R. E. Charlewood and D. S. M. Barrie, who between them covered 18 logs in the RPS archive. The only other log in the archive, Willesden Junction–Northampton is a solitary unchecked effort timed by CJA with an unidentified ‘George the Fifth’ in 1915 on 15/409/440 with a time of 68min 45sec.										
The 9.05am was worked by Patriots and Jubilees on a net basis all 18 trains ran on time: OT 50%, <1% late 89%, <3 late 100%. Given the moderate loads it was not a tough booking, with boiler demands nicely with the “economic” band at combustion rates below 100b/sq.ft/hr.										
Summation: Wembley–Wolverton										
TIME	AVERAGE	EDBHP	IHP	IHP/ton	IHP/Sq.ft.GA					
40m 10s	66.2	760	1250	2.9	40.1					
Post-war speed recovery to pre-war standards was decidedly slow, though eventually the ex-LNER BR regions and the Southern Region surpassed the historic benchmarks. The WCML electrification put paid to progress on the LMR in 1959.										
Company/BR Region	1939	1957	1958	1958 % 1939						
LMS – BR LMR/ScR	8,928	5,648	5,991	67%						
LNER – BR ER/NER	4,679	3,838	5,496	118%						
GWR & BR WR	4,725	3,153	3,153	67%						
SR & BR SR	354	322	551	156%						
Total Miles	18,686	12,961	15,193	81%						

5502 Royal Naval Division • 6.20pm ex-Birmingham • 15th May 1939 • 8/261/275 • Recorded: D. S. M. Barrie										
MILES	LOCATION	GRADE	TIME	SECS	SPEED	AVERAGE	EDBHP	IHP	DBHPHRS	IHPHRS
0.00	Rugby	–	0.00	–	0	–	–	–	–	–
2.25	Hillmorton	302	4.26	266	48.5	30.5	880	1000	65.0	73.9
7.3	Welton	895	9.58	332	56	54.8	610	950	56.3	87.6
12.85	Weedon	-391	14.22	264	83	75.7	960	1630	70.4	119.5
19.7	Blisworth	2804	19.36	314	77	78.5	600	1330	52.3	116.0
22.65	Roade	689	22.02	146	70 (min)	72.7	460	1070	18.7	43.4
27.8	Castlethorpe	-346	25.51	229	90	81.0	840	1620	53.4	103.1
30.15	Wolverton No. 1	-743	27.32	101	83	83.8	-190	650	–	18.2
35.9	Bletchley	1019	32.00	268	75/77	77.2	560	1260	41.7	93.8
42.35	Leighton Buzzard	1085	37.11	311	73/75	74.7	720	1370	62.2	118.4
46.45	Cheddington	610	40.35	204	68	72.4	650	1260	36.8	71.4
50.9	Tring	367	44.38	243	61	65.9	670	1170	45.2	79.0
54.6	Berkhamsted	-413	47.58	200	75/81	66.6	650	1160	36.1	64.4
58.05	Hemel Hempstead	-331	50.45	173	68	71.8	-300	300	-14.4	14.4
61.6	Kings Langley	-433	53.37	172	79	74.3	750	1390	35.8	66.4
65.1	Watford Junction	-1433	57.30	233	–	54.1	67.9mph STS			
D. S. M. Barrie endorsed his log – “The fastest I have recorded on this train”. There are one or two logs with Patriots and Jubilees that pipped this time, and more a little slower. The best time was 56min 38sec behind No. 5718 Dreadnought, 69mph STS. These were the years of the LMS “On-time” campaign.								Summation: Welton – Tring		
								TIME	MPH	EDBHP
								34m 40s	75.5	660
								IHP		
								1320		

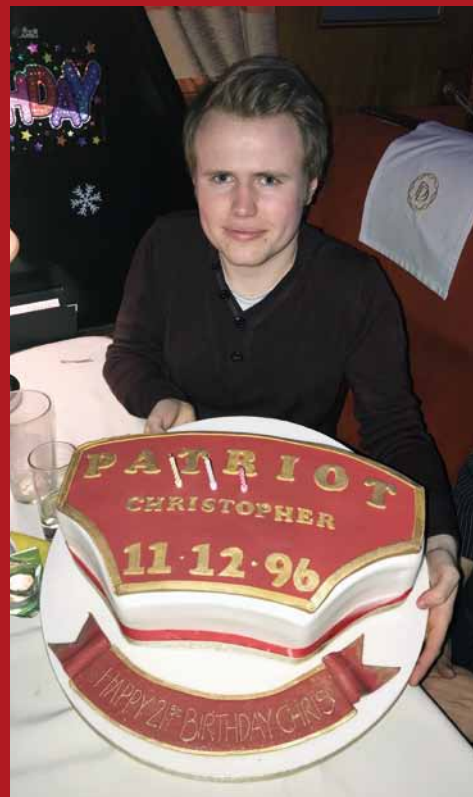
5517 • 5.00pm Liverpool-Newcastle • August 1941 • 6/190/206 • Recorded: Anon										
MILES	LOCATION	GRADE	TIME	SECS	SPEED	AVERAGE	EDBHP	IHP	DBHPHRS	IHPHRS
0.00	Liverpool Lime Street	–	0.00	–	0	–	–	–	–	–
1.4	Edge Hill	98	3.55	235	35	21.4	750	820	49.0	53.5
3.6	Broad Green	-1200	6.40	165	60	48.0	810	1070	37.1	49.0
6.2	Huyton Junction	-1125	8.59	139	73/75	67.3	850	1350	32.8	52.1
8.9	Rainhill	205	11.18	139	66/68	69.9	820	1360	31.7	52.5
11.9	St. Helens Junction	-195	13.41	143	88	75.5	770	1400	30.6	56
14.8	Earlstown Junction	-880	15.40	119	87	87.7	370	1260	12.2	42
15.8	Newton-le-Willows	-828	16.22	42	85	85.7	90	930	1.1	11
18.9	Kenyon Junction	-1060	18.35	133	82	83.9	200	1000	7.4	37.3
22.7	Astley	5000	21.30	175	72	78.2	80	760	3.9	37.4
25.7	Barton Moss Junction	2000	24.04	154	67	70.1	230	760	9.8	33.4
26.6	Patricroft	–	–	–	Signals	–	–	–	–	–
27.6	Eccles	–	27.30 26½ net	–	0	33.2	Even time 60.2 mph			
<p>The railways of industrial Lancashire were a happy hunting ground for stop-watchers in L.M.S days and later BR. There may not have been the sustained excitement and speeds of such trains as the <i>Bristolian</i> and <i>Coronation</i>, but there were often some lively sprints and even time runs as exemplified here. Distances between stops were typically quite short, and schedules quite tight in the 48-55mph range. Some examples are given in the adjacent table, there were several others.</p> <p>'Baby Scot' No. 5517 was never named or rebuilt, recorded mileage up to the end of 1960 was 1,295,802. The engine was withdrawn w.e. 9.6.1962.</p>					Summation					
					SECTION		TIME	MPH	EDBHP	IHP
					Rainhill–Astley		10m 12s	81.2	325	1080
					Under Power		24m 04s	81.2	325	1080
					Some schedules of industrial Lancashire					
					SERVICE		MILES	SCHEDULE	MPH	
					Liverpool Lime St–Earlstown Jcn		14.8	18min	49.3	
					Earlstown Jcn–Manchester Exch.		16.6	20min	49.8	
Manchester Exch.–Liverpool Lime St		30	33min	54.5						
Liverpool Lime St–Eccles		27.6	30.5	54.3						

EDBHP is equivalent drawbar horsepower, this is the drawbar horsepower equalised as for constant speed on level track. This puts comparisons with other performances on a level playing field. IHP is the indicated horse power (cylinder power), it is obtained by adding the estimated locomotive resistance horsepower to the EDBHP. EDBHPHRS and IHPHRS is the work done in horsepower hours over the section involved. These values can be summated to calculate the average power outputs over longer sections.

VOLUNTEER CHRIS TURNS 21

In issue 34 of The Warrior, we featured an article about one of our younger volunteers, Chris Ainscough where he described what it was like to be a volunteer cleaner at the ELR.

Chris turned 21 in December and the Project would like to send him belated congratulations for his birthday, and as you can see both cake and present had a slight Patriot theme!



A DATE FOR YOUR DIARY
MEMBERS' DAY 2018
SATURDAY 23RD JUNE

SEE BOOKING FORM INCLUDED WITH THIS NEWSLETTER

A WALK FOR THE WARRIOR

BY PETER TILBURY

Following last year's AGM, I was driving home to Reading from Llangollen when the start of an idea came into my mind. As a keen walker, I wondered whether I could use the centenary of the signing of the Armistice as an excuse to raise some additional funds towards 'our engine' by walking the length of the Llangollen Canal.

After much thought, I have decided to see whether I can walk the Llangollen Canal from its junction with the Shropshire Union Canal at Nantwich to its end at Horseshoe Falls, just west of Llangollen, a distance of just under 50 miles. I am hoping to complete most of this walk over the Bank Holiday weekend from 26th to 28th May 2018, but will probably save the final few miles to the end at Horseshoe Falls for our Members' Day on 23rd June 2018.

I appreciate that we all give a lot to this project already, but should anyone wish to make a donation towards my target of £1,000, please visit my fund raising page at www.justgiving.com/fund-raising/Peter-Tilbury (and please don't forget to Gift Aid your donation if you are able to).

If you are unable to give online and would still like to donate to my walk, please send a cheque to the LMS-Patriot office where I'm sure Neil Collinson (our Treasurer) will happily receive it on my behalf.

If anyone lives near to the Llangollen Canal and would like to join me for part of my walk, I can be contacted by e-mail at BTreading@aol.com or by text or phone on 07789 710372.



Our Facebook page has now received over 4,000 Likes. If you are on Facebook and have yet to 'Like' our page please search for us or follow the link from our website.

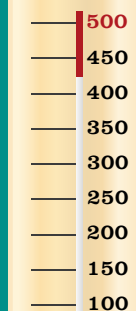
Facebook is a great way of keeping up-to-date with the Projects' engineering, upcoming locations of our sales stand and other interesting opinion about our Project.

Please visit and with your help it won't be long before we hit 5,000 Likes.

78 TO GO!

BECOME A REGULAR DONOR TODAY

DONATING MEMBERS



Regular donors now stand at 422, which means we are still 78 donors short of our target of 500, so we would like to ask those of you who have not done so yet to consider signing up for the remaining period of the build.

Contact the office on 01785 244156 to set up your standing order now.



GWR INJECTORS – A CONSPIRACY?

Dear Pete, Editor 'The Warrior'

I have just read, in this month's Steam Railway, issue 476, that 'two GWR pattern injectors have been delivered'. Please can someone advise if this is 'fake' news, or have I not been paying attention to the reports in The Warrior?

To me, if this is confirmed as correct, it is absolutely APPALLING news. The article goes on to claim that 'the original LMS type proved less reliable'. Less reliable to what, I ask? Is someone with authority, in the procurement of this Project, claiming that of all the superb performances of many types of LMS locomotives that they performed they did it with unreliable injectors?

It can only be a conspiracy by supporters of the GWR, to have such an influence on the performance of our locomotive. Imagine the sly comments that will be forthcoming from those that only have eyes for the GWR.

Would you please be advised of my TOTAL objection to any component with origins from the GWR being used on The Unknown Warrior.

YOURS SINCERELY, KEITH LEAH (MEMBERSHIP NO. 505)

Dear Keith,

Thank you for your note regarding the use of GW style injectors on The Unknown Warrior, whilst we can understand your concerns we have to take a pragmatic approach to ensure that the engine is as reliable as possible on its main line forays and this involves fitting the most reliable components. It so happens that BR took the same view and the live steam injector used on the BR Standards was a GWR injector (which was essentially a Davies & Metcalfe injector) and is pretty reliable and easy to work, especially when you compare it with the LMS moving cone injectors (essentially a Gresham & Craven injector).

The main reason for our decision is that a well-known reliability issue associated with the LMS design injector which has a reputation for requiring frequent adjustment while in use to stop them 'knocking off', therefore stopping the feeding of water into the boiler.

A number of ex-LMS locomotives in use on our preserved lines and on the main line have been fitted with GW pattern injectors to improve reliability. This includes all the Black 5s operated by Ian Riley.

The second reason is trying to find a supplier of the LMS pattern unit, which due to the issues outlined above is problematic as manufacturers are reluctant to make them.

Ours were part of a batch of 10, some of which are destined for other LMS locomotives.

The last thing you need is not to be able to feed water into the boiler when required.

Whilst on the subject of the Great Western, it is fairly well known that when William Stanier moved from Swindon to Crewe he made changes to the 50 production Patriots, in particular the front bogies which were modified to utilise GW style side bearers and the axleboxes which were redesigned to the GW pattern. From the Patriots on, all new LMS designs incorporated these changes and in the case of the Scots were retro-fitted during the thirties.

Hope this helps you understand our decision.

Kind regards, David Bradshaw, Chairman

I wonder what process goes on in our minds that decides what is our favourite locomotive from the vast choice we have. Although my favourite is the Midland Compound it is closely followed by the Patriots. This I am sure stemmed from me seeing the last L.N.W.R. Cloughton at work in about 1946 on two rare occasions after it ceased regular work on fast passenger trains.

The first time it ran into Birmingham New Street with a train, which I believe had come from Liverpool (it was an Edge Hill engine) and the second time was a little later and it was piloting 6203 *Princess Margaret Rose* through Tamworth Low Level. 6203 got loudly booed by the gallery!

Later still I saw it awaiting its fate in Crewe Works. A decision on whether to preserve it or the last Prince of Wales or the last George the Fifth sadly resulted in none of them being saved. A terrible loss which means that little Hardwicke is the only L.N.W.R. express engine we have. A large chunk of history lost.

I attach a poor photograph of 6004 in Crewe Works in July 1949, taken on my extremely basic Ensign Fullview camera and I thought some members might like to see the forerunner of the Patriots. You can even put it in the Gallery if you dare.

I think it would be interesting if other members let us know how they first became attracted to the Patriots, particularly if they are their favourite locomotives.

DAVID PHILLIPS (MEMBERSHIP NO. 20/09)



Hi,

My late father told me he came back from WWII hauled by No. 5516 *The Bedfordshire and Hertfordshire Regiment*. The train was all in crimson lake livery. He took me to London several times in the late 40s, when we arrived at St. Pancras he always went up the the locomotive thanked the driver and fireman for the safe trip and gave them half a crown for a drink. There was a picture of the train in colour that brought him home in Luton Museum but on a recent visit it is no longer there, the nameplate that was over a door at Luton has also gone.

I will try to see if I can get them put back into the museum or get a copy of the picture. Keep up the good work, I look forward to the day when we will see the new Patriot on the main line.

REGARDS,
PAUL JEFFRIES (MEMBERSHIP NO. 148/05)

Back in 1953 I was a fireman at Bletchley in the control relief link. Relieving a very late running Fleetwood fish train with an unnamed, unrebuilt Patriot loco. Must have been an eventful trip for there was very little coal left in the tender when we took over. No longer enough left to self trim. Hoping that as usual we would venture to Willesden using the goods line we set off. No chance. Main line all the way. Non-stop walking on my part. Into the tender to shovel what was left of the coal forward then using the collected heap to fire every two minutes. Well we did manage to get rid of our train at Stonebridge Park and get to the loco shed with just about two shovel fulls of coal left.

TED TAYLOR (MEMBERSHIP NO. 850/08)

RAISING THE PRESSURE! BOILER APPEAL

Donate online, go to www.lms-patriot.org.uk and look for the **Raising the Pressure!** button on the home page.

MEMORIES OF A SEPTUAGENARIAN

BARRY GREENER (MEMBERSHIP No. 664/05)

Having just reached the age of 76, I have been a train spotter then railway enthusiast for over 60 years which has seen my interest cover all aspects of the two since being a teenager at school. Like most I started as a spotter using an Ian Allan book to record locos I had seen, which exercise familiarised me with the different classes, wheel arrangements etc. My first location was my own city of Coventry and first memories at the old L.M.S. station (replaced in the late 50s/early 60s) was of rushing from school adjacent to the Euston to Wolverhampton line to see a Friday's Only double-headed train, and watching an old M.R. 2F 0-6-0 shunting in the Warwick Road goods yard (now a shopping centre and car park) below the school playing fields.

Other early memories were of seeing my first named train, 'The Midlander' which ran from Euston to Wolverhampton until 1959 which always was headed by an L.M.S. Jubilee and asking drivers of local trains with an L.M.S. class 2MT 2-6-2T if I could 'cab' them. At first the only diesels were the former L.M.S. 10000 and 10001 and the former S.R. 10202 and 10203 on expresses which were mostly with Jubilees and Scots. Pacifics were never seen, but on freight W.D. 2-8-0s and L.N.W.R. 0-8-0s were common (the latter shedded at Coventry 2D until it closed in 1958 when most of the local passenger services to Leamington and Nuneaton had the first diesel multiple units). I soon discovered that to see different locos I would have to go to Rugby, Nuneaton and Birmingham New Street and to see more Patriots and to 'cop' more engines.

During the latter years of the 1950s I still holidayed with my parents and we stayed at Deganwy near Llandudno, so I saw many more Patriots on the North Wales Lines. I enjoyed the use of seven day rail rover tickets which I used to travel on the 'Snowdonian' (unusually a named train often in the hands of a tank engine), which ran from Rhyl to Llanberis where I saw the diminutive Dinorwic Quarry locos and went on the Snowdon Mountain Railway. Of course I also went via the Britannia tubular bridge to Holyhead, Anglesey. One year I travelled to Portmadoc to travel on the Ffestiniog Railway which then only ran as far as Tan-y-Bwlch. On this trip I met a wonderful man from Liverpool called George Moorcroft with whom I kept in touch for over 30 years until his death. We both loved football and railways, me Coventry City and he Everton. My big regret in North Wales was that the

Llandudno Junction to Blaenau Ffestiniog railway line along the beautiful Conwy Valley was one of the first to be dieselised, a line I would have loved to have done by steam. In addition to our main holiday in North Wales during these years we spent a week at Whitsun at Barry in South Wales, where of course the locos were not former L.M.S. but former G.W.R.

Throughout the decades my interest has taken many forms which I am now glad of when I reminisce. In the early days of spotting Warwickshire was the county surrounding Coventry with three of the four former big railway companies - L.M.S., G.W.R. (I used to cycle to Leamington Spa to see Castles, Kings, Halls etc.) and the L.N.E.R. (former Great Central at Rugby) where I saw V2s on the Master Cutler and L.N.E.R. 2-8-0s crossing over the West Coast main line. My enthusiasm started soon after the B.R. 1955 modernisation plan predicted the end of steam, but before Beeching planned to close many lines. Another form of my enthusiasm was connected with industrial railways travelling on industrial/freight only lines, including visiting the Oxfordshire Ironstone Company at Banbury and also the Glenfield goods line in Leicestershire with a M.R. 2F, plus travelling around the streets of Burton-on-Trent in the directors coach of the Bass Brewery Railway before its closure. There was also travelling in wagons on the Cromford and High Peak. I also went on many coach trips with spotters to engine sheds all over the country and went on many society trips and tours including the Isle of Man. I became more ambitious in travelling on lines by steam before they were dieselised and later before they were closed by Beeching. Both of these meant sleeping in some

unusual places to travel on possibly the only steam train of the week, for instance sleeping overnight at Cardiff General to go on the Sunday morning newspaper train to Merthyr Tydfil, sleeping in a railway hostel at Westbury, a railway carriage at Evercreech Junction (having the previous day travelled the line to Burnham-on-Sea) to travel the next day on to Bournemouth using the Somerset and Dorset with a 7F 2-8-0. On many other occasions I slept in more comfortable surroundings staying at youth hostels at Carlisle, Exeter, Glasgow and Killin for example. I needed lots of patience when diesel locos were becoming common after 1960. I recall waiting for hours at Exeter for a steam train to Plymouth to go over Dainton Bank, eventually being rewarded with a King-headed relief and likewise at Carlisle for a relief Manchester to Glasgow behind a Royal Scot to go over Beattock with steam.

My interest in industrial locos may have been partly as a result of Coventry having a colliery (Courtaulds), power station and gas works, with Warwickshire having several collieries. My first foreign trip was to France in 1966 followed by East Germany in 1967 and after the end of British steam in 1968 to Spain and Portugal. After the end of steam in Britain I was able to spend more time on another interest - mountain walking, and eventually climbed all 3,000ft peaks in England and Wales and Ben Nevis in Scotland. However, during the 1970s I was glad of Steam Safaris, L.C.G.B. etc. for organising foreign steam trips and was able to enjoy travelling behind many classes of locos in Czechoslovakia, Hungary, Poland, Turkey, Italy, Austria, etc. The last country I travelled by steam in was Norway in 1982.

I am glad that in the early 1960s, in my desire to travel on as many lines as possible by steam, I was able to travel on rail tours using C.R. No. 123, the Jones Goods and Glen Douglas to cover many lines in Scotland. I used rail rover tickets and circular tour tickets you could order to cover much of Wales and England, and a Great Eastern rail tour to cover lines in East Anglia with J15, J17 and N7 locos which had been my poorest area. I used 'hop picker' trains to cover much of Kent in an area bristling with electrics thanks to a tip off in the Meccano Magazine (Paddock Wood, East Grinstead) and I went on all the lines on the Isle of Wight with O2 0-4-4 tanks. In recent years I have been regularly travelling on the Welsh Highland Railway as it extended towards Portmadoc and trying to travel behind classes of loco I had not previously managed in the days of steam thanks to the Severn Valley Railway and Great Central Railway. On the former for example the B12, Metropolitan Railway No. 1 and the T9 and on the latter the Great Northern Stirling Single, Butler Henderson and Tornado etc.

Back to Coventry where I began, I photographed the very last steam train, a freight behind a Nuneaton L.M.S. 8F 2-8-0 in 1966, this year was the only year that steam, diesel and electric were all seen here. This was the year that electrification reached Coventry from London and when electric locos had to come off for diesels to proceed to Birmingham. It was many years before I saw a steam loco travelling through Coventry again after the ban on steam had been lifted. The sight and sound of 71000 'Duke of Gloucester' with its chime whistle speeding past Platform 3 brought tears to my eyes.

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Rates are £50 for a full page or £30 for a half page ad. (Discounts available).

Enquiries to: warrior-editor@lms-patriot.co.uk

Dear Editor,

I haven't contributed anything much for a couple of editions so here's another article from John King which I wrote up five years ago and was first published in the Winter 2012/13 edition of KWVR Push & Pull. Although it's of general interest only, John did put in a good word for 45517, however much of a tenuous link that is! Use it if you can but I won't be offended if you've more appropriate material with which to fill the pages. I've submitted three previous stories but don't think this was one of them.

I'll also mention that Richard Greenwood recently sent me a wonderful picture of 45517 at Rochdale station on the Liverpool-Newcastle train which he took on New Year's Day 1959. He has kindly given permission for the Project to reproduce the image.

BEST WISHES, GRAHAM BENTLEY

A RECOLLECTION OF LIFE WITH STEAM

JOHN KING ENTERTAINS US WITH ANOTHER STORY OF HIS RAILWAY LIFE

When Sowerby Bridge shed closed in 1964, I put in for a transfer to Didcot on the Western Region. My application was successful and I made the move south, hoping to maintain my association with steam a bit longer in an entirely new environment. I stayed at the railway lodgings which cost £1.7s.6d a week in return for which I had the use of a room measuring about eight feet by six feet, a bed with a chest of drawers plus access to four showers which were actually pretty good.

The conditions were fairly basic but adequate though what I couldn't get used to was the chorus of crickets which kept me awake at night, unless that is, I'd had some lubrication beforehand at the 'Horse & Harrow' in East Hagbourne. I took my meals in the railway canteen which were extra. They didn't cost much but given what they served up, didn't need to be.

By that date, all the passenger jobs had gone over to diesel but steam was still being used on parcel trains, empty coaching stock movements, pilot duties and freights, and the depot had an appropriate allocation of former Great Western locomotives for this work. These included the 38xx 2-8-0s, 61xx 2-6-2 tanks, 63xx 2-6-0s, various 4-6-0s and 0-6-0 pannier tanks, all of which were maintained in generally good order. Like most enginemen, I preferred the types I'd been used to but I liked the Hall Class and particularly remember No. 6937 *Conyngham Hall* and 6983 *Otteringham Hall*. I liked the Prairie tanks too but didn't care much for the Pannier tanks. I preferred the bigger engines, (45517 of Bank Hall shed was my all time favourite - I'd have

taken it every day if I could) so for the same reason, I wasn't enamoured with the 'Jinties' or with any of the saddle tanks.

My regular driver was a man from Brecon and it was not a happy pairing from my point of view. His steam experience seemed to be limited to pannier tanks and 'Mickey Mouse' 2-6-0s and, probably because he'd recently transferred to Didcot, his route knowledge was worryingly deficient. We once took 90563 light engine to Southall and had an exchange of words before we even left the shed. He'd never seen one before and insisted on blowing vacuum so that the horn and bell would work as he was unsure of the road ahead. Once we'd got going and he'd notched up, our speed rose above 30mph causing the engine to thrash around. It frightened him to death and I was convinced his false teeth were going to drop out. He refused to believe that I'd been on nearly two hundred of the class on my home ground and that this lively ride was quite normal for these engines. So when an opportunity presented itself one day to escape my colleague, I jumped at the chance.



No. 45517 departs Rochdale station on a Liverpool-Newcastle train on 1st January 1959. © RICHARD GREENWOOD.

One of the other men in the link was a Cornishman by the name of Jan. He wanted to spend a day at home with the family and asked if I'd mind swapping turns with him. Mind? I could have blessed him. He and his mate were booked to work a freight train from Didcot to Woodford Halse and back on a Class 'H' goods with a 2-6-0 which turned out to be 6367, one of Mr. Churchward's pocket size all-rounders. The main things against these locomotives were their low sided tenders, inaccessible controls, pole reversers and vacuum systems but otherwise, they were pretty fair, even if they didn't stand comparison with the LMS 'Crabs'. I don't know where the train had started but by the time my driver and I took over, the fire was dirty and I had to use the dart constantly during the journey to

keep it alive. It was a struggle but we got there. On passing the shed, we saw the lines of WD 2-8-0s parked up awaiting their next duties. I suggested taking one on the return journey but the driver wouldn't hear of it. I also suggested cleaning the fire and taking coal but surprisingly, that fell on deaf ears too so it was back to heavy use of the fire iron and forays into the back of the tender to reach the diminishing reserves on the return leg. As we approached Oxford, however, the driver complimented me on having more steam than he'd had all week with the Cornishman which seemed like praise indeed and improved my morale no end. Alas, my move south proved unsatisfactory and after four months, I successfully applied for a transfer back to the industrial north east.

Dear Mr. Sikes,

Thanks for your message regarding contributions for the next 'Warrior' magazine.

I don't know whether it is of any use to you, but a quick online search for photographs of original Patriot class locomotives has turned up pictures of 5504 on the Rail UK steam loco class information site, 5514 and 5521 on the Warwickshire Railways site, 5523 on Mike Morant's site and 5549 on the Rail Photoprints site.

I don't know whether any of these would be available to put in the magazine or not. Incidentally, the famous photograph of Private W. Wood VC is a partial view of 5536.

I might write something a bit more substantial for the magazine in the future, although being only 48 and having no memories of BR steam, let alone Patriot locos, I don't know of how much interest anything I write might be!

ALL THE BEST,
BARRY D. FRIEND (LIFE MEMBER NO. 627/00)

Dear Sir

I have enclosed a picture of a First World War soldier taken at the memorial plinth at Prescott Church, Merseyside. I thought this may make a good crest for The Unknown Warrior with the words around the edge: LET US NOT FORGET.

I hope this is of some interest.

MR A. C. JONES
MEMBERSHIP NO. 111/02



Dear Patriot Project,

Many thanks for my copy of the latest issue of The Warrior. Please find enclosed a cheque for £100 in respect of the 'Raising the Pressure!' appeal for the boiler completion and am pleased with the speed with which funds are being raised.

On the matter of the relationship with RBL, I understand the disappointment expressed by members in the pages of The Warrior but I have always been of the view that our relations with them have been somewhat ambiguous and we should not lose too much sleep about it all.

Our project has a great future with or without the RBL and we should move on. With regard to a replacement crest may I suggest that it be the crest of the London, Midland & Scottish Railway as our links with it are beyond doubt.

REGARDS,
JOHN & CAROL TURNER
(MEMBERSHIP NO. 750/11)



Dear Pete,

I have just returned from holiday and the November issue of The Warrior was the most welcome item in quite a lot of post. The quality of this publication reaches a higher standard with every issue. Thank you and congratulations.

The other reason for writing to you is in connection with the crest. I am very taken with Mr. J. A. Bennett's suggestion in his letter printed on page 60 of The Warrior. A 'Dead Man's Penny', unnamed seems very appropriate in every respect and I would like to support this suggestion.

On a personal note, my wife's maternal grandfather was lost in Flanders in 1917, one of many, many unknown warriors. Such a crest would have a particular poignancy to us as this soldier has no known memorial.

WITH VERY BEST WISHES,
YOURS SINCERELY,
JOHN RIDER (MEMBERSHIP NO. 195/07)

Hi Peter,

Whilst I have already sent an idea for the new locomotive badge in December, another idea struck me recently. How about using the badge of the Northumberland Fusiliers which both Private Sykes VC and Private Wood VC served in during the First World War? You might not even need permission as the regiment is no longer in service, but perhaps the museum for this regiment can help here as we don't want another RBL cock up.

REGARDS, JOHN BARROWDALE

Dear Editor,

Reading through the November issue of The Warrior I came across the article about creating a New National Icon. I feel that as this is to be 'The Unknown Warrior' it has a great connection with the Unknown Soldier who lies in Westminster Abbey. The Unknown Soldier was also an Unknown Warrior of the war, so perhaps an emblem that that connects the two would be suitable.

Perhaps the bowed head and shoulders of a soldier holding the rifle butt as seen by many at certain sad events. Just a thought.

BEST REGARDS,
RON GARDNER MEMBERSHIP NO. 466/03

Dear Mr. Sant

I wonder whether the enclosed photo of my recently acquired 'O' gauge Patriot, No. 5519 *Lady Godiva*, is of any interest for The Warrior. It is thought to have been hand-built by its previous, deceased, owner. *Lady Godiva* was the only original Patriot I had a run behind, from Bristol to Gloucester in 1960.

I was also interested in two items in the last Warrior. Like Mr. Hunter I also visited Camlik (not Gamlek) railway museum in 2017, but in October. At that time LMS 8F No. 45161 was not on display. Given its paint state in Mr. Hunter's photo it may have been removed for repainting - all the other locos were pristine paint-wise in October.

Finally, I actually witnessed the death of Bishop Treacy on a grass bank just outside Appleby station. I was sitting in the steam hauled train he had come to photograph. I realised he was dead when two policemen checked him over and then left him lying on the wet grass while they sought help.

U. W. R. CASBOURNE (MEMBER NO. 1230/01)



Dear Sir,

While there appears to be myriad steam new-builds going on at present (Tornado has a lot to answer for!), I have always been particularly interested in your scheme to build 'The Unknown Warrior'. I have contributed before but please accept another one as enclosed. Because of the boiler problem delays I am sure you are pleased to get HBSS on board, but at the same time very disappointed to miss the 100th anniversary of the Armistice in November this year. So, are you aware that the final Peace Accord was not signed until 23rd June 1919 (even then, inexplicably two day late) at Versailles. This is why some monuments state WW1, 1914-1919.

So would June 2019 be another date to aim at for 5551 steaming? Just a thought.

BEST REGARDS,
ROGER A. STRUTT (MEMBER NO. 000/00)

PUT THIS IN THE MAG! – A REPLY FROM RBL

Following on from your publication of my letter regarding the RBL (page 59, Warrior 35). Please feel free to similarly present it's follow up with the RBL response which I sent as soon as I got it.

As for a 'badge' on 'Warrior' and the last issue, I accept that the RBL has 'patented' certain 'poppy related designs' but to patent the poppy itself and any (all) design(s) thereof would be thrown out by the courts if it came to that. So an encircling 'wreath' containing poppies would be fine I'm sure, if members would like that. Ideas for the centre might well include the stylisation of the soldier head-down leaning on his upturned rifle with the coffin of the 'Unknown Warrior' behind. Another idea might be the coat of arms of the LNWR (licensed from whoever).

BRUCE BAKER-JOHNSON, MEMBERSHIP NO. 828/06

Dear Mr Baker-Johnson,

Thank you for contacting us and for giving me the chance to put this right for you.

I am sorry that we have not answered your question when you contacted us previously – I will be looking into this as a separate matter (any details you can provide would be much appreciated).

As a long-standing member, I wanted to write back to you personally to address your concerns. I have also spoken with Emma Cannings, our Director of Membership, as well as Robert Lee, our Assistant Director of Remembrance.

We encourage everyone to find unique ways to remember and celebrate the contributions of those who have served – this can be both in partnership with The Legion and independently too. Alongside, we also must make sure that our registered trademarks and devices are used only in connection with our charity, to protect the public interest – this is required in charity law.

LMS-Patriot Company is a separate company to The Royal British Legion with its own legal, financial and membership structure. As you have mentioned, in 2009 our Marketing and Publicity Director agreed to LMS to using the membership badge on its engine and magazine.

However, decisions such as this ultimately lie with our trustees who were not consulted at the time. We are grateful for LMS-Patriot contacting us this year to seek an update. After careful consideration, our trustees came to the decision that allowing our badge's use by LMS-Patriot, a separate company, could cause confusion with our supporters and members who may assume their donations were going to the work of The Royal British Legion's Welfare and Remembrance services – which they would not be.

Your support has been invaluable for decades and I hope you will still join us in the many activities we have planned for marking the Centenary next year.

If you do have any further questions or there is anything more I can help with, please do let me know. My team can be contacted on 0333 011 4500 or at supportercare@britishlegion.org.uk

KIND REGARDS, OLIVER DAY
SUPPORTER CARE MANAGER, THE ROYAL BRITISH LEGION

Mr. Day

This is the last year RBL gets any support from me. Disgraceful attitude toward the many hundreds who have also supported 'The Unknown Warrior' war memorial locomotive project via the RBL endorsement – gentleman's agreements bearing no cast with the RBL it seems. I have been asking questions of the RBL on this since 2013 and only once got as much as 'received and passed on' and nothing further – just shows the present RBL's contempt for it's rank and file so I'm moving on after several decades.

H B W BAKER-JOHNSON (NOTTINGHAM BRANCH)

PATRIOT PAINTINGS – WE NEED YOUR HELP

For the last four years the fund raising and publicity team have been searching for more and more Patriot locomotive paintings for our annual calendar. So far we believe we have found some of the most stunning artwork of members of the class. But it has got us wondering, there must be many paintings that we have yet to see.

Internet search engines can only help so much and that's if you have the correct key words to start with. So our search now goes out to you! Are you an artist who has painted a member of the class? Have you acquired an image over the years that has not been seen before? We would love to hear from you.

The excellent example shown here was sent in by Richard Smithies along with another of his Patriot paintings. If you have any information about Patriot paintings or have a canvas you have painted yourself please contact us at:
memberscorner@lms-patriot.org.uk



ORDER YOUR BESPOKE MEMBERSHIP NUMBER

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



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

Call the office on
01785 244156
to check the availability of your chosen number.

No. 45501 *St. Dunstons* pictured minus its tender on an unknown date at Crewe Works.
 PHOTO: BILL ASHCROFT. © THE LMS-PATRIOT PROJECT.



WORD SEARCH 12

LMSR DESTINATIONS (part 2)

APPLEBY • BATH • BESCOT • BLACKBURN • BIRMINGHAM • BOURNEMOUTH • BRISTOL
 BURTON-ON-TRENT • BURY • BUXTON • CARLISLE • CHESTERFIELD • COLERAINE • CORWEN
 CHESTER • CRICCIETH • CREWE • DENT • DERBY • DEWSBURY • DUNDALK • EUSTON • FORFAR
 GLOUCESTER • HITCHIN • HORWICH • HEREFORD • KEELE • KESWICK • KNIGHTON • LARNE
 LEICESTER • LICHFIELD • LINCOLN • LIVERPOOL • LOCHALSH • LUDLOW • MATLOCK • MOFFAT
 MOW COP • NEWARK • NOTTINGHAM • OXFORD • PAISLEY • PETERBOROUGH • POOLE
 RADSTOCK • RUGBY • SALE • SHREWSBURY • SKIPTON • STIRLING • STROUD • SOUTHEND ON SEA
 STOCKPORT • STONE • TRENT • WALSALL • WEDNESBURY • WELLOW • WELLINBOROUGH
 WHITEHAVEN • WOLVERHAMPTON • WOLVERTON • WORKINGTON

What goes with turkey?

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



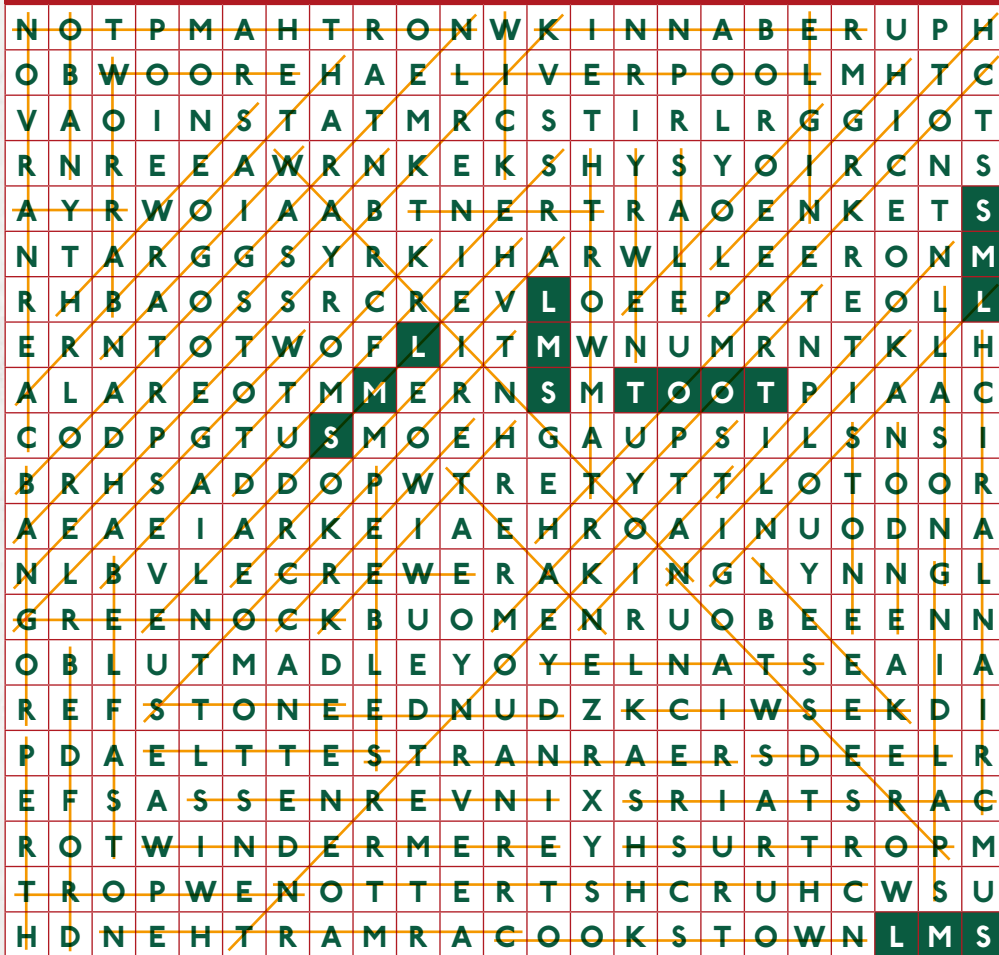
ANSWERS TO WORD SEARCH 11

LMSR DESTINATIONS (part 1)

ARBROATH • ARDROSSAN • AYR • AVIEMORE • BARROW • BANGOR • BEATTOCK • BOAT O'GARTEN • BEDFORD
BELFAST • CARMARTHEN • CARSTAIRS • CRIANLARICH • CAERNARVON • CHURCH STRETTON • COOKSTOWN
COCKERMOUTH • CREWE • DUNDEE • DUMFRIES • ELGIN • ENDON • GLASGOW • GOOLE • GNOSALL • GREENOCK
HAWES • HELMSDALE • INVERNESS • LEEDS • KEITH • KILLIN • KINNABER • KESWICK • KIRKBY STEPHEN • LEEK
LEIGH • LIVERPOOL • KINGS LYNN • MARYPORT • NORTHAMPTON • NEWRY • OBAN • PERTH • PEEBLES • PENRITH
PRESTON • PORTRUSH • RICCATON • SALE • SETTLE • STONE • ST. NEOTS • SPALDING • STANLEY • STRANRAER
STOKE-ON-TRENT • TAIN • TEAN • TAMWORTH • TIPTON • TRENT • WARRINGTON • WIGAN • WINDERMERE • WICK

Which stations are called at twice (Crewe, Gnosall, Trent) and what does a driver do on approaching a 'crossing'? (Toot)

How many LMS? - 4



To donate online, go to www.lms-patriot.org.uk or please send your donation to:
The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ
You can also donate by card, call the office on 01785 244156.

The LMS-Patriot Company Limited

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

Patron Simon Weston, OBE

Company Registered in England and Wales No:
6502248

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Facebook and Twitter



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30th November 2017 saw the boiler move from LNWR Crewe to HBSS at West Shed, Ripley. A late night ensued as the boiler parts couldn't be moved until a shunt took place to make room for our components. With the clock approaching midnight HBSS proprietors Rob Adamson (left) and Andy Wilcock (right) lean against the inner firebox and look pleased (or relieved) at a job well done.
PHOTO: ANDREW KENNEDY © OAKWOOD VISUALS