

# The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



MAY 2018  
Issue 37 • £2.50



## Contents

Chairman's Thoughts	3
Treasurer's Report	4-6
Project 2020	7
The Patriots, Volume 1	8-9
Engineering Report	10-15
Volunteers' Report	15
From the Office	16
GDPR	17
Patriot Ale Launch	18-19
CAMRA Beer Festival	20
Sales Report	21-23
The Crest	25
The 'Patriot Family'	26-29
Picture Gallery: 5512 at Nottingham Midland	32-33
Spotlight on Kevin Finnerty	34
Were the Patriots Really Necessary?	36-40
Picture Gallery: 45538 at Edgeley Sidings	42-43
Members' Corner	44-57
Tender Tank Appeal	49
Picture Gallery: 45518 at Tebay	58-59
Patriot Paintings	60
Word Search 13	61
Word Search 12 Answers	62
Project Contact Details	63
Picture Gallery: 5545 at Bourne End	64



## Editorial

So far we have had great success with the running of the Project and although it's an obvious thing to say, we are all looking forward to the day that 5551 is a living, breathing, steaming engine. However we know that things do not always run smoothly and you will read on the next page and in the Engineering Update that problems have occurred with the build that both David and Kevin have been working tirelessly to rectify, we will of course keep you up-to-date through the pages of this magazine.

On a happier and more self-indulgent note I am pleased to announce the release of our first book. I have mentioned quite a few times in the pages of this magazine that I am always on the look-out for images of original parallel boiler Patriots, and over the past couple of years I'm happy to say that the collection we now have has grown so much that it would take quite a few years to publish them all in the pages of this magazine. So I had the idea to produce the aforementioned book, especially as many of the images have not been published previously, and for the Project to self-publish the title so that we can maximise the profit on sales. Details of the book are advertised on pages 8 and 9 and I hope that many of you feel the urge to buy a copy!

We are also launching our latest appeal (see page 49), this is for the tender tank construction and fitting, the order for which will be placed soon. We expect that this will cost in the region of £40,000 and ask for your wonderful support to achieve this goal once again.

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

### FRONT COVER:

No. 45543 *Home Guard* waits to move onto the turntable at Derby in preparation for working the Derby to Northampton leg of the L.C.G.B. Midland Limited rail tour on 14th October 1962.

PHOTO: © DAVID PHILLIPS/THE LMS-PATRIOT PROJECT.

## Chairman's Thoughts – May 2018

It is never a good idea to think things are going swimmingly because something (or things) will come across to rap you across the knuckles. The last two months of 2017 and the first four of 2018 have been just such occasions.

Having got over the reversals from the combined efforts of LNWR Heritage and the Royal British Legion, we then identified elements of overcharging and inefficiencies from our contractors at Llangollen which effectively stopped work for six months, this has led to a serious loss of confidence in them on our part. During this time the new brake cylinder suffered damage in transit and whilst having repairs undertaken, two key components were mislaid by our contractors. As I write this we have located replacement parts and are trying to arrange delivery from Poole to Llangollen, at their expense I might add. If all this was not enough we have major issues resulting from poor quality machining of certain reversing gear components leading us to the decision to scrap them and have replacements made from new, further delaying this part of the assembly.

On 1st April Llangollen Railway Engineering appointed a new Chief Civil & Mechanical Engineer, Tim Pulford, who we hope will get the operation onto an even keel, something it has been lacking since the retirement of previous CME Dave Owen. We have met Tim, laid our cards on the table, understand our joint positions and trust we will be able to see the chassis finally completed by 31st August 2018.

On a more positive note, fund-raising is going well, HBSS are making good progress with the boiler and many of the smaller less exciting items for the chassis have been sourced, so that when work on the chassis resumes in June, all the components to enable Llangollen to meet the new target date of the end of August will be to hand. Providing this date is met it should allow time for the remaining components to be made preparatory to fitting the boiler. In the meantime, we have taken delivery of the remaining motion parts and we have found a contractor to build the tender tank, work on which should start shortly.

The target of 500 regular donors remains elusive, which means we are still some way behind the P2! Can you help?

Thank you as always for your continued support

Kindest regards,

DAVID BRADSHAW, CHAIRMAN

# TREASURER'S REPORT

## Update for Quarter 4 (ended 31st March 2018)

BY NEIL COLLINSON, TREASURER

Before I report on the figures I would just like to make the point that the 'my thoughts,' interspersed amongst the statistics and figures have been encouraged by our editor, Pete Sikes. He says it breaks up the boring bits. Cheek.

Whilst the majority of them are my own thoughts, as I sit on my 'footplate seat' contemplating what to write, I have to admit that some have been researched on t'internet. I would therefore like to record my grateful thanks to those websites who list the memorable quotes and acknowledge the individual authors of them.

I hope I am not infringing any copyright in quoting them and will acknowledge the individual underneath the quote, even though I have never heard of them.

I would like to invite you, as members, to submit quotes to me for consideration and possible inclusion in future reports. If you could please give it some thought and email them to treasurer@lms-patriot.org.uk or drop me a line to our office address I would be most grateful.

If used your contribution will be acknowledged in my quarterly report, unless you want to remain anonymous, in which case I will append the acknowledgement as 'ANON.' but add your membership member.

Whilst every endeavour will be made to acknowledge each submission, if I am overwhelmed then it may not be possible.

*My first thought for the quarter.  
A record year but not a record quarter.*

Here goes then with the 'boring' bits.

The quarterly figures were conveyed to the board at the meeting in Stafford on the 28th April. As we have reached yet another financial year end the annual results were also discussed in detail and will be included in this report.

I am very pleased to say that it was a record year for the project as total income hit the £600,000 mark. Just a reminder that the budget for 2017/18 was set at just under £500,000 so an excellent annual result in terms of total income.

*Second thought for the quarter  
A record annual income means a reasonably happy treasurer.*

I say a reasonably happy treasurer but the quarterly figures were not a record as the total income for the quarter fell just short of the £100,000 mark at £97,000 including a quarterly Gift Aid claim of £9,000. In fact it was our worst quarterly performance this financial year and lower than the same quarter in 2016/17 which was £114,000. I am so used to reporting quarterly figures in excess of £100,000 that I am crying in my tea mug as I punch the keys.

*Third thought for the quarter.  
When you have expectations you are setting yourself up for disappointment*  
RYAN REYNOLDS

### TOTAL INCOME

As mentioned in the previous paragraphs, total income for the quarter was £97,000. Annual was £600,000. Boiler loans were £7,000 in the quarter and £176,500 for the year. Significantly, if you exclude boiler loans, which have to be repaid, our true income for the year was £424,000 against a budget of £493,000.

**Membership income** came to £7,976 for the quarter (including £1,464 in gift aid on membership subscriptions and included in the total above). The annual figure was £34,300

2017/18 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	9	10 (avg. £11.80)	8	£20,083
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	£19,876

which was 93% of our expected income from this source. New life members and renewals of memberships were on target but we have failed to recruit the number of new members we expected. The income from this source has showed a steady decline over all four quarters which has seen us only achieve under half of our objective. We budgeted for 175 but achieved only 82.

**Total donations** for the quarter were £76,000 (including component sponsorship). Gift Aid included was £7,500. This includes our company support of £5,000 per month which continues until December 2018 and is classified as sponsorship. The yearly figure was £352,600.

**Regular Donations** The number of regular donors stands at 438. You will also see from the usual table above that the total amount received in regular donations has remained fairly static at £20,000 per quarter for the last five quarters.

The encouraging part is that those members who are still contributing have increased their monthly amount so we are up by 22p per month to an average £16.33. Many thanks to those who have. The total monthly amount at the end of December was £6,715 or £11,715 if you include the company support. 28 membership subs were paid from regular donations in the quarter which was higher than normal.

**One-off donations.** The amount of one-off donations is down on the same quarter last year at £32,000 as opposed to £52,000 for 2016/17. The annual figure also shows a drop from £197,000 to £157,000.

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

*Fourth thought for the quarter  
Set your goals high and don't stop until you get there.*

BO JACKSON

The usual table gives a comparative picture for the last eight quarters but does not include the £5,000 sponsorship.

Finally on donations, we continue to receive a number of items donated for sale, which in a number of cases turn out to be very valuable. They are assessed by Neil Kinsey, our sales director and expert in these matters, before prices are decided. The more valuable items are placed on ebay. Many thanks to those individuals who have donated. The proceeds are credited to the individuals account on our database and we claim Gift Aid on the amounts, where appropriate.

*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 was £5,348 (£23,079 for the year) and beer sales £371 (total £2,064). Our annual raffle raised £4,872. Add to that the income from Members' Day and adverts in The Warrior the total for sales/events was £36,600 or 95% of the forecasted amount.

### BANK

Our bank accounts showed a balance of £248,600 at the year end with £235,200 in our



Reserve account. Our VAT reclaim was £3,700 and Gift Aid was £9,000 giving us £261,000 to take forward into the new financial year. As mentioned in Warrior 36 we try and keep most of the balance in the reserve account because we get no interest in our everyday account. I am pleased to report therefore that we earned £64 in the year which was 129% of target. **Whoopie!!!** Without wishing to blow my own trumpet, I check our accounts every day and ensure that money is moved as appropriate into/out of reserve. However, I nearly got caught out recently, when I realised that I had not transferred enough money back into our current account to cover payments entered by our financial administrator, Claire. Fortunately, I realised on the day that they were due out and rectified the situation. Nearly had the 'You're fired' from the Chairman.

There were invoices for £95,900 held at the end March, with purchase orders to the value of £79,000 received awaiting invoices, giving a total of £175,000 committed.

This is only the second time in five years where I have been able to report that our cash in hand exceeds our forward commitments. However, watch this space as we speed up to make up for lost time.

## EXPENDITURE

### TUW and POs/invoices

Expenditure on TUW for the quarter is £31,000, mostly on boiler construction 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 spend for the year on engineering matters is £328,000.

## LOCOMOTIVE AND TENDER

Total expenditure on The Unknown Warrior now amounts to £1.89m on the locomotive plus £73,200 on the tender.

## OTHER EXPENSES

Total Director Costs on budget although there are variations on each allocation.

## OTHER MATTERS

Recognising that interest on the boiler loans will be due in 2020 the accruing interest will be ring-fenced to ensure that we have sufficient funds to meet our obligations. Provision is made for this situation in the accounts.

*Sixth thought for the quarter and repeated from Warrior 36.*

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

## BUDGET FOR 2018/19.

Ratified by the board at £480,000 at the meeting on 28th April. Increased by £8,890 from the provisional figure in January as we will have our own Patriot book out in June, designed by our own Pete Sikes.

And finally, Why pay by cheque when you can pay by card or bank transfer?

We do accept card payments for membership subscriptions and sponsorship/donations over the phone. It saves you the trouble of writing the cheque, paying the postage and walking/driving to a post box. You can ring the office where certain of our volunteers can take the payments. However, if it is not possible on the day you ring we will ring you back. We also have an answer machine for the occasions when the office is closed or you obtain an engaged tone.

The treasurer can also accept telephone payments so contact me/him via my/his email address [treasurer@lms-patriot.org.uk](mailto:treasurer@lms-patriot.org.uk) or via the office (see below) and I/he will get back to you.

BEST WISHES, NEIL COLLINSON, TREASURER

# PROJECT 2020

In the last magazine, I wrote that the final element to follow is for us to know directly the attitude of Network Rail, to add to the indirect description of "very keen". See below...

## Statement from Network Rail Chairman, Sir Peter Hendy re: Project 2020

*"On behalf of Network Rail I very much welcome the vision and drive behind the Patriot Project, which by 2020 expects to have built the new National Memorial engine in remembrance of the railway employee casualties of war. In 1920 there were three special commemorative engines built at Crewe, Manchester and Brighton for three of the pre-grouping railway companies to mark the sacrifice their staff had made during the Great War. In that sense the Patriot Project represents the intangible cultural heritage of railways and remembrance. It is equally pleasing that a partnership has been made with the Colonel Stephens Railway Museum which has acted as custodian for the Cavell van which almost 100 years ago carried the remains of The Unknown Warrior from Dover to London Victoria overnight on the 10th/11th November 1920, before interment at Westminster Abbey. I have asked to be kept fully informed of the progress of the event – the re-enactment of that journey on its Centenary using the Cavell van, containing a replica casket behind the new-build Patriot engine, appropriately named "The Unknown Warrior".*

There will be press releases shortly in the railway magazines and new appeals to be launched based on helping us and the Cavell van reach the point where we are both complete; and meet the regulatory approvals required for main line running.

Older members (in length of membership, not just annual rings!) may remember that David Bradshaw and Tony Streeter organised two rounds of voting through Steam Railway magazine for a name for the new (4)5551. Over a hundred separate suggestions were made. We took the five most frequently suggested, and sent them out again – with one modification. Originally, *Remembrance, Wilfred Owen, Patriot, The Unknown Warrior, and The Unknown Soldier*; but we combined the sentiment expressed in the last to include sailors and airmen, and to reflect the events at Westminster Abbey in 1920.

So four names were sent out, and the chosen name became **The Unknown Warrior**.

I'm proud of being part of the team building a new Patriot, but that is a means to an end. The end is creating the new National Memorial engine...

...Ready for 2020.

RICHARD SANT, COMPANY SECRETARY

To donate online, go to [www.lms-patriot.org.uk](http://www.lms-patriot.org.uk) or please send your donation to:  
**The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**

We accept all major debit/credit cards, call the office on **01785 244156**  
should you wish to donate by this method.



A NEW BOOK FROM

# The LMS-Patriot Project

CREATING THE NEW NATIONAL MEMORIAL ENGINE

## T H E P A T R I O T S

A P I C T O R I A L R E C O R D  
V O L U M E O N E • 4 5 5 0 0 - 4 5 5 2 5

This new fund-raising pictorial book contains many previously unpublished photos of this much missed class of locomotive. Contained in its 120 pages are over 100 superb monochrome and colour photos which span four decades from introduction to the LMS in the 1930s to the demise of the entire class in the 1960s, all capturing the Patriot class in its original parallel boiler form as designed by Sir Henry Fowler.

All profit from the book will go directly towards the completion of  
**The Unknown Warrior.**

Order your copy in writing by sending a cheque to:  
**The LMS-Patriot Company Ltd.,**

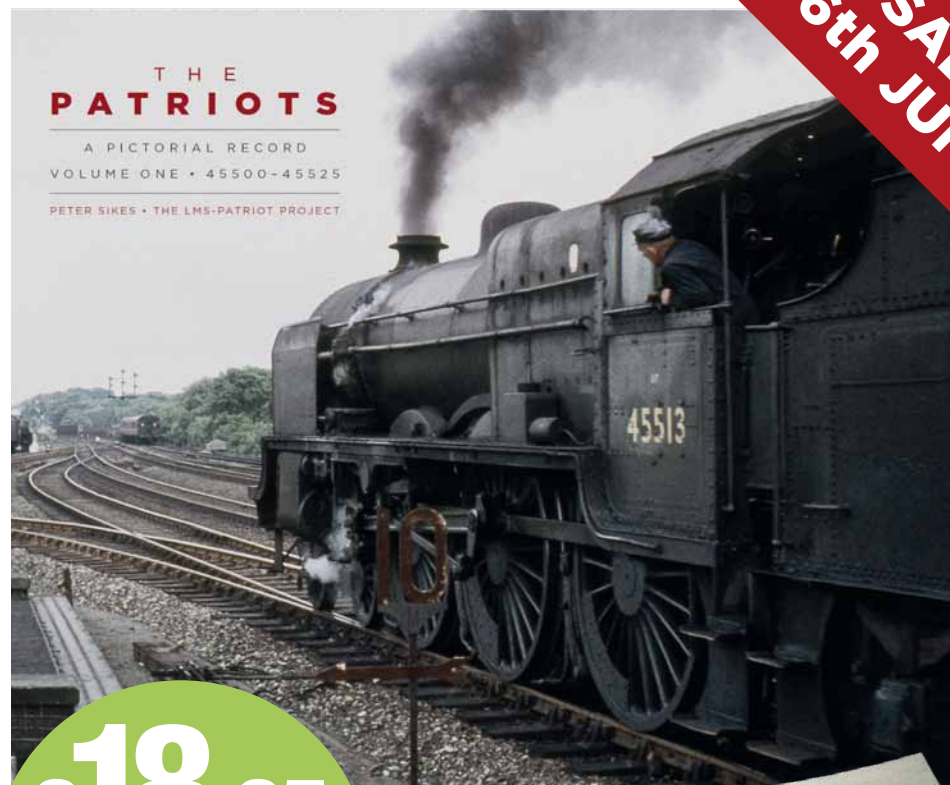
The Hub, 17 Eastgate Street, Stafford ST16 2LZ  
or to pay by card call the office on 01785 244156

You can also email [patriotbooks@lms-patriot.org.uk](mailto:patriotbooks@lms-patriot.org.uk), with your contact phone number and we will be happy to call you to take your order.

*Please make cheques made payable to: LMS-Patriot Company Ltd.*

*Going to Members' Day on 23rd June?*

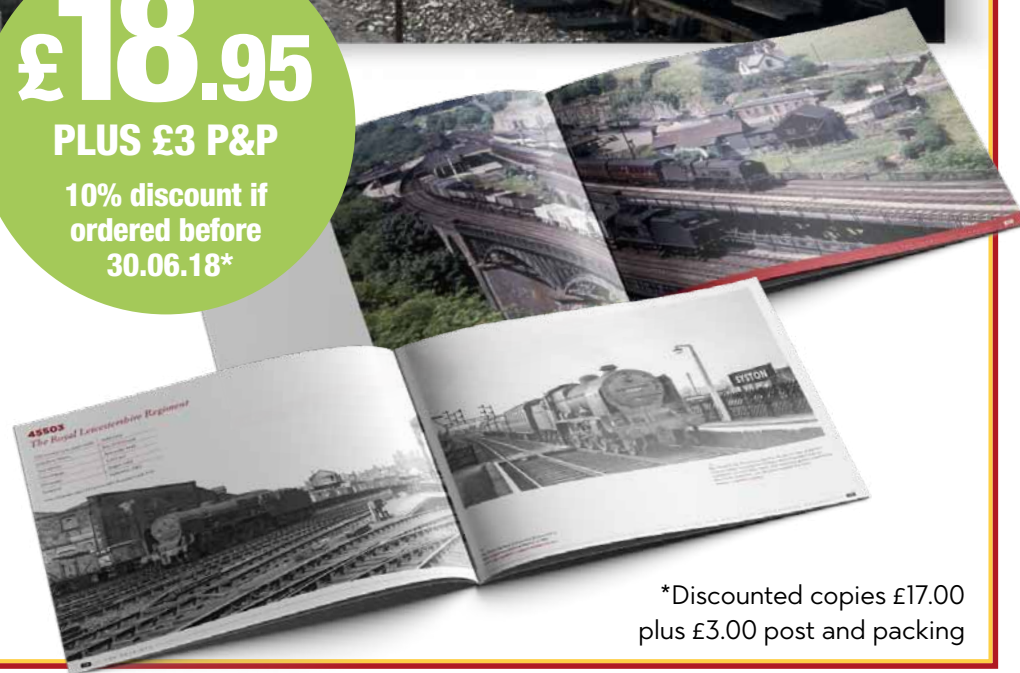
*Why not pre-order your copy and pick up from our sales stand and save on the postage.*



£18.95

PLUS £3 P&P

10% discount if  
ordered before  
30.06.18\*



\*Discounted copies £17.00  
plus £3.00 post and packing

ON  
SALE  
6th JUNE



# ENGINEERING UPDATE

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

**MARCH-MAY 2018**

## LOCOMOTIVE FRAME ASSEMBLY

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

I have said before that building a full size steam locomotive is not an easy task. The past three months have been one of increasing frustration due to delays in supply of parts from suppliers or poor quality work which has led to the rejection of a number of components that were not of sufficient quality to be used on The Unknown Warrior. This will have an effect on the assembly of the locomotive as the parts are long lead time replacements.

We have also had a number of issues with Llangollen Engineering as mentioned in David's Chairman's Thoughts. We hope these have finally been resolved. The amount of man hours devoted to sorting these problems has been considerable and has an impact on progress on other tasks.

This means very little physical progress to report at Llangollen. Parts are still under manufacture away at our suppliers and are being delivered to Llangollen on completion.

## BOILER

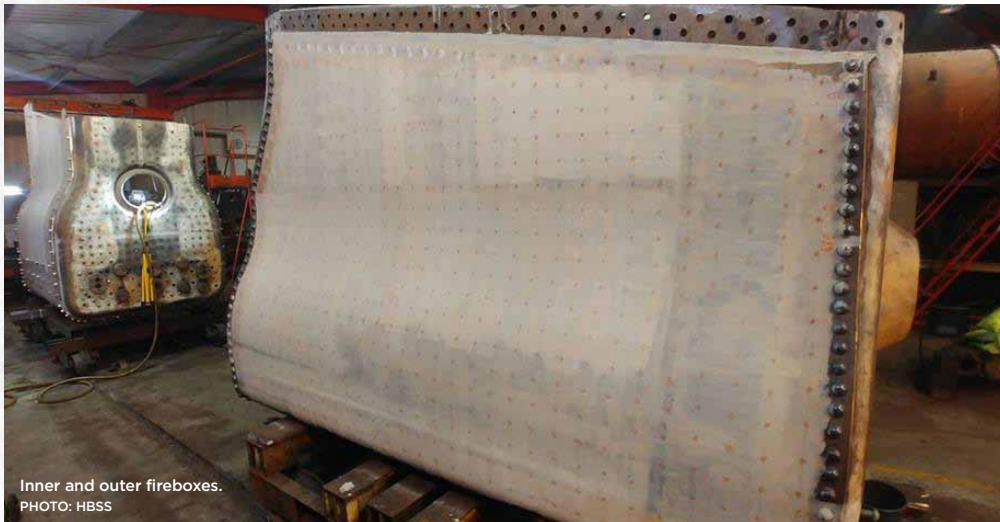
Construction of the boiler for the Unknown Warrior continues to make good progress at Heritage Boiler Steam Services.

Work has been focused on the assembly of the Outer Firebox, prior to installing the Copper Inner Firebox.



The Throatplate temporarily bolted to the Outer Wrapper. The re-enforcement plate and Foundation Ring can also be seen.  
PHOTO: HBSS

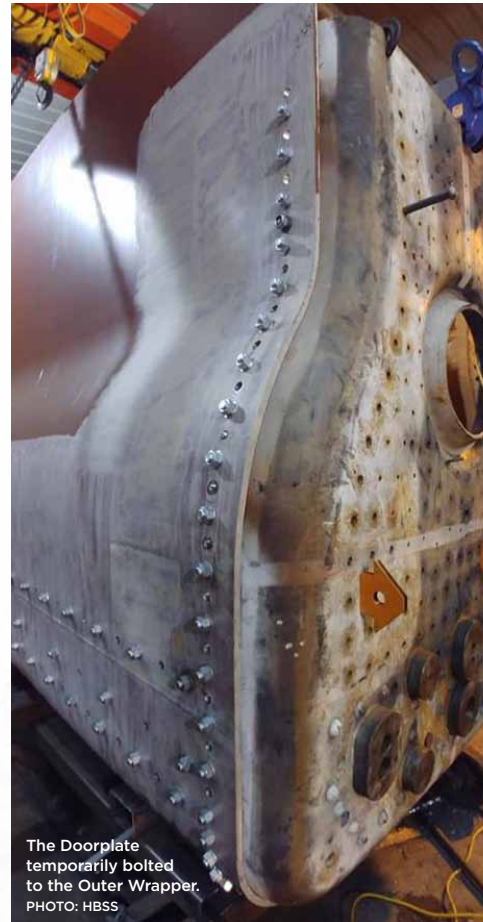
The Firebox Side Reinforcement Plates have been riveted in place. The taps for the Transverse Stays which run across the width of the Firebox have been ordered.



Inner and outer fireboxes.  
PHOTO: HBSS



A view inside the Outer Firebox showing the side reinforcement plate prior to riveting in position.  
PHOTO: HBSS



The Doorplate temporarily bolted to the Outer Wrapper.  
PHOTO: HBSS

The steel Outer Firebox Wrapper, Doorplate and Throatplate have all been undergoing extensive work, marking out and drilling the hundreds of stay and rivet holes.

The fit of the Doorplate and Throatplate flanges to the Wrapper has also been subject to fitting work to achieve the required fit. This has required temporarily fitting the flanged plates in position, marking out, drilling, measuring etc.

The Foundation Ring fit has also been checked ready for the final assembly of the Firebox.



The Foundation Ring trial fitted.  
PHOTO: HBSS





The Throatplate temporarily bolted to the Outer Wrapper.  
PHOTO: HBSS

The future assembly procedure has been decided and orders are in place to ensure we have the right parts in place when required. We are planning for a temporary coming together of the chassis and boiler in the autumn to check alignment before final assembly of the boiler commences.

#### LOCOMOTIVE CHASSIS

Due to the issues at Llangollen outlined previously and the late delivery of components, there appears little outward appearance of progress on the chassis at present. In fact, work is being undertaken on the assembly of various motion parts in preparation for assembly of the Valve Gear. These include the refurbishment of the legacy Radius Rods and Combination Levers. On the new motion parts such as the Outside Eccentric Rods and Inside Combination Levers, the bushes are being pressed in and Oil Pot Caps are being fitted. Fitting work to the relative Pins is also being undertaken to ensure correct tolerances.

One big disappointment is we are now waiting for delivery of replacement castings for several parts of the Reverser Shafts following unacceptable machining. This will have an effect on the timetable for the assembly work on the chassis.

We have been working with Llangollen Engineering to establish a work schedule to ensure the chassis completion moves smoothly from now on. A large task list is being agreed for the coming months.

The Cab Reverser Unit is making slow progress at Harco. The main stumbling block is the lead screw thread. This thread is 2" diameter, triple start, of triangular form. The design is pure LNWR from the late 1800s and was used on the Precursors and Claughtons before being fitted to the Patriots. All parts of the Reverser units are now finished with the exception of cutting the male and female threads. The Reverser Nut is made of two pieces of cast iron, bolted together with a 1/4" thick brass strip



The Foundation Ring in position with the outer Wrapper, Doorplate and Throatplate.  
PHOTO: HBSS



Not an acceptable bearing surface! PHOTO: KEVIN WEST



Lever for the Cab Reverser unit. The surface finish requires polishing. PHOTO: KEVIN WEST

sandwiched between. The thread is cut along the centre of this brass strip. The Nut is 12" long and requires the thread cutting along the full length.

A special tap was ordered to cut this thread, but unfortunately the tap supplied was for a square form thread and not the triangular form required. We are now investigating other ways of cutting this female thread. The male thread will not be cut until the female is complete. We have found a couple of possible manufacturers that may be able to cut this thread and are about to start the technical discussions.

#### BRAKE SYSTEM AND LUBRICATION SYSTEM

Work continues on installing the lubrication system pipework.

The braking system on the locomotive is almost ready for completion. The new Brake Cylinder required a small amount of machining that the supplier was unable to do due to sickness of their staff, so we agreed to undertake this at Llangollen. Subsequently, this was undertaken at Harco, but during the movement of parts between the two sites some parts went missing. We have finally reached agreement over supply of replacement parts,



A selection of parts for the Cab Reverser unit.  
PHOTOS: KEVIN WEST



Reverser Nut & Square Form Tap.  
PHOTO: KEVIN WEST



although these will also need some machine time due to the sickness issues at the suppliers! Once done this will allow the Brake Cylinder to be fitted and the Brake installation completed.

Refurbishment of the original 9" Tender Brake Cylinder from 8F 48518 continues at Harco Engineering.

### PISTONS, VALVES AND MOTION

Work is progressing on the procurement and manufacture of the remaining Inside Valve Gear parts.

The Return Cranks have been delivered to Llangollen and wait trial fitting ahead of the assembly of the Valve Gear.

Design work is progressing on the Piston Rod Glands and Covers plus Squab Boxes for lubrication of the Piston Rods. These are based on those fitted to the Black 5s as no drawings of the originals have been found. Castings for the bronze spring mountings have been ordered and the design for the Cast Iron packing pieces and rear covers is being finalised prior to ordering castings and springs.

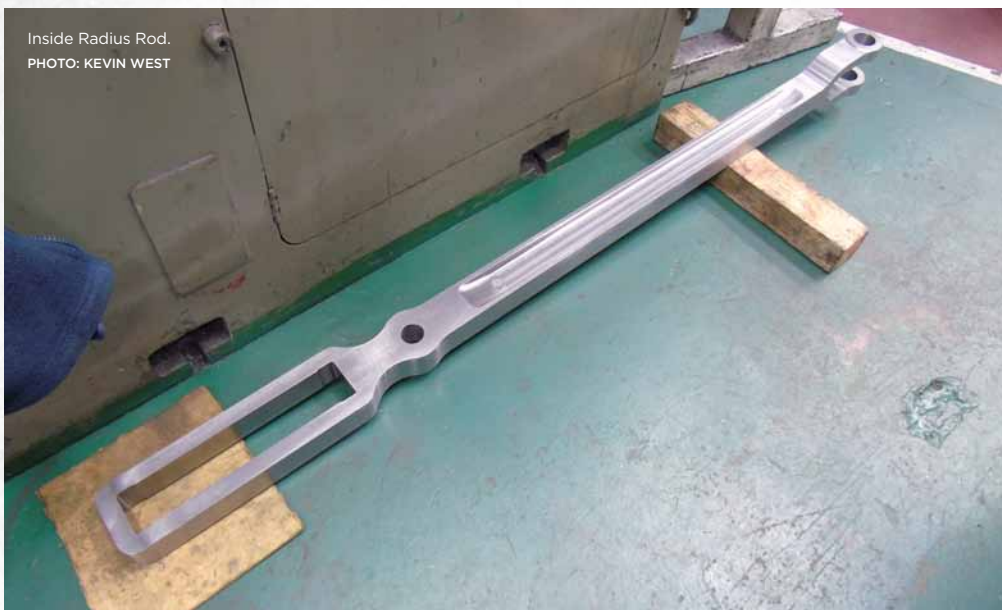
Manufacture of the new Inside Radius Rod is almost complete at Harco. This just needs final polishing to eliminate the machining marks before delivery to Llangollen.

The Intermediate Reach Rod has been machined at CMS, Coalville and is ready for delivery to Llangollen.

Intermediate Reach Rod following machining at CMS Cepercor.  
PHOTO: CMS



Inside Radius Rod.  
PHOTO: KEVIN WEST



### DRAIN COCK GEAR, CYLINDER RELIEF VALVES AND SANDING GEAR

The replacement casing castings for the Cylinder Relief Valves have been another delay. The original supplier has not been able to supply replacements within our required timescale so we have had a pattern made and new castings supplied. These will be machined in the near future and supplied for assembly and testing. The original castings will be returned for refund of the costs.

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

### FITTINGS

We continue sourcing fittings required for the locomotive.

In our last report we mention we were searching for a pair of Steam Heating Shut Off Valves. A pair have now been purchased from our friends at Tyseley Locomotive Works.

Work is in progress to source the many other fitting that are required to finish the locomotive.

### TENDER

Work had restarted on the preparation of the Tender chassis for riveting with the countersinking of numerous holes. This work was also affected by the issues at Llangollen. The completion of riveting the Tender chassis is now high on our list of task for early completion.

We have been in discussion with another restoration group regarding taking the riveted chassis and undertaking all the work to complete the rolling chassis. These discussions are still at an early stage.

We are also in detailed discussion with a possible supplier of the new Tender Tank. The discussions are encouraging and the price quoted is in line with our expectations. We expect to be able to place an order in the near future assuming agreement can be reached over time scales and details.

### FUTURE WORK PLANNING

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

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

Please return the booking form included with Warrior 36  
or call the office on 01785 244156 to ensure your place by 6th June

## VOLUNTEERS' REPORT

DAVID HUGHES, VOLUNTEER CO-ORDINATOR

**Following on from the protection works described in my last report the remaining areas of the chassis which required painting have been completed.**

Llangollen Engineering have not progressed with the riveting of the tender frames as expected so our work on this is currently suspended. With the emphasis now being placed on the locomotive chassis I am not expecting to carry out any further work on the tender any time soon.

Finally on our Night Owl "contract" job the frames have now been given two coats of gloss paint and other areas tidied up. Our work on this is now complete.

As there is currently no more work in the pipeline the Volunteer Team are taking a break.

## FROM THE OFFICE

### OFFICE HOURS

These are variable depending on the availability of volunteers.

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

There is an answerphone on  
**01785 244156**

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

The week after Warrior 36 was posted out, as anticipated, we saw our biggest ever postbag arrive, with over 100 items received on one day! This included the usual welcome donations and renewals but was of course mainly applications for Members' Day and votes for the crest. This has continued and means that the office has been really busy. As I write this nine weeks later, things are getting back to normal, more manageable levels.

Unfortunately the busy time coincided with a shortage of volunteers in the office. This is due to a number of reasons but mainly illness and holidays. There is some good news though, in that we have a new volunteer, Reg Mathews who we are delighted to welcome to the team. Reg has only just started training and commented that it was good to see what happens behind the scenes. If there is anyone else wondering if doing a few hours in the office would suit them, please do let me know.

As I mentioned in the last report, we continue to have problems ensuring that all members receive a reminder when their membership is due for renewal. Unfortunately we have not yet fully resolved the issue and can only apologise if you are one of the members affected. All members should receive a reminder to renew, 4 to 6 weeks before their membership is due to expire. This is regardless of how you normally pay your subscription. The database we have does not enable us to note if members intend to

pay by annual standing order or in fact if they wish to cover their subscription from any regular monthly contributions they might be making.

It is therefore really important that you always respond to your renewal invitation to let us know how your subscription is being paid. This is best done by completing and returning the slip at the bottom of your letter. This will allow you to indicate if you have paid online, have set up a standing order or wish to use your regular donations to cover the cost of your membership. You can however just send us an email letting us know when any payment was made and how much. We can then make sure that it is renewed on the database and that you receive your new membership card.

### Members' Day

If you haven't already sent in your application for tickets, it is not too late. Please contact us soon though, as the cut-off date is only a couple of weeks away on 6th June.

### GDPR

On your right you will see that our company secretary, Richard Sant has provided information about a new law coming into force concerning the General Data Protection Regulation (GDPR). Regarding this and to ensure that we have the correct records in place, we would be grateful if you would kindly complete the information requested on the enclosed letter. It should then be signed where appropriate and returned to us as soon as possible.

Linda Westerman

## IMPORTANT MEMBERSHIP MATTERS – GDPR

Enclosed with this edition of The Warrior you will find a letter which we will be grateful if you would complete, sign and return to the office, so that we are still able to contact you. This is necessary in response to the new General Data Protection Regulation which is being introduced as a result of a Directive from the European Union. In the last edition of the Warrior, I mentioned the 12 steps which the Information Commissioner's Office had published as a guide ([www.ico.gov.uk](http://www.ico.gov.uk)). These have been reviewed with Claire George, the charity's financial administrator, and we believe that only two steps are relevant to us.

These are: **STEP 3** – communicating privacy information, and **STEP 4** – Individual rights.

**STEP 3:** requires us to review our current privacy notices and put a plan in place for making necessary changes in time for GDPR implementation – 25th May 2018.

**STEP 4:** we will check our procedures to ensure they cover all the rights individuals have, including how we would delete personal data or provide data electronically and in a commonly used format.

Both these steps include other elements such as dealing with subject access requests (you are the subjects!), the lawful basis for processing personal data, data breaches and consents. The letter deals with the last of these. *PLEASE NOTE* that it asks for your consent by signing in three separate places!

You will see a reference to the Trading Company in the enclosed letter. Once the locomotive is complete and running on preserved railways and hopefully, the main line too, it is the Trading Company (Patriot Enterprises Limited) which will be dealing with and organising such events. If you want to ensure that you are kept informed of these it is vital that you complete and sign the relevant section and post the form back to us.

In Warrior 36, I wrote that "as we are already registered under the current Data protection Act we don't expect any difficulties". The phrase famous last words springs to mind as we have approximately 3,000 individual contacts all with unique reference numbers (URNs) to deal with!

To summarise, the consent letter described above will be sent to all our members and donors. In the future, any other necessary information or changes will be included in general correspondence such as renewal notifications, letters and emails. If you don't opt in to hear from us, you may get left out.

Some of the things we send are core parts of your membership, and you will still get them. This includes your Warrior magazine, your invitation to Members' Day, and the calling notice for the AGM.

**PLEASE ENSURE THE ENCLOSED FORM IS RETURNED TO THE OFFICE AS SOON AS POSSIBLE.**





**Everards**  
of LEICESTERSHIRE

## PATRIOT ALE LAUNCH AND BEER FESTIVAL SUCCESS

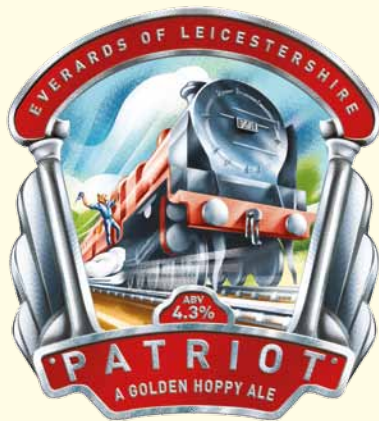
BY PETE SIKES AND ANDY COLLINSON

**On Wednesday 28th February, we were invited by Everards to attend the launch of 'Patriot' Ale which took place appropriately at 'The Railway Inn' in Ratby, Leicestershire.**

Following an introduction by Claire Cannell (Everards Events and Promotions Manager), Graham Giblett (Everards Head Brewer) described the ingredients that had gone into producing 'Patriot'. David Bradshaw gave an overview of how The LMS-Patriot Project came to fruition, this was then followed by a presentation by Kevin West giving guests an insight into what actually goes into building a new build steam locomotive.

The event was attended by guests from the Leicester CAMRA, Great Central Railway, Loughborough Locomotive Standards Group, The Railway Magazine, R. D. Moore (manufacturers of the cab), Leicester Tigers Rugby Club, Juice Creative (who designed the pump clip above) and representatives from The Royal Leicestershire Regiment.

It was a fantastic afternoon enjoyed by all and we would like to express our sincere thanks to Everards for the effort in making it such a success.



Following the event we were interviewed by Kia Ryan (Everards Communications Co-ordinator) to help promote 'Patriot' on social media platforms.

You can find the interviews online at the following addresses:

<https://www.facebook.com/everards/videos/1055024844638741/>

<https://www.facebook.com/everards/videos/1061167657357793/>

<https://twitter.com/everards1849/status/977607263434231808?s=21>

There is also a speeded up video of the event:

<https://twitter.com/everards1849/status/969617218093895687?s=21>



*Far left: The Railway Inn, the venue for the Patriot Ale launch.*

*Above: A perfectly poured pint of Patriot next to the brilliant pump clip designed by Juice Creative of Enderby, Leicester.*

*Left: David gives an attentive audience an overview of the Project in his own inimitable style.*

*Below: (from left to right): Andy Collinson, Claire Cannell (Everards Events and Promotions Manager), David Bradshaw and Pete Sikes raise a glass of Patriot Ale. Cheers!*





# CAMRA Leicester Beer Festival

Aptly coinciding with the launch of 'Patriot', we were invited to the CAMRA Leicester Beer Festival at the Leicester Haymarket Theatre on the 9th and 10th March.

Arriving with the sales stand on the Friday morning, there was just enough room for us to pitch up next to the Everards Bar. It was fantastic to see the interest in the Project from a wider audience that we're not normally exposed to and it was also wonderful to see a few of our members there too. As well as raising awareness of the Project sales and donations amounted to almost £600, a great result for a non-railway event.

Everards very kindly donated posters of the 'Patriot' pump clip that we were able to sell at the event. We still have some available for sale so please do ask our sales team if you're out and about at one of the forthcoming events we will be attending. We would like to express our grateful thanks to Shawn Collier (Leicester CAMRA Branch Chairman), his team and of course Everards for making us feel so welcome in being part of a great event. I would also like to thank Kevin West, Pete Sikes, Mark Skinner and Neil Collinson for volunteering outside of the usual working hours and well into the evening! It was thirsty work but someone had to do it. **Cheers to Patriot!**

ANDY COLLINSON

*Top right:* New member and volunteer Mark Skinner makes his bow on the sales stand. He also just happens to like real ale, what a coincidence. (See Mark's letter on page 53).

*Middle right:* Andy Collinson attempts to pour a pint (for himself). He took ages, better stick to the day job!

*Bottom right:* I think Mr. Sikes has had a few too many, hic! It was a long day and Everards were very generous.

*Below:* Situated next to the Everards Bar the stand gained a lot of attention and interest.



## SALES REPORT

NEIL KINSEY, SALES DIRECTOR

Well another quarter and financial year has passed, and it's time to reflect on how we have done. Overall we grossed just under £21,000 between April and March reaching 84% of our target. While it's a little disappointing not to hit 100%, or more of course, it's always worth looking at the bigger picture.

We missed out on a number of events due to the "Beast from the East" which was out of our control, plus we made the decision the year before to change the way we deal with donated items. In the early days any item donated was sold and added to general sales, where as now we log who has donated the items and these then get listed as a donation from the donor which can claim Gift Aid (meaning more money for the Project) and the donor also gets it added towards their ticket on the first train! It's a win win all round. With this in mind with sales of donated items, donations 'in the bucket' at events and merchandise sales the total raised was just over £40,000! Not bad at all, and I'm sure there are many locomotive societies that don't raise that amount in a full financial year from all income streams.

Thank you to everyone who has supported us by purchasing items, either online, via mail order or on the sales stand, and those who have made a donation or items to raise funds. Please get in touch if you have any items you wish to donate, especially model railway, railwayana and railway books that always sell well.

Looking forward to the next 12 months there are some fantastic new products coming out throughout the year. If you attended the AGM you may have spotted Andy Collinson wearing a trial for a new t-shirt design (illustrated on the right), and this will soon be available to buy. We also have the fantastic new pictorial book titled The Patriots - A Pictorial Record, Volume One, 45500-45525, which features several previous unpublished images that are quite stunning, this book has been put together by our very own Warrior editor Pete Sikes and should make a good profit towards 5551, see pages 8 and 9 for more information. If in-depth technical detail is more up your alley then there is a book by John Jennison, published by RCTS which is due to be

published in time for the Warley Model Railway Show in November, this book will be available to buy from ourselves later in the year when it's released. The 2019 calendar will be available from around mid-June, just in time for Members' Day. Of course there will be other smaller items, such as a new key ring and sun hats to name a couple, so always ask the sales teams if there are new items to buy when you see the stall out and about, please have a look at the events listing on page 23 to see if you may bump into us. You can also order custom items such as rugby tops, hoodies and t-shirts, contact us on 01773 832538 for a quote.

You will receive the 2018 raffle tickets in this edition of the Warrior so why not add in a purchase or two from the attached sales list while returning those. The prizes this year are 1st, £500 2nd, £250, 3rd £100 and three further prizes of £50. Of course if you win you could always donate the prize back which would be added to your account and could help you achieve that ticket on the first train! You could also buy a premier dining experience on a main line rail tour, a new model for your layout or a whole host of other things, the choice is yours and good luck to those who enter.

I'm sure I'll see many of you over the coming months and let's hope that 2018/19 is another fantastic year for the Project.



## '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](mailto:sales@lms-patriot.org.uk)

ITEMS AND PRICES:

**GILET** - Was £27.50 **now £17.50**

**SWEATSHIRT** - Was £22.00 **now £12.00**

**POLO SHIRT** - Was £17.00 **now £10.00**

**T-SHIRT** - Was £15.00 **now £6.00**



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

## LAST FEW REMAINING

## 2018 GRAND PRIZE DRAW

Dear members,

It's that time of year again when we launch our GRAND PRIZE DRAW. You will find 10 tickets in this mailing (unless you have opted out) to purchase or sell to friends and family.

Each year since it's inauguration the 'raffle' has raised significant sums towards the build of 'The Unknown Warrior', indeed I like to compare the amount raised each year to a particular component, that way we get an idea of it's worth. Last year's proceeds for example equated to two Expansion Links which are listed as £2,350 each on our sponsorship form.

**The prizes are all cash.**

**First prize £500, second £250, third £100 with a further three prizes of £50.**

I have been asked in the past, "Why cash prizes?". Indeed one correspondent described them as being "uninspiring", but my argument is, if we give cash, then in effect we are giving exactly what the winners want, as they can choose to spend it on something that they desire or is of interest to them.

Whereas if we gave a bottle of Champagne for instance, the winner may be teetotal!

They could of course choose to donate their winnings back to the Project!

I hope you will support this year's draw, and if indeed you think you could sell more then don't hesitate to contact the office and request extra tickets.

Thank you in anticipation and good luck.

NEIL KINSEY - PRIZE DRAW PROMOTER



## SALES STAND VENUES 2018

### 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**

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

**Lichfield Model Railway Show**

Sat 15

**Severn Valley Autumn Steam Gala,**

**Kidderminster**

Thu 20/Fri 21/Sat 22/Sun 23

### OCTOBER

**Great Central Autumn Steam Gala,**

**Loughborough**

Thu 4/Fri 5/Sat 6/Sun 7

**Llangollen Autumn Steam Gala, Llangollen**

Fri 12/Sat 13/Sun 14

**Swanage Autumn Steam Gala, Swanage**

Fri 12/Sat 13/Sun 14

**Midlands Model Engineering Exhibition,**

**Leamington Spa**

Thu 18/Fri 19/Sat 20/Sun 21

**East Lancashire Railway**

**Autumn Steam Gala, Bury**

Fri 19/Sat 20/Sun 21

### NOVEMBER

**Alsager Model Railway Show**

Sat 10/Sun 11

**Hull Model Railway Show**

Sat 10/Sun 11

**Warley Model Railway Exhibition**

Sat 24/Sun 25



Contact Robert Wells on

07788 664113 or email

[robert.wells60@gmail.com](mailto:robert.wells60@gmail.com)

if you would like to volunteer your help at any of these events.





## Branches throughout the North West

Bromborough	0151 334 1237	Lancaster	01524 383780
Abergele	01745 824533	Liverpool	0151 236 1971
Birkenhead	0151 647 0805	Northwich	01606 786333
Carlisle	01228 525312	Padiham	01282 771011
Cheadle Hulme	0161 486 0777	Preston	01772 726894
Chester	01244 373020	Shrewsbury	01743 467246
Frodsham	01928 733314	Trafford Park	0161 872 0648
Kendal	01539 722431	Wigan	01942 231300

***Shop where the professionals shop***

**[www.bromboroughpaints.co.uk](http://www.bromboroughpaints.co.uk)**

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

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



## THE CREST

Voting for the choice of crest closed on  
30th April, there were a total of 494 votes cast,  
the result is as follows:

**OPTION 1 - 320**

**OPTION 2 - 55**

**OPTION 3 - 97**

**OPTION 4 - 22**

The Project would like to thank all of you who voted and also to those who sent in their comments on the subject whether they be positive or negative, it's always good to hear your views. You can read the final selection of letters regarding the crest in Members Corner.

We will now take the chosen design to the next stage and keep you fully up-to-date in the next issue of The Warrior.



# THE 'PATRIOT FAMILY'

## THE FIRST 10 YEARS OF FUND-RAISING

The LMS-Patriot Company has grown from its original three Directors to a Board of eight. Together with the numerous volunteers and the recently restructured Trading Company, the Project's "family" is now truly established as an effective fund-raising, marketing, administrative and engineering machine. The original three directors and two newer directors reflect upon the last 10 years.



From Left to Right: Danny Hopkins (then Editor of Steam Railway magazine which first mooted the idea of a new Patriot in the July 2007 issue), John Buxton (MD of Cambrian Transport - The Project's first Commercial Sponsor), and the original three directors of The LMS-Patriot Company, Andrew Laws, Richard Saint and David Bradshaw. PHOTO: DAVID WILCOCK

### DAVID BRADSHAW, LMS-PATRIOT PROJECT CHAIRMAN

I was involved in the County Project's launch at Didcot and its subsequent building and was discussing progress with Tony Streeter from Steam Railway magazine and we moved to other possible new builds, one of which was the Patriot. Tony was keen, approached me shortly afterwards regarding an article that would appear in the July 2007 issue of Steam Railway. The rest is history.

We have become a 'Patriot Family' with a large number of people involved with the Project with a diverse range of skills. This was not planned, it was something of a fluke really – maybe something to us being open, friendly and enthusiastic?

Other groups and projects can learn a lot from the way The LMS-Patriot Project has conducted itself since the start, 10 years ago when the charitable company was formed. Projects should NOT be run by an anal bunch of engineers who think they know it all (not a reference to Kevin West, our superb CME by the way!). You need good marketing and publicity, a good relationship with the media and steady progress to show everyone how the project is progressing and that you really mean business.

### ANDREW LAWS, MARKETING AND PUBLICITY DIRECTOR

My involvement with the Project began when I saw an article in Steam Railway magazine in July 2007. I had always had a fascination with steam but growing up in the preservation era after steam had ended in 1968, I had only ever seen photographs of 'Patriots' in books and on the Internet. One in particular, 5526/45526 'Morecambe and Heysham' had always had a fascination with me, the former being my home town on the North Lancashire coast.

Naturally I tried to find out more information about The LMS-Patriot Project and tried to access the website from the address in the article. There was no website. It hadn't been created yet!

So that's how I got involved. I phoned David Bradshaw and discussed the Project and offered to create the website. In December 2007 the first meeting was held (in the station buildings on platform 2 at Llangollen station). From that meeting the Company was formed with David, Richard and myself being the founding Directors. I was asked to be the treasurer initially but my main interest was developing the fund-raising plan and all the publicity surrounding what we were going to do to build the new Patriot. From the first gala at Llangollen in April 2008 the Project has grown and grown. I also helped to set up the first sales stand. This we realised was never going to be enough to raise funds to build the engine, but it provided a window, a shop front from which we could promote the Project with the aim of getting as many regular monthly donors as we could.

As we attended more and more galas and events the Project grew and grew and more people started to get involved. The 'Patriot Family' was beginning to grow. More Directors joined with a diverse range of skills. This has been the key to our success I believe.

The Membership also grew and grew and I, as Marketing and Publicity Director also wrote the first Members' newsletters. We developed Members' Day at Llangollen to show our Members first hand progress with the new build Patriot and every November we have held our AGM, an opportunity to meet and be accountable to the members and show our progress over the previous year.

More volunteers have joined and our professionalism has increased even to the extent that other groups have mirrored their approach to what we have been doing.

Soon we will have a working Patriot locomotive and we will move from fund-raising for a new locomotive to operating a new locomotive. This will require an even more diverse skill set and the 'Patriot Family' will grow yet further.

---

## **RICHARD SANT, COMPANY SECRETARY**

Was it really 10 years ago? I too made contact with David Bradshaw following the Steam Railway article, we met on a railway tour from Tyseley, and so we met again at Llangollen for the inaugural meeting in late 2007. I'd retired by then, but had spent the last eight years of my working life managing a local charity, serving as a Trustee on two small national charities and doing a stint as Company Secretary on the North Staffordshire Railway, the volunteer support group for the Churnet Valley Railway in the Staffordshire Moorlands. When the eyes rolled around the room in 2007, I couldn't step backwards quickly enough – and became the third subscriber to the charity along with David and Andrew. And so, Company Secretary.

The company was set up in February 2008, and was recognised as a charity in April that year just in time for Andrew to add the charity number to the launch literature. By the time the membership scheme started in July/August that year I'd persuaded Andrew to stand down as Treasurer (not much persuasion – he'd been a reluctant 'volunteer'!) in favour of Claire George who became financial administrator and set up the chart of accounts including Gift Aid and voluntary registration for VAT. After that it's just rolled along. My mother worked for the LMS as a railway clerk before she married in 1937... so was likely to have seen the Patriots as new.

---

## **NEIL KINSEY, LMS-PATRIOT COMPANY SALES DIRECTOR**

In August 2007 I responded to a magazine article about the possibility of a project to build an LMS Patriot class loco, always one of my favourite steam engines.

I had watched the A1 Trust as they slowly but surely put Tornado together from scratch. Indeed I made a one off donation as I thought the idea of a new-build steam loco was both fascinating and inspirational. Being an LMS man at heart having been born and raised in Derby, I never considered actually getting involved.

However the thought of seeing a living, breathing Patriot again seemed just the project for me and so I phoned David Bradshaw and was invited to a meeting at Llangollen in December. Much groundwork had been done prior to this meeting, and a board was duly formed so that the project could officially launch in April 2008 at the Llangollen Spring Gala.

I got involved with the sales team from the start and within a couple of years took on the role of Sales Director, although my wife Karen does all the work!

Now I know it is a commonly known fact that "you don't build a loco by selling things" but for us it has been a significant part of our overall strategy in raising funds for the build.

We have attended numerous events over the years and have imparted lots of information about the Project, signed new members and taken much in the way of donations whilst selling many items bearing our logo, which advertises our brand wherever they are worn or used. We have also built a rapport with many people who have shown a great deal of enthusiasm for the Project.

In 2012 we established a second sales stand run by Robert Wells attending events from the South Midlands to the South Coast. Living in Derbyshire I tend to travel around the Midlands northwards with my stand. So we very often attend two events at the same time. A claim not many contemporary projects could make.

We may have had one or two issues along the way but the closer we get to completing the build the more support we are getting. Being 'out there' frequently helps to keep our Project in the public eye and I am confident that we will accomplish our aims in the not too distant future so that once again the sight and sound of an LMS Patriot will be there for all to enjoy.

It has always been important to me personally that this Project comes to fruition in a reasonable timescale. Most of our supporters are of an age that can remember the original class and are in it to see one once again. Now you don't have to be a genius to work out that many of us are not going to be around for decades to come, so early completion will give most of us a good chance of realising our dream.

We have a keen and willing bunch of volunteers who attend events up and down the country, and all have 'done their bit' to achieve success for the project. I like to think that Karen and I have made a contribution to that end.

---

## **NEIL COLLINSON, LMS-PATRIOT COMPANY TREASURER**

I first became a member in early 2009 having read about the project in the railway press. Having lived in Colwyn Bay (LMS territory) and having seen Pats from a very early age steaming along the North Wales coast I was very impressed with what the project was trying to achieve.

It was in December 2012 that I answered a plea in the quarterly newsletter for some assistance with some administration work. I duly attended an interview with the company secretary Richard Sant and the financial administrator in Stafford in early January 2013 and before you could say Jack Robinson I was seconded as treasurer and joined the board of directors. It must have been something I said about having worked in the financial sector all my working life. It was duly ratified by the members at the AGM that year and I am still treasurer having been re-elected at the AGM in 2016.

We have a very strong team of volunteers and these volunteers have a broad range of skills and strengths that we can make maximum use of.

Memberships are vital and we have increased our support as the years go by because I believe that as we progress, people can see the great strides we have made which increases confidence in the project being concluded with a complete locomotive of a class that were all scrapped. Our most important source of income is our regular donations as it is this income which enables us to plan the finances. We do not have pledges for the future as things can rapidly change. We also have a boiler loan scheme, component sponsorship, company sponsorship and a very strong income stream of irregular or one-off donations. Our sales stands attend most galas throughout the year and we have an excellent range of donated items to sell, as well as our own branded merchandise. Without our sales stand volunteers turning out in all weathers we would not raise the amount we do raise from this source or raise the profile of the project. Added to this is the substantial amount claimed in Gift Aid.

Our income has grown impressively over the years. As an example we raised £367,000 in 2015/16, £477,000 in 2016/17 and have set a budget of £500,000 for this financial year. The total raised since the project started is in excess of £2.1m, including membership subscriptions. The subscriptions and the Gift Aid on them is set to meet our administrative expenses so that every other penny raised goes toward the build costs.



# TOM CONNELL

## ILLUSTRATION



[www.tomconnellstudio.com](http://www.tomconnellstudio.com)

Prints available from:

[fineartamerica.com/profiles/tom-connell](http://fineartamerica.com/profiles/tom-connell)

# 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](mailto: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](mailto: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](mailto: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](mailto:volunteer@lms-patriot.org.uk) or contact Andy on 07917 667223*



No. 5512 *Bunsen* departs south from Nottingham Midland with an excursion thought to be heading for Wembley and passes under the bridge carrying the Great Central line.

PHOTO: JOHN P. WILSON/RAIL ARCHIVE STEPHENSON.



# Spotlight on Kevin Finnerty

The spotlight this time falls on Kevin Finnerty our deputy chairman and governance director.

## Where does your interest in railways come from?

When I was a young lad, a goods train used to run close to where I lived up to a paper mill every morning. My pals and I used to rush up the embankment (there were no fences) to get as close as we could to the train, but particularly, the loco. I can't now recall what it was - but it wasn't a Patriot!

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

I'm not sure that I did. My Northern area spotting was curtailed early on by moving to Berkshire.

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

I saw Tony Streeter's article in Steam Railway and responded to David Bradshaw's invitation to suggest a name for the new Patriot. I, along with a number of others, suggested The Unknown Warrior. Steam Railway readers were polled a second time to choose from a shortlist; The Unknown Warrior came top of the poll and the names of those who had suggested it were put into the proverbial hat. My name was drawn and I became the proud owner of the third nameplate. From there it was but a short step to becoming involved with the Project.

## What is your role with the LMS-Patriot Project?

I'm a Trustee of the registered Charity and a member of the Project Board. My main function is to work with Richard Sant to make sure that our policies and procedures comply with the requirements of the Charity Commission. We're currently working on making sure that we comply with the new rules on data protection.

## Why do you think The LMS-Patriot Project has caught the public's imagination and has been the success it has been so far?

The Project has been remarkably successful in capturing the imagination of the steam railway fraternity. It does fill a glaring gap in the constellation of current LMS main-line express locos, but I think also that there's something a bit special about the

Patriot look. To me it's like the differentiation between the Semis and the Prinnies: Pats and Scots (and a few Jubs) share some features, but you always know it's a Pat emerging from a winter's misty gloom... So why wouldn't enthusiasts want to see that happening again, particularly on the Settle and Carlisle?

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

When we formally launched at Llangollen in 2008 there was plenty of optimism, tempered, perhaps, by the scale of the target we had set ourselves. But our optimism has turned out to have been more than justified and I'm just very proud to have been involved.

## What do you think are the biggest issues with building a 'new' steam locomotive such as 5551?

I'm full of admiration of the diligence and expertise which David, Steve and Kevin have brought to realising our dream of building a new Patriot. They've overcome hurdles which I, as someone who knows nothing about engineering, see as extremely challenging. Much of what they report at our Board Meetings is something of a mystery to me, but it's clear that building the loco pretty much 'from scratch' has been far from straightforward. Our contractors can be under no illusion that they're dealing with people who know their stuff.

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

I have to confess to not noticing the demise of steam in 1968, I'd just started a new job in London and my focus was elsewhere...!

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

I live about a mile from Settle Station, so it has to be the S&C!

## What is your favourite heritage railway?

I'm a Bury lad, so it's the ELR. Although it's a long time since I lived in Bury, I've watched the Project grow from very small beginnings to the major player in our preserved railway world that it is today.

# MORRIS

## LUBRICANTS

[www.morrislubricants.co.uk](http://www.morrislubricants.co.uk)

# LMS

## LIGHT MACHINING SERVICES

### TURNING, MILLING & GENERAL ENGINEERING

Call Neil on  
**01773 832538 or 07999 769849**

A percentage of profits will be donated to  
The LMS-Patriot Project



# WERE THE PATRIOTS REALLY NECESSARY?

The LMS 'Patriot' or 'Baby Scot' class of 4-6-0s were one of the best liked of the classes that did not quite make it to preservation. They were built to take over the work of the LNWR 'Claughtons' and were officially 'rebuilt'.

Here, former BR locomotive engineer **A. J. Powell Eng, FI Mech E**, argues that the 'Patriots' should never have been built but the 'Claughtons' should have been given a thorough rebuild instead.

Remarkably, perhaps, the project to build a new LMS 'Patriot' 4-6-0 lives on. One can only wish its advocates good luck – though (a purely personal view) I hardly think that the prototype was sufficiently outstanding to warrant the massive effort involved. But at least they will be under no illusion that they are building a new engine from the rails up, unlike the early fiction that the 'Patriots' were *rebuilt* LNWR 'Claughtons'.

The first 'Claughton' emerged from Crewe works in January 1913, the precursor of 130 engines, and great things were expected of the class by a management which was already getting remarkable performance from the 4-4-0 'Georges' and 4-6-0 'Princes'. Much was made of trials later that year with No. 1159 Ralph Brocklebank, when indicated horsepowers were achieved which were

little below the continuous maxima recorded 40 years later on the Rugby Test Plant with a BR Standard Class 5 (including one instance of 1,669 IHP at 69mph at Tebay going north). But such performance proved quite exceptional. Their reputation was not enhanced – particularly with the Midland-orientated management of the early LMS – by their heavy coal consumption in comparative dynamometer car trials between 1923 and 1926 on the Leeds–Carlisle routes. The LNWR, of course, had long attached greater importance to the ability to handle heavy trains than to the finer points of coal consumption.

The design of the 'Claughtons' exhibited some serious deficiencies, but also some redeeming features. Crewe had been forced by the Civil Engineer to use a smaller diameter



Claughton No. 5964 'Patriot' pictured at Northampton Castle station. It is recorded that the engine was in LMS crimson red livery and very clean, at No. 1 Platform at 3.45pm on 7th July 1928. Built in 1920, it did not receive the larger boiler and was withdrawn after just 14 years in traffic.

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



Claughton No. 5905 Lord Rathmore with ex-R.O.D. tender seen at Kentish Town in LMS days.

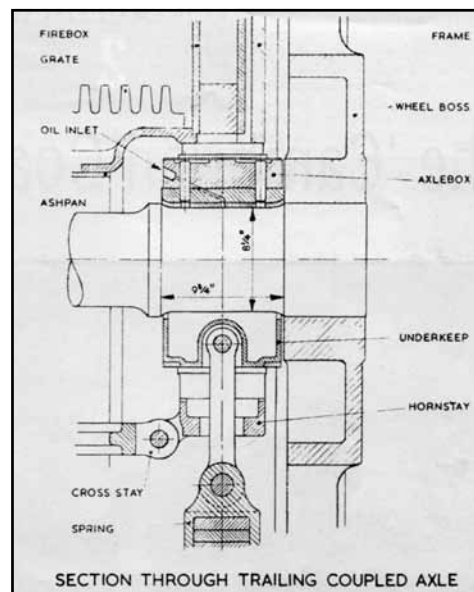
PHOTO COURTESY PETE SIKES

boiler than intended, to keep axleloads down. A Belpaire firebox was used for the first time on the LNWR; this seems to have been an afterthought, since the inner firebox was shaped to suit a round-topped box and thus the full tube bank potential could not be realised. The grate area of 30.5 sq.ft. was ample, and the firebox was

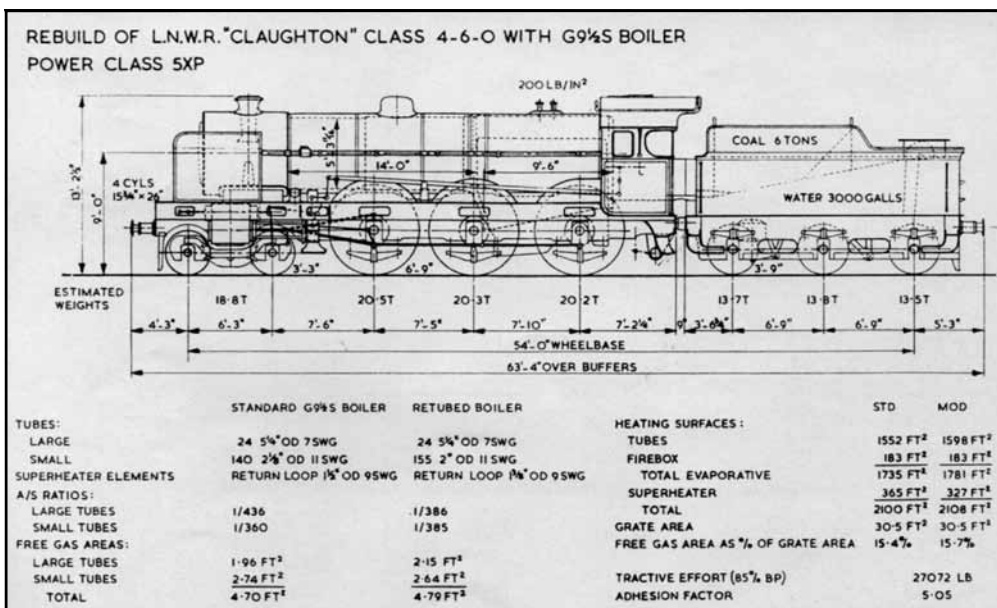
very deep, with the rear third of the grate level. As a result the ashpan was extremely shallow where it arched over the trailing coupled axle, limiting air flow to the grate. These factors led to erratic steaming. In addition the firebox sat very low over the trailing axleboxes and led to a very poor lubrication system for them, so that despite the adequate journal size (8 1/4" diameter x 9 3/4" long) they were very prone to overheating.

The frames were relatively shallow (only 18" deep over the horn gaps) and gave considerable trouble with cracking; on at least one occasion a frame plate cracked in the works during the final crane lift after General Repair! The single, wide piston valve rings leaked badly when worn, a feature not confined to the 'Claughtons'. The coupled-wheel coil springs were weak and breakages frequent. The cab and heavy splashers were constantly working loose, leading to pipe fractures and vacuum brake failures. The very flat smokebox doors warped and admitted air, despite four 'dogs' around the circumference. There were other, lesser evils.

On the credit side the four cylinders, cast in pairs giving a very rigid structure, were of enlightened design, with good steam and exhaust passages, while the outside Walschaerts valve gear and Trick-ported valves, though having short lap and travel, were good at getting steam through the cylinders. Driving on to one axle, with equal length connecting rods, the reciprocating balance was well-nigh perfect.







The LNWR initiated early modifications to improve their performance, reducing the number of small tubes (which had not been well disposed), altering the inclination of the grate to give more ashpan clearance and lowering the blastpipe cap. The trailing coupled axle, originally with laminated springs, was given coil springs instead. The benefits, however, were marginal or nil.

Now the LMS in the 1920s could not afford passengers within its locomotive fleet; clearly something had to be done about the 'Claughtons', 70 of which had been built as recently as 1920/1921 and were thus of tender years. Yet there is no evidence to suggest that there was any all-embracing appraisal of their mechanical faults, which could have led to a comprehensive approach to their improvement. Limited action was certainly taken on a number of specific weaknesses, mainly but not exclusively connected with the boiler and its steaming, but it was piecemeal. There appears to have been little drive behind it and no overall 'project' attack. Perhaps Sir Henry Fowler's accession as CME in 1925, with his lack of keen interest in locomotive design matters (his appearances in the drawing office were rare events) was a factor. Further, the powerful figure of James Anderson, the Superintendent of Motive Power in the Chief General Superintendent's organisation and a dyed-in-the-wool Midland man, was unlikely to have seen potential in an LNWR locomotive.

The crunch year when such an appraisal should have taken place was probably 1927. By this time the boilers built for the first 60 'Claughtons' were 10–14 years old and

approaching life expiry. (LNWR average boiler life at this time was reckoned at only 13–15 years). This left 70 much newer boilers built in 1920/1921 and, as a result of modifications made, reasonably satisfactory in steaming; these could have been expected to soldier on until 1935/1936, some probably longer. In practice, imminent improvements in repair techniques would have extended their life even further.

The question of replacement boilers was indeed taken up, and with the Civil Engineer now permitting some weight increase (in the light of the findings of the Bridge Stress Committee that the 'Claughton' had the lowest total value of axleload plus axle hammerblow of all the engines tested), H.P.M. Beames at Crewe had a new and larger boiler designed. This G9½S boiler probably differed little from what Crewe had originally intended, though there were signs of Derby influence in it. In 1928, 20 engines were fitted with it for work on the Western Division and the same boiler was subsequently used on the 'Patriots' also. Meanwhile more than 20 'Claughtons' with original boilers were drafted on to the Midland Division in 1928 to meet a demand for greater power than the Midland compounds, but were displaced back to the Western Division with the arrival of the 'Patriots'. Though doing some good work, their availability was deplorable, averaging only 57% over a two-month period in 1930/1931.

The other main problem identified by 1927 was the high steam consumption due to valve leakage. Beames had taken a drastic (and expensive) step in applying experimentally

the then new Caprotti poppet valve gear in 1926 to overcome this; nine further engines followed in 1928. But the need for this vanished when the piston valve with multiple narrow rings was developed, following a lead from the LNER. By 1930 this was being fitted to 'Claughtons' with excellent results.

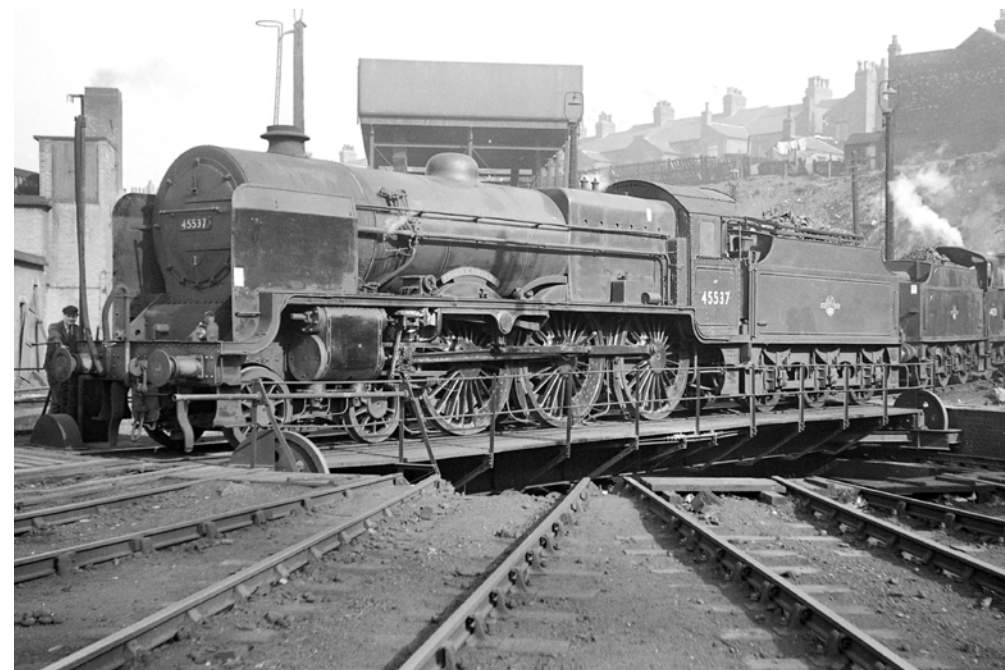
What the LMS signally *failed* to tackle, however, were the straightforward mechanical problems which continued to drag down reliability and availability. Nothing was done about the weak frames, the dreadful trailing axlebox situation, the coupled wheel springs, the flapping cab and splashers. All were capable of rectification comparatively cheaply, and to do so (particularly in conjunction with the fitting of the larger boiler) would have resulted in 129 very satisfactory engines (one was scrapped in 1929 following the Doe Hill accident).

Certainly the need for good 4-6-0s was desperate and getting more so as loads and speeds increased. At the end of 1928 the LMS had only 889 4-6-0s, all but 50 being of pre-grouping design and uninspiring in varying degrees. In the next three years it built only 22 more, despite steadily scrapping of earlier classes. Only from 1932 was any serious attempt made to meet the accelerating demand; in the eight years from 1932 to 1939 it was felt necessary to build no less than 714 new 4-6-0s. Meanwhile, planned

scrapping of 'Claughtons' started in earnest in 1932 and with one exception was completed in 1940. Why was this decision taken?

Certainly not on solid technical grounds. The frame plates were spliced over the trailing bogie wheels – standard Crewe practice on its larger engines – so it would have been simple to provide new and deeper rear sections. The raising of both types of boiler to about 9ft above rail, involving fairly minor alterations, would have greatly improved the trailing axlebox clearance and overcome the hot axlebox syndrome, allowing mechanical lubrication to be provided; at the same time it would have further improved the ashpan air flow deficiency. Hopefully, with the large boiler a circular front tubeplate and smokebox (learning the lesson of the Horwich 2-6-0) might have been provided, to suit a shallow airtight smokebox saddle permanently attached to the cylinder block and frames. The fitting of a new cab, say on the 'Royal Scot' model, with individual splashers, would have dealt with several weaknesses. A long-travel valve gear could have been provided without total replacement, though new rocker arms and connections would have been desirable. And a few more dogs around the smokebox door came cheap enough in all conscience!

So the strategy adopted at any 1297 'case conference' should surely have been a two-track one:



No. 45537 *Private E. Sykes V.C.* being turned at Leicester Midland shed on 3rd March 1961. While this may seem an unusual place for a Patriot to be 45537 was at Nuneaton (2B) by now seeing out its days on the regular pick-up freight to Leicester amongst other duties. 15 months later the loco was withdrawn.  
PHOTO: ALEC SWAIN/THE TRANSPORT TREASURY.



1. To overcome the chassis deficiencies and thereby keep the boiler options open.

This would have involved a full refurbishment of all 'Claughtons' at General Repairs, with new rear end frames, laminated springs throughout, mechanical axlebox lubrication, long-travel valve gear, new cabs and splashers and the modifications for a raised boiler.

The cost of this work would probably have been £1,500 per engine or a little more.

2. To begin replacement of life-expired original boilers with the large G9½S type.

This would have provided increasing numbers of power class 5XP engines for the Western Division. Sufficient boilers of the smaller type would have lasted until the mid-1930s to meet Midland Division requirements for class 5P engines. By that time a suitable new design of engine could have been worked up. (In practice, in 1934 two were, the 'Jubilee' and the 'Black Five').

The new boilers, which would have been covered in the annual Boiler Renewal Programme, would have cost something like £2,500 each.

But it was not to be. The position was allowed to fester for another couple of years, relieved only by the 20 engines fitted with bigger boilers. By this time the LMS was bedazzled and relieved by the success of the 'Royal Scots'. Their chassis had certain mechanical weaknesses, some of which took several years to become fully apparent, but the good front end layout was producing unaccustomed efficiency. So another valid way out of the 'Claughton' dilemma was undoubtedly to marry the 'Royal Scot' chassis with the G9½S boiler in a new locomotive, the 'Baby Scot'

or 'Patriot'. But was it the most economic solution?

The answer must surely be a resounding no. The 'Patriots' were to all intents new engines; very few 'Claughton' parts were incorporated, even in the first two 'rebuilt'. The broadly similar Derby 1930-built 'Royal Scots' cost just over £8,300 each, so it is more than curious that the October 1929 submission to the Locomotive Committee estimated the cost for Nos. 5902/71 at £3,700 for the two, plus £600 for patterns! There was no provision for the tenders; two could be 'found'. Post-construction, a supplementary cost of £1,975 for the two had to be cleared for additional work. BR records suggest a figure of £6,226 each.

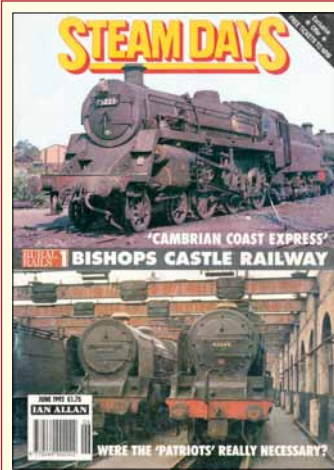
Even more puzzling is the 'estimated' cost of the next 15 'Patriots' at £34,650, or £2,310 each! The next 25 engines were estimated to cost £6,600 each – did nobody question the violent fluctuations? – and in practice the Crewe-built engines cost about £6,000 each including tenders, the 10 Derby-built ones coming out a little more expensive at £6,479 each according to BR records.

But in 1932 it was decreed that the 'Claughtons' with original boilers were to be given no more General Repairs, and by 1935 all had gone, with many boilers scrapped in repairable condition. Scrapping of the engines with G9½S boilers started in 1935 and with one exception they lasted only until 1940. None of the engines replaced by 'Patriots' was more than 20 years old; 24 were 13 years old or less – about a third of their accountancy life. So substantial write-off costs must have been involved.

In other words, the 'Patriots' probably cost twice what the 'Claughtons' could have been rebuilt for with large boiler and all other modifications. Clearly there were people in authority who were determined to have 'Patriots' and have rid of 'Claughtons', and they succeeded,

even if perhaps by dubious methods. But it is interesting to speculate on what might have ensued under Stanier if the 'Claughtons' had been refurbished, rendering the building of 'Patriots' unnecessary. Faced with the early demise of the small boilers, the continuing weight restrictions on the engines with large boilers, and the lack of a three cylinder tradition other than with the 'Royal Scots', might he have opted for the two cylinder 4-6-0 with larger 250lb/sq.in boiler which was seriously looked at in the late 1930s?

A. J. Powell Eng, FI Mech E



This article originally appeared in the June 1992 issue of Steam Days magazine. Published monthly, Steam Days brings you steam nostalgia and railway history at its best.

To purchase latest issues or subscribe, simply visit [www.steamdaysmag.co.uk](http://www.steamdaysmag.co.uk) or call Key Publishing's Mail Order team on: UK - 01780 480404 Overseas - +44 1780 480404

## Capture The Magic Of Luxury Rail Travel With Our Midland Pullman Train Packs



# MIDLAND PULLMAN

— SPECIAL COLLECTORS' EDITION —



## Train Packs in OO & N scale

Whether you model in the classic OO or the more compact N is your preferred scale, our beautifully presented Midland Pullman 6-Car multiple unit train packs are sure to delight modellers and collectors alike!

### 30-425 - OO scale 6-Car DEMU Midland Pullman



### 370-425 - N scale 6-Car DEMU Midland Pullman



Each pack contains a Midland Pullman 6-Car unit in your choice of scale, an exclusive bound history of the Midland Pullman written especially for Bachmann by author Kevin Robertson, a pack of Pullman Stewards & Train Crew figures, a collectable reproduction menu card, a fine art print of artwork featured on the box and a certificate of authenticity.



To find your nearest retailer please visit [www.bachmann.co.uk](http://www.bachmann.co.uk)

MODEL • COLLECT • CREATE





No. 45538 *Giggleswick* is captured at Edgeley Sidings, Stockport on 23rd July 1959.

PHOTO: © R. E. GEE/E. M. JOHNSON.



# MEMBERS' CORNER

Thank you to all who contributed their articles that appeared in Warrior 36, we are grateful so many of you decided to contact us. Remember that you can send anything Patriot, memorial, war or railway related and photos are always good to receive (if you do send photographs please supply an address so they can be returned to you). Please send them to us at [memberscorner@lms-patriot.org.uk](mailto:memberscorner@lms-patriot.org.uk) or post to: **Richard Sant, The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**

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

Dear Sir

I have just looked at the designs for the new crest in Warrior 36. Three of the designs have a religious symbol in them, i.e. a cross, and although I am a Christian myself lots of people who have fought and died were not, for example Gurkhas, Indian and Pakistani troops. So I don't think a cross is appropriate.

The other symbol shows a soldier which is good, however thousands, no, millions of civilians have died in wars, so I don't think a soldier is a good idea.

Permit me if you will (although I know it is too late) to submit my design. It is a cenotaph, a recognised symbol of remembrance for military and civilians, surrounded by a garter with the words 'national memorial locomotive' and an inscription below the cenotaph. I have chosen 'Lest we forget' but it can be any the Board feel is appropriate and the colour and wording on the garter also any colour that is felt correct.

**MALCOLM COLES (MEMBERSHIP NO. 264)**



Dear Sirs

Please find enclosed my voting slip indicating my choice for the replacement crest to go on the nameplates of the Patriot locomotive in place of the British Legion crest. However, I feel the need to write to you additionally to add further comment, based upon the letter on page 60 of Warrior 35 by Mr. J. A. Bennett.

The idea of using a design based upon the Dead Man's Penny rather appealed to me and I nearly wrote to you at the time that I read the article to point this out. I had never heard of the Dead Man's Penny before and I found it both interesting and informative. I agreed with his sentiments entirely and felt it most appropriate, in perhaps educating the public (as it did me) and (yet) distancing the Project from the attitude of the British Legion management. Would H.M. Government permit its use? It could bear any of the suggested slogans of "In memory of the fallen", "Lest we forget" or "We will remember them" underneath the crest.

The arrival of the ballot paper in the post came as a slight surprise initially, although I can see the desire to resolve the issue fairly quickly. I had not realised that the matter had moved on this far and I was surprised to find that Mr. Bennett's proposal did not feature. Was it proposed and did the Project consider it? If not, is it now too late to be considered? Personally, I think that his suggestion is very appropriate and relevant and would represent a missed opportunity to use a crest just as authentic as the British Legion's own crest.

**LES GUISE (MEMBERSHIP NO. 175/06)**

*All suggestions received, including the Dead Man's Penny, were presented to, and considered by the board at the January Board Meeting with the chosen four being published in Warrior 36. Ed.*

## THE UNKNOWN WARRIOR – THE CREST

Dear Directors and Trustees,

**I joined The LMS-Patriot Project at the close of 2016 to support the new-build of an LMS Patriot for two reasons. Firstly, I believe that lost and significant locomotive designs should be recreated for future generations to appreciate and enjoy. I have supported the A1 Trust since 1996 and believe the success of Tornado opens the door for others to follow. I never personally saw an LMS parallel boiler loco in steam, but will have a big smile on my face when I do.**

My second reason for becoming a member is somewhat more personal. Knowledge of the devastating losses on the Western Front during WW1 has always struck a chord with me, and I believe it is right that the men who fell should be remembered. During late June/July 2016 I directed an amateur production of The Accrington Pals to coincide with the 100th anniversary of the first day of The Battle of the Somme. Of interest, considering the recent controversy regarding the Royal British Legion's withdrawal of permission to use the Legion's crest on The Unknown Warrior, is that the Legion's local representatives, although invited to attend on the night, did not actually turn up, nor was a reason given – they missed a beautifully acted and moving experience. Neither did the Legion hurry to acknowledge the substantial sum forwarded from show profits. If there is a conclusion to be drawn perhaps from these two outcomes it is that the British Legion has become rather too closed, removed and set in its ways to appreciate that the world has moved on.

So to my choice of an alternative crest: Do people today, both young and not so young, still care deeply about the loss and injuries suffered by those who serve? They most certainly do. The success of Help for Heroes gives clear evidence for this. What a good many may shy away from however, is militaristic or jingoistic overtones associated with giving. The death or suffering of those who serve their country is something to be reflected upon at an emotional level, by those seeking a connection with those who suffered the horrors of the trenches or the more recent conflicts.

Of the four alternatives I have therefore chosen the first, an image familiar to many. There is a poignancy in the soldier's stance – the 'personal' leave taking of a friend; the cross symbolising the hope of something better after time spent in hell.

Of the other options I would say this:

OPTION 2 is both stiff and stilted. It does little to connect emotionally and will draw the attention of few under 70.

OPTION 3 is merely a sterile shield with fine words upon it, and no more. Only someone with an interest in military insignia might find it interesting.

OPTION 4 meanwhile is likewise staid and rather full. I appreciate where it comes from – the link with The Unknown Warrior, but this is representational style from another age.

Each Unknown Warrior nameplate will be photographed tens of thousands of times over the coming years and indeed long after we, the current membership, are gone. I hope an image is chosen which connects with future generations, encouraging them to pause for a while and think.

YOURS SINCERELY,

**BEN LUSBY, BEDFORD. (MEMBERSHIP NO. 1537/01)**



Dear Sirs,

Please find enclosed my voting form for the locomotive crest.

Although I think option 1 is the finest design it is too exclusive, showing only a soldier.

My preference is for option 3, or something based on this design. Such a design is inclusive of all who have died, no matter when, where or of what service.

Since 1914 soldiers, sailors, airmen and women, railway men and women, nurses, medics, stretcher bearers, vets, padres, etc. have died all over the world. Whatever the final design it **must** be totally inclusive of all.

Thanks for the superb magazine again, and for all of your hard work.

YOURS FAITHFULLY,  
IAN WYATT (MEMBERSHIP NO. 853/08)

Dear Sir,

In the February issue of *The Warrior* a comment was made on why one of the Patriot class was named Giggleswick. The late O. S. Nock was behind this as it is the name of his former public school. It is also of course a place name, indeed it still has a station on the Leeds-Carnforth line.

Elsewhere in the issue there is a reference to the Soviet Beyer-Garratt. This indeed was the biggest Garratt ever built; but we now know what for a unique loco it worked an economic lifespan on one particular line in the old Soviet Union, lasting into the 1950s. Presumably at that point its boiler had reached the end of its economic life.

Full technical details of it are available in several English books on both Beyer Peacock and Soviet locomotives. Lastly, the rigid frame loco was a 4-14-4 and not a 4-18-6.

YOURS SINCERELY,  
U. W. R. CASEBOURNE (MEMBERSHIP NO. 1230/01)

Pete

In my last will and testament I have instructed that my ashes should be fed to my favourite loco through the firebox door and out to eternity via the smokebox. All true railway enthusiasts would surely find this possibility totally irresistible.

BEST REGARDS, CHRIS EAST (MEMBERSHIP NO. 811/05)

## WHY NOT THE POPPY?

Dear Sirs

As an LMS-Patriot member I have just cast my vote for the replacement crest and frankly none of them have the impact that a poppy would have. Apparently the British Legion have withdrawn permission to use the poppy. Who gives the British Legion the right to assume jurisdiction over a flower? A couple of decades or so ago the Yellow Pages fought the Yellow Bus Co. over the right to use the description 'yellow' as Yellow Pages exposure was worldwide and synonymous with them. Yellow Bus said the colour yellow was generic and anyone could use it. The courts agreed.

The same principle surely applies to the poppy. It's a wild flower and its connection to the battlefields of the First World War via poetry etc. was established long before the British Legion started using it. If they had designed a motif and chosen the title 'poppy' for it, fair enough, they would be entitled to protect it, but not a wild flower that belongs to us all. Why isn't the British Legion demanding a royalty for every packet of poppy seed sold by horticulturists and demanding that gardeners take out a licence to grow them. I suspect that there is an undercurrent of ill will against The LMS-Patriot Company and I urge them to seek a legal opinion because the crest of The Unknown Warrior screams for a poppy.

I have emailed Steam Railway magazine the above text. I frankly think that the British Legion do not have a valid position from which to deny you the right to use a wild flower. Please get an opinion legally on this, scrap the four well meant but dowdy crests and let's use the only thing that symbolises the First World War suffering – the poppy. Is the grave of The Unknown Warrior to be sculpted 'by kind permission of the British Legion'?

GOOD LUCK  
MIKE SIMPSON (MEMBERSHIP NO. 173/06)

## OBSERVATIONS

Dear Pete,

**Many thanks for the latest copy of *The Warrior* and congratulations on another magazine full of up-to-the-minute topics and progress.**

Disappointed as I was to find that none of my four offerings for the new badge reached the shortlist, the four chosen showed remarkable originality. Option 1, though rather dull and featured only a soldier from WW1 did seem the most appropriate and fits in well with the nameplate, the wording chosen taken from the original LNWR nameplate on the Claughton class No. 1914 being something short of a true inspiration! Option 1 will then get my vote.

There is lots in the magazine about which I could write but some things could usefully be flagged up:

- Pages 36–39. The reprint of Keith Miles' article in *British Railways Illustrated*.
  - His omission in the list of references fails to include O. S. Nock's 1978 monograph entitled *The Royal Scots and Patriots of the LMS* published by David and Charles (ISBN 0 7153 7480). This is essential reading from several standpoints.
  - The book is one of several places where the reason for naming LMS No. 5538 Giggleswick is simply stated on page 41-42: "...in 1937 (it was actually 1938!) Sir Harold Hartley, then a Vice-President of the LMS was the guest of honour on Speech Day and gave away the prizes. During his visit the fact that in the south of England there were engines named after public schools was mentioned, and some quite definite hints were dropped to Sir Harold. The outcome was that No. 5538, one of the Baby Scots stationed at Leeds and working frequently to Carlisle was named *Giggleswick*, which scholastic honour in a ceremony at Settle station. It may not have been such a colourful turnout as some of the regimental affairs staged at the naming of some of the 'Royal Scots' but what it lacked in literal colour it made up for in enthusiasm."
- Page 35. Chris Tasker's response to possible routes for The Unknown Warrior when up and running. To the WCML/Shap must surely be added the Settle and Carlisle route. This has been linked historically with the Patriots and over which they performed particularly well. Being the original premier Midland route to Scotland, it was designed as a high-speed route and is still popular with a wide range of preserved locomotives. A LMS locomotive is surely it's natural home!
- Page 50. Objections to the influence of the GWR. The GWR played a not insignificant role in the development of the original Patriot and 4-6-0 classes of the LMS – well documented in the books. Nothing to be frightened about!
- Page 59. Paintings of Patriots. Admittedly there are relatively few compared, say, with the related LMS 4-6-0 locos, but see two artists I have tracked down which feature in my *Settle-Carlisle Resources Handbook Illustrated*, published 2012 but now out of print, fortunately available in full under Resources on the Settle-Carlisle website ([www.settle-carlisle.org.uk](http://www.settle-carlisle.org.uk))
  - Paul Gribble. No. 5538 Giggleswick hauling the down 'Thames-Clyde Express' along Dentdale and used on a limited edition plate as part of a series produced by Bradford Exchange/Davenport China, and used with permission on the front cover of my little monograph on this loco (see 5.)
  - J. R. Markland. No. 5514 Holyhead with Black 5 No. 5042 on the S&C's Smardale Viaduct with an express for Glasgow in LMS days. (*See January in the 2018 LMS Patriot calendar. Ed.*)
- The LMS-Patriot Company does from time to time list and have for sale my 56-page monograph on The Locomotive Giggleswick where the full story of the locomotive is given. Neil and Karen Kinsey periodically receive copies from me at cost for sale on the Project sales stands. It is still in print and available with updates (currently 3, number 4 is due this year). It contains 62 illustrations, just let me know when you want some more!

KIND REGARDS, NIGEL MUSSETT (MEMBERSHIP NO. 021/09)  
(HON. HISTORIAN OF THE FRIENDS OF THE SETTLE-CARLISLE LINE)

## ROYAL SIGNALS IN THE WORKS



Thanks to volunteer and member Mike Paine for sending in this photograph of No. 45504 *Royal Signals* undergoing some heavy repair work in Stafford Road Works in Wolverhampton. © MIKE PAINE COLLECTION

## GWR INJECTORS

Dear Pete,

As a fellow supporter of this project, I was a bit surprised by the somewhat hostile tone of Keith Leah's letter regarding the decision to fit 45551 with GWR-type injectors and wonder if he spoke from a position of operating knowledge. I don't but recall the words of a former Cricklewood fireman with daily experience of LMS-type locomotives on the former Midland main line who once told me that "many a fine run was spoiled when their injectors knocked off unexpectedly."

If we wish to see 45551 performing on the national network, then such uncertainties have been eliminated and I fully support the pragmatic decision taken.

YOURS SINCERELY, GRAHAM BENTLEY

## PATRIOT CREST FURTHER CONSIDERATION?

Dear Friends

This letter represents a follow-up and in-depth request to give further consideration to this issue, the considered opinion of a good few of us is that none of the options suggested are all they might be. Options 3 and 4 are totally unsuitable. The 'Dead Man's Penny' originally suggested would have been better and more appropriate.

Two issues are relevant and worthy of serious consideration. An LMS locomotive crest should be in keeping with the crests the LMS displayed on these locomotives. The style of the LMS crests were castings normally made by the company of Firmans. They were bold in style and constructed to withstand hard service, even the boots of the railwaymen who used to stand on them. They had to withstand oil and grime and be capable of being highly polished. The only crest of a flat design nature was on 'Ulster' and had to be replaced on more than one occasion.

The second issue is the more important. 'The Unknown Warrior' is intended as a war memorial locomotive. This means that the importance of the engine and, in particular, the crest, stretches far beyond a railway locomotive. The issue is one of history, stretching back in the past to Wellington, Napoleon and so many past conflicts. So many members of the public have personal experience and connections. In their houses are personal items which they value: photographs, medals and so on. It could be well worthwhile considering the designs already known to people on this kind of item and, of course, the 'Dead Man's Penny' is one of these.

The 1914-18 medals have designs rather like the splendid 'Old Contemptibles' plate on locomotive No. 6127 and there are various Britannia designs such as I originally suggested which have an element of victory and triumph, rather than the sort of graveyard designs under present consideration.

Do think again.

YOURS SINCERELY, ROGER BELL

Dear Mr. Bell

*In the intro copy to the crest selection on page 25 of Warrior 36 it clearly states that the crests shown are 'simple illustrations to convey the idea', when the chosen crest is manufactured it will be cast, and therefore be in keeping with those produced by the LMS.*

## PUT A TENNER IN THE TANK!

Our latest appeal is for the construction and fitting of the tender tank, we estimate that this will cost in the region of £40,000. You can donate either online at [www.lms-patriot.org.uk](http://www.lms-patriot.org.uk), calling the office on 01785 244156 or by sending a cheque to: LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.



# COLWYN BAY

Dear Pete

In Issue 35 (November 2017) Roger Dickinson (Member 1483/10) gave information on the locations of three of the nameplates from Patriots bearing North Wales seaside towns. The building containing the nameplate Colwyn Bay is known these days as the Town Hall, rather than The Old Court House. There is a plaque on a gate pillar saying 'Bay of Colwyn Town Council' and this is the entrance you would need as the building is shared with other organisations. There is a buzzer box outside if the front door is locked.

Could I add some additional information on No. 45525 *Colwyn Bay* and my involvement in its original display location at the old Civic Centre, Colwyn Bay in the days of the Colwyn Borough Council. When I returned to North Wales in 1979 to take up the post of Deputy Borough Treasurer and a year later became Borough Treasurer I enquired about the nameplate as it was not on display. One of my staff said he thought he had seen it lying on the floor in the cellar!! I instructed its immediate retrieval but there was no crest. I was told that, a few years previously, the nameplate and crest were loaned out to a staff member from another department to display at a model railway exhibition and that it proved difficult to get it back. Eventually it was returned minus crest.

I arranged for the nameplate to be put on display in the foyer at the Civic Centre, supplemented by some information and a large photograph which I obtained from the National Railway Museum. At the end of 1990 I took early retirement and the nameplate would have remained in place until 1996 when local government reorganisation took place. It then passed to the successor authority, Conwy County Borough Council, who in turn has put it out on permanent loan to its present location.

Accompanying the nameplate in the Town Hall there is an information board containing the details that I provided and added to by Conwy County Borough Council's Planning Department.

There is a discrepancy and I don't know which is correct. I said above that the crest depicting the town's coat of arms was not returned after being loaned out. The information sheet says that the nameplate was presented by British Railways to the town in 1963 but without the crest. Another publication that I have says that at some time during their service a number of Royal Scots and Patriots carried a regimental crest or civic coat of arms. This is the likely answer to Colwyn Bay's missing crest.

Copies of the excellent information sheet are available from the Bay of Colwyn Town Council at a cost of £3.00 plus 40p for a tube plus postage, telephone 01492 532248.

MARSHALL MORRIS (MEMBER 1528/12)

## SPECIAL OFFER ONLY £15.00

### *Gone to War*

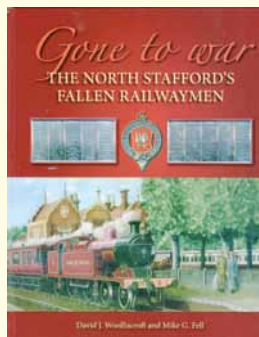
by Mike J Fell and David Woolliscroft

*I am very pleased to have been able to negotiate a special price with the publishers of Gone To War by Mike J Fell and David J Woolliscroft especially for readers of The Warrior Magazine. The cover price is £25.00 but you will pay only £15.00 plus £4.00 postage and packing. This offer is only available by contacting the office.*

*Please order either in writing by sending a cheque for £19.00, or by phoning the office on 01785 244156, if you prefer to pay by card. There is an answerphone and we will call you back – please note that it may be a few days before we do that due to a shortage of volunteers.*

*You can of course send an email to [office@lms-patriot.org.uk](mailto:office@lms-patriot.org.uk) with your contact phone number and we will be happy to call you.*

Linda Westerman



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

Please return the booking form included with Warrior 36  
or call the office on 01785 244156 to ensure your place by 6th June

## CAPTION COMPETITION

We haven't done a caption competition for some while, so when Bob Sweet sent this image of volunteer Mike Paine looking far too happy standing next to a GWR engine the temptation was too good.

A prize is at stake for the best one liner sent in, and before you all say it, I've ruled out "Should've gone to Specsavers!"

Send your entries to:  
[warrior-editor@lms-patriot.org.uk](mailto:warrior-editor@lms-patriot.org.uk)



## THE NEW PATRIOT

Although not carrying plates yet, DRS Class 68 No. 68032 has been allocated the name **Patriot**, and is destined to carry the new Trans Pennine Express livery. The engine is seen at Spetchley on a Bridgwater-Crewe flask train on 13th February 2018.

BOB SWEET





# MORE MEMORIES FROM A SEPTUAGENARIAN

BARRY GREENER (MEMBERSHIP No. 664/05)

**Firstly let me say I'm glad from the beginning of my enthusiasm for steam from the mid-1950s when I was spotting and travelling on as many BR lines as possible, including lines before closure and subsequently preserved ones like Taunton to Minehead and Kidderminster to Bridgnorth. I also went on preserved lines in their early days before they were fully opened like Kent and East Sussex, Bluebell and Watercress Line, etc.**

I was also involved with preservation, firstly unsuccessfully trying to preserve LMS 46240 *City of Coventry* and then joining the Princess Elizabeth Preservation Society, then working to preserve *Kolhapur* and *Clun Castle* (including manning a stand at Speke in Liverpool). To go on rail tours I joined the R.C.T.S. and S.L.S. and for industrial visits the Industrial Railway Society.

In my last article (Warrior 36, page 52) I mentioned going to the Isle of Man and stated my first foreign trip was to France in 1966, but having told you I was now 76, perhaps explained why I missed out going to Ireland and Northern Ireland for a rail tour by steam in the mid-1960s. I also told you about train spotting in Coventry and Warwickshire and visiting many engine sheds on Sundays when they were full. Let me now mention where I went to see former L.N.E.R. and S.R. locos at work (having mentioned the former L.M.S. and G.W.R. last time). The furthest I went for a few hours for the former was Peterborough where I saw the beautiful Pacifics including *Cock o' the North* the rebuilt Gresley P2 2-8-2 appearing as an A2 Pacific. The furthest I went to see the magnificent Southern Pacifics for a few hours was Basingstoke – I had previously seen a 700 class 0-6-0 and a King Arthur at Oxford where I spotted a few times and where I saw Winston Churchill's funeral train in 1965.

Now for London's termini. I never spotted at Euston having travelled to and from Coventry by steam many times – I will never forget passing Camden shed and seeing 46240 *City of Coventry* resplendent in its maroon livery. I did spot occasionally at Paddington from where I travelled

back to the Midlands to Leamington by G.W.R. 4-6-0 locos. There were three L.N.E.R. termini I travelled out of by steam, firstly Kings Cross with A4 60022 *Mallard* on the Aberdeen Flyer special train, Liverpool Street on a Great Eastern rail tour (I mentioned last time) and Marylebone from where I travelled to the Midlands to Rugby (G.C.) behind a Britannia. Here in more recent times trains from Leamington terminated instead of Paddington. By spotting at the north end of platforms at King's Cross in addition to the passenger locos I would see G.N.R. J50 class 0-6-0 tanks on freight which bypassed the station behind the signal box. At Liverpool Street (unlike the other termini) most of the express passenger trains were not with locos built by the big four, but by B.R. built Britannias. In sharp contrast was the station pilot a G.E.R. 0-6-0T from the turn of the century, beautifully painted and crested. I can't remember spotting at Waterloo or Victoria but did travel out of both by steam. My big regret concerning London is that I never travelled out of St. Pancras.

I would now like to reminisce about some big steam events. In the last article I mentioned the last steam train in Coventry and I submitted for the first and only time a photograph to a national magazine, The Railway Magazine, which was published. I was never one of the large number of enthusiasts standing in a field to photograph a passing special – preferring to be on board recording with a T.K.6 Grundig tape recorder. I mentioned only once submitting a photograph to a national magazine but since the millennium as my black and whites are now of historical interest I have had several printed in the local press.

In 1968 I just had to be on a farewell to steam tour in the north west of England with L.M.S. Class 5 and Britannia locos. In 1975 and 1980 after the end of steam I travelled to the anniversary celebrations and locomotive cavalcades at Shildon (Stockton and Darlington Railway) and Liverpool for the commemoration of the Rainhill Trials (Liverpool/Manchester). Back to the days of steam I was lucky to travel behind most famous engines. In 1963 I travelled behind *Flying Scotsman*, then owned by Alan Pegler, still with single chimney, from Rugby G.C. to Doncaster. Prior to this in the late 50s I had seen many photos of *City of Truro* on main line specials, but had to wait until quite recently for a ride when it visited the Severn Valley Railway.

Of course, a very special loco was 92220 *Evening Star* which I managed to ride behind on a special

train on the Southern. The last 8P to be built by B.R. 71000 *Duke of Gloucester* which I had seen when new whilst on holiday in North Wales. I was very pleased to ride behind 71000 from Crewe to Carlisle a few years ago with my partner. I used rail tours to ride behind famous locos like L.N.W.R. *Hardwick* and M.R. Compound No. 1000. Although I had seen many Arthurs and Nelsons on the Southern I could not remember travelling behind them so was glad of the opportunity to do so on the Settle to Carlisle line. Similarly I travelled from Crewe to Holyhead behind an L.M.S. Princess Royal. Obviously it was more difficult to ride behind freight locos but this was made possible on rail tours and preserved lines but that is another story, as are details of footplate rides and interesting branch lines.

*To be continued...*

Dear Peter

Having viewed from afar for a number of years I finally joined the Project. Shortly after that I was asked if I could help sell the remaining 5551 bottled beer before it was out of date at the end of March, "No problem", I said, all bottles sold within two weeks!

I was delighted to be invited to the launch of the Everards brewed Patriot Ale at The Railway Inn public house in Ratby, Leicestershire where I was asked if it was possible to help on the Project stand at the forthcoming Leicester beer festival in March. Being a non-railway event it tapped into a massive new market and several hundred pounds were raised.

The moral of the story is get involved, donate your time and do not let inhibitions restrict you, volunteering is exciting, rewarding and the overriding factor is that you ARE making a difference.

REGARDS, MARK SKINNER (MEMBERSHIP NO. 1644/01)

Dear Sirs,

I enclose my form for the choice of crest design to be applied to The Unknown Warrior. The authors of the four submissions are to be commended for the well-reasoned explanations they advance and draughtsmanship. My choice is Option 2 for its respectful simplicity and clearness of message within a relatively confined space.

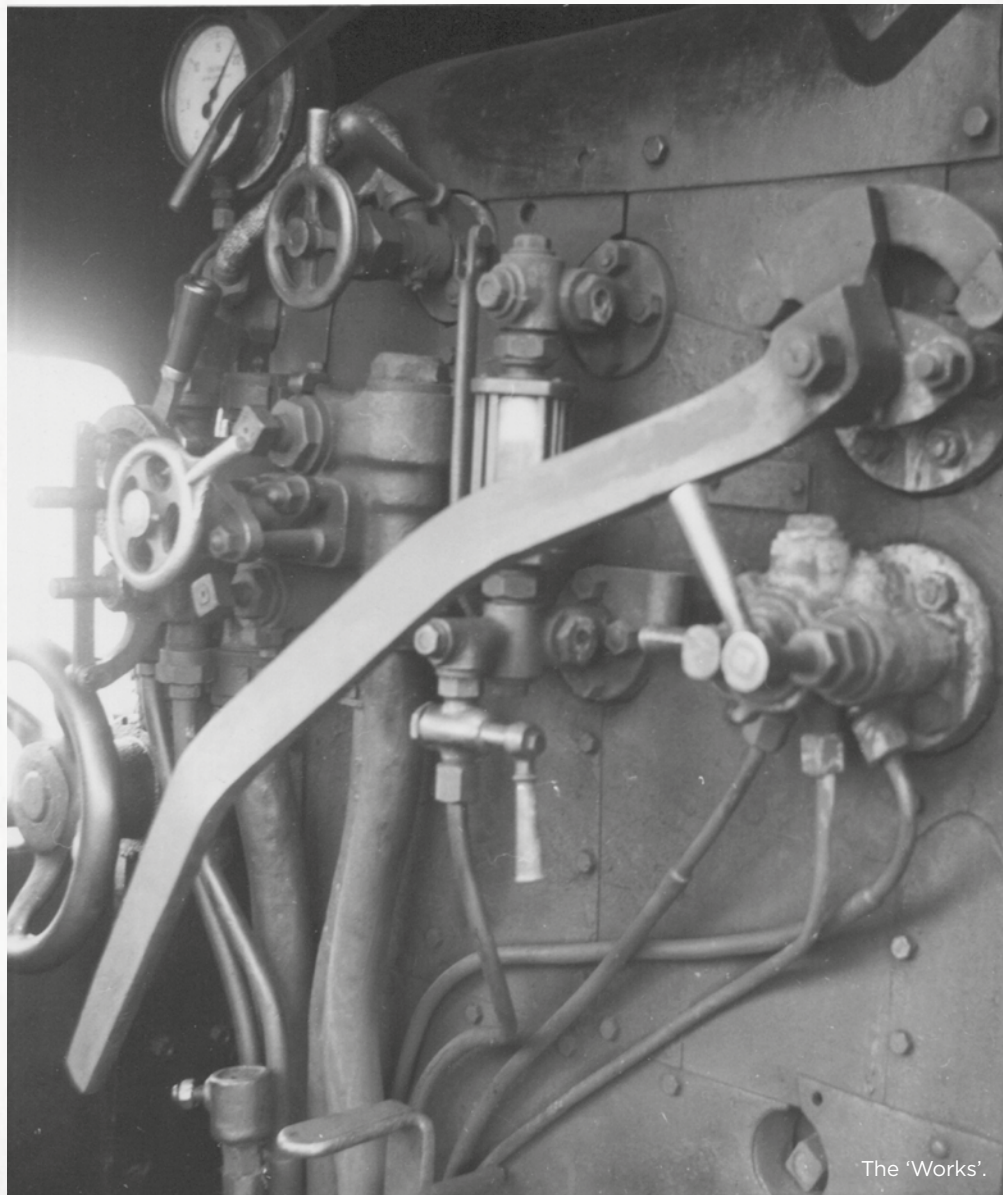
I think Option 3 does not make its purpose clear enough and would require close attention to read its script. I would not wish to see either a coffin or an improvised temporary battleground graveyard feature on our engine offered on the other two options. I have no wish to sanitise the outcome of war but these are too grim. I wonder if the old railway companies who had lost employees in conflict would have adorned a locomotive nameplate in remembrance of the sacrifice in such a way.

YOURS FAITHFULLY, MICHAEL SOUTHCOTT (MEMBERSHIP NO. 085/12)



## A TRIP ON THE 7.40am FROM BRISTOL TEMPLE MEADS TO BRADFORD

Thanks to Martin Walker for sending these fascinating photos from a trip that his father made on the footplate of No. 45506 *Royal Pioneer Corps* on 29th July 1959.



The 'Works'.



Leaving Tamworth.





How much longer?  
Driver Harold Bust checks his watch to  
check how long before departure time.



45506 at Burton-on-Trent.

ALL PHOTOS: COLIN WALKER/MARTIN WALKER.

**THANKS TO MEMBER JIM PERKINS WHO RESPONDED TO OUR REQUEST FOR PATRIOT  
PHOTOS AND SENT IN THE FOLLOWING FROM THE W. REED COLLECTION.**



5522 pilots an unidentified Stanier Black Five  
at an unknown location.



45506 *The Royal Pioneer Corps* pictured at an unknown  
location on an express working.



Two views of No. 45509 *The Derbyshire Yeomanry* stabled next to the turntable at Derby No. 4 Shed.



No. 45543 *Home Guard* departs Derby with the  
Northampton leg of the L.C.G.B. Midland Limited rail tour  
on 14th October 1962.



No. 45547 pictured at Lenton South Junction, Nottingham on  
14th September 1961 on a Nottingham to Edge Hill goods.





Patriot class 4-6-0 No. 45518 *Bradshaw* drifts into Tebay station with a fitted freight. This loco received its BR branding in July 1948 quite soon after nationalisation but it is matched with an LMS labelled tender and it seems to me that the cabside number is larger than the norm. 45518 was a 12B Carlisle (Upperby) engine when this shot was taken and would see service at several sheds before withdrawal at Lancaster Green Ayre in October 1962.

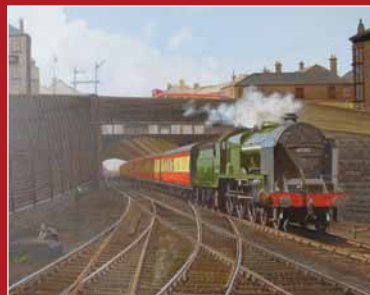
PHOTO: © MIKE MORANT.

## PATRIOT PAINTINGS – WE STILL 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](mailto: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)



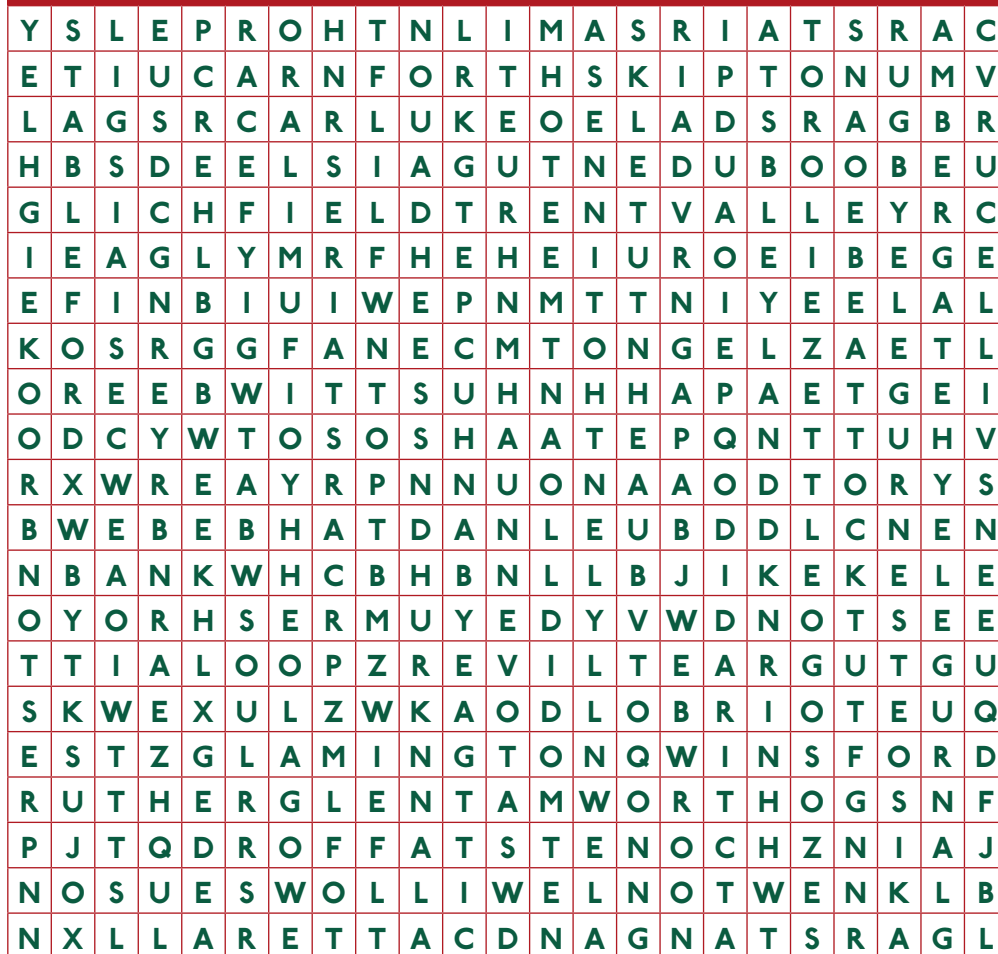
Numbers will be sold only once and are on a first-come, first served basis. The numbers are available in LMS Crimson Lake, LMS lined Black, BR Locomotive Green and BR lined Black.

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

## WORD SEARCH 13 ON THE WEST COAST MAIN LINES

ABINGTON • APPLEBY • AMBERGATE • AIS GILL • BARTON AND BROUGHTON • BASFORD JUN  
BEATTOCK • CARLUKE • CARNFORTH • CARSTAIRS • CLIPTON AND LOWTHER • CREWE  
DENTHEAD • DERBY • DENT • ECCLEFECHAN • EUSTON • GARSDALE • GREYNA  
GARSTANG AND CATTERALL • HAWES • KEELE • KEIGHLEY • KIRKBY STEPHEN • LAMINGTON  
LEEDS • LANGWORTHY • LEIGHTON BUZZARD • LEYLAND • LICHFIELD TRENT VALLEY  
MILNTHORPE • MINSHULL VERNON • NUNEATON • NEWTON LE WILLOWS • OLD OAK  
OXENHOLME • PRESTON BROOK • QUEENSVILLE CURVE • RUGELEY x2 • RUGBY x2  
RUTHERGLEN • ST. ENOCH • STAFFORD • STABLEFORD • SKIPTON • STONE • SOUTHWAIT  
SHAP SUMMIT • TAMWORTH • TEBAY • WINSFORD • WREAY

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





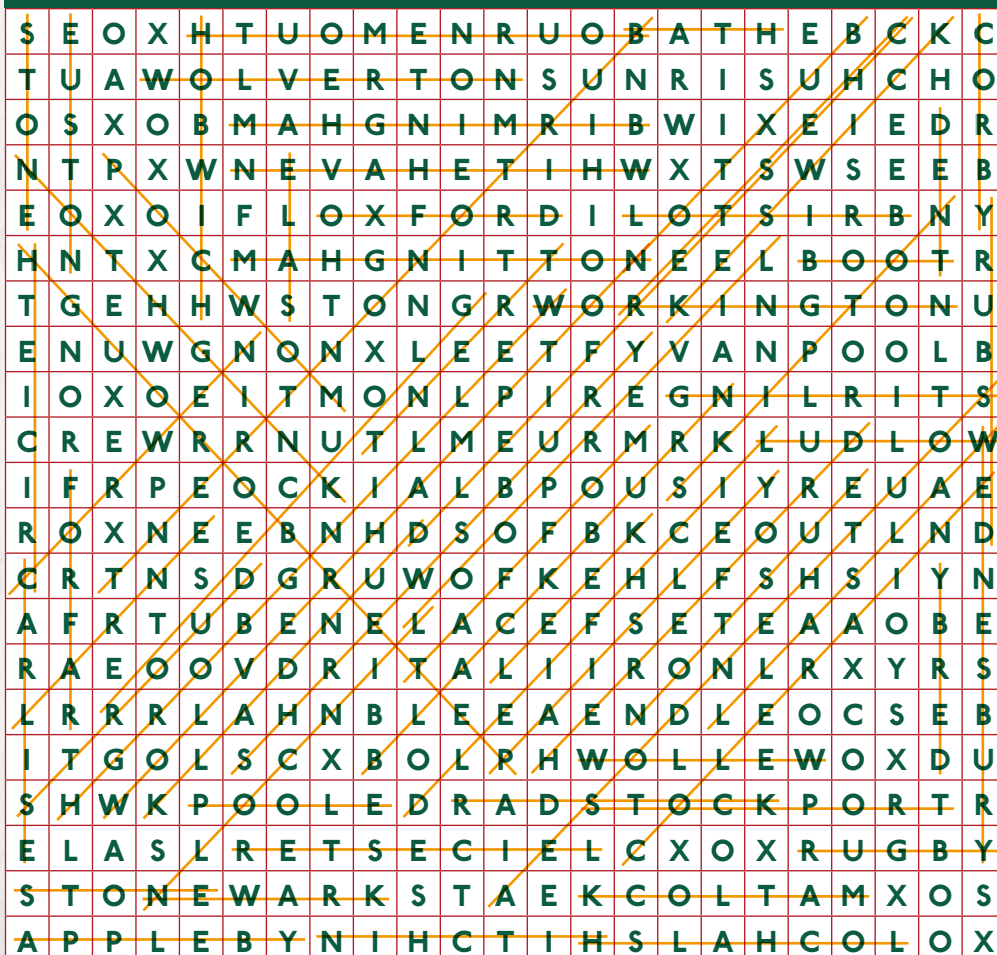
# ANSWERS TO WORD SEARCH 12

## LMSR DESTINATIONS (part 2)

APPLEBY • BATH • BESCOT • BLACKBURN • BIRMINGHAM • BOURNEMOUTH • BRISTOL  
BURTON-ON-TRENT • BURY • BUXTON • COLERAINE • CORBY • CORWEN • CHESTER • CREWE • DENT  
DERBY • DEWSBURY • EUSTON • FORFAR • GLOUCESTER • 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 • STOCKPORT • STONE • TRENT • WALSALL • WEDNESBURY • WELLOW • WHITEHAVEN  
WOLVERHAMPTON • WOLVERTON • WORKINGTON PLUS AN ODD ONE OUT: CORBY

The following were spelt incorrectly in the supplied grid so may have been difficult to spot: CARLISLE (CARLISE) • CHESTERFIELD (CHESTERFIELL) • CRICCIETH (CRICIETH) • DUNDALK (LUNDALK)  
HITCHIN (HITCHEN) • SOUTHEND ON SEA (SOUTHEND O SEA) • WELLINGBOROUGH (WELLINGBORGH)

What goes with turkey? OXO – how many times did you spot it?



# 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

Registered Office:

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

Registered Charity No: 1123521

VAT Registration No: 978 8801 48

Account Details for Direct Donations:

CAF Bank Ltd., Account no: 00092990

Sort Code: 40-52-40

## Board of Directors and Trustees

Chairman:

David Bradshaw – chairman@lms-patriot.org.uk

Company Secretary:

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

Treasurer:

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

Andrew Laws (Marketing and Publicity)  
marketing@lms-patriot.org.uk

Kevin Finnerty (Governance and Archive)  
governance@lms-patriot.org.uk

Steve Blackburn  
(Engineering and Quality Management)  
engineering@lms-patriot.org.uk

Richard Sant (Membership and Donations)  
membership@lms-patriot.org.uk

Neil Kinsey (Sales)  
sales@lms-patriot.org.uk

John Hastings-Thomson (External Relations)  
corporate@lms-patriot.org.uk

## Locomotive Assembly

Graham Elwood – Llangollen Railway plc



Follow us on  
Facebook and Twitter



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

## Project Support

Financial Administrator:

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

Engineering Design Team:

Kevin West, Fred James, Jack Cross

Documentary Video:

Andrew Kennedy – Oakwood Visuals

IT Consultant: Steve Wood

Events Manager:

Gavin Shell – events@lms-patriot.org.uk

Events Co-ordinator:

Robert Wells – robert.wells60@gmail.com

Events Listings:

John Barrowdale – john\_barrowdale@hotmail.com

Sales Support:

Chris Ainscough, Phil Akrill, John Barrowdale,  
Shirley and Mike Dunn, Bruce Baker-Johnson, Neil, Sue &  
Andy Collinson, Marcus Marston-Grimley, Colin Hall,  
David and Carol Hancox, David Hughes, Brian Johnson,  
Bev King, Barry Mathews, David McSorley, Karen Kinsey,  
Les Moss, Mike Paine, Chris Shell, Kirsten Shell,  
Pete Sikes, Ken Starbuck, Robert Wells, Peter Whittaker.

Volunteer Co-ordinator:

David Hughes – volunteer@lms-patriot.org.uk

Office Manager:

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

## Project Addresses

The LMS-Patriot Company Ltd.,  
The Hub, 17 Eastgate Street, Stafford ST16 2LZ.

Administration Office/Membership Enquiries  
Tel. 01785 244156

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

Website: www.lms-patriot.org.uk

## Newsletter

Produced by The LMS-Patriot Project.

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

Design and Artwork:

Pete Sikes – Accent Artwork Ltd. – 07831 394545

Printed by Novaprint, Leicester.

No. 5545 is seen on an express passenger working at Bourne End on 19th August 1939.  
PHOTO: © MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.

