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The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



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Editorial

I hope you enjoy reading the latest edition of the Warrior. I am sure you will be aware by now, and many of you will have attended the AGM in Crewe on 12th November, that the first livery to be carried by 'The Unknown Warrior' will be LMS Crimson Lake.

A few years ago your Board decided to allow you, our Members, to vote on the first livery, rather than leave it to us to decide. We probably wouldn't have been able to agree anyway, as I know we all had different views on this!

Anyway I am sure the finished result will look outstanding and we are extremely grateful to Neville Wellings, proprietor of Bromborough Paints – one of the North West's largest distributors and wholesalers of paints and decorating equipment – who has kindly provided sponsorship for the paint and materials. The Board is also extremely grateful to Mr Wellings who generously continues to support the Project and who remains our largest benefactor to date.

We are also delighted that Heritage Painting will undertake the final finishing and top coat. The company painted, lined out and hand painted the numerals on the cabsides during the 2013 Warley National Model Railway Exhibition in the notable LMS Crimson Lake and BR green liveries, and I am sure they will do a superb job for 2018.

The Armistice Day commemorations have just taken place as I write this. Recently there has been an increase in the number of modern day locomotive namings associated with Remembrance. Indeed the most recent naming has been a Freightliner class 66 diesel which was named 'PATRIOT – IN MEMORY OF FALLEN RAILWAY EMPLOYEES' (see pages 22-25) and it is this time of the year that the real significance of 'The Unknown Warrior' as the new national memorial engine comes to our minds.

With your continued support we will be able to participate in the 100th Anniversary commemorations in 2018 with 'The Unknown Warrior' playing a leading part.

Andrew Laws, Editor

Front cover:
The Unknown Warrior cabside in its chosen LMS Crimson Lake livery at Llangollen, June 2015.

PHOTO: PETE SIKES

Chairman's Thoughts – Nov. 2016

By the time you read this the vote by members on the first livery will have taken place with the result announced at a well attended and very successful AGM on November 12th. Those of you who voted for LMS Crimson Lake will be delighted and those who voted for the other colours will be no doubt be disappointed.

What I can assure you is that in the fullness of time The Unknown Warrior will appear in all the possible liveries, though not I suggest the dreadful light green applied to two of the rebuilds, Nos 45531 Sir Frederick Harrison and No 45540 Sir Robert Turnbull. I chose not to cast my vote partly because there was a risk that I could be required to give the casting vote which fortunately was not the case and partly because I had no real preference – any of the colours on the voting slip were and are OK with me.

I am writing this on Remembrance Sunday and am reminded I was fortunate in that no members of my immediate family saw active service during either World War as they were all working in reserved occupations, so I can only imagine what it must have been like to lose a close relative in such circumstances. What is less well known is that there was an influenza pandemic in 1918-1919 which killed even more than were killed in the Great War. Estimated at somewhere between 20 and 40 million people, it has been cited as the most devastating epidemic in recorded world history. More people died of influenza in a single year than in four years of the Black Death Bubonic Plague from 1347 to 1351. Known as "Spanish Flu" or "La Grippe" the influenza of 1918-1919 was a global disaster. In Britain 228,000 people (including my Grandfather) died of Spanish Flu in 1918/1919, so on top of the dreadful losses incurred

during the War, further tragedies were visited on the British people. Terrible times indeed.

Turning now to the construction of the locomotive you may have read in Steam Railway that we are behind schedule. This has been due to a number of issues; in particular delays in getting components for the boiler to Crewe which we believe have now been resolved. Other delays have been around the cylinder liners and a key frame stretcher all of which have now been fixed. So from here on in it is full speed ahead, with the only issue our ability to raise the money required in time. So... I am appealing yet again for members to become donors for the remaining two years of the build. We have now reached 380, just another 120 to go to reach our target of 500.

Finally I would like to recognise the contribution of all our volunteers who over the past eight years have supported the project in such a terrific way. Without them we would be a long way from our objective, as it is we are within shouting distance of success so please do continue your fantastic support.

My best wishes to you all for Christmas and the New Year.

Kindest regards

David Bradshaw, Chairman

AND THE FIRST LIVERY WILL BE... LMS CRIMSON LAKE

by John Hastings-Thomson

Well the wait is over. We now know the first livery that The Unknown Warrior will carry. I have to say that it is great to have a clear cut result. The winner polled more than the total for the other three alternatives put together, with over 56% of the votes cast. For the first time this year I am happy with the outcome of a ballot!

After all I made my choice very clear when I commissioned the painting on this page, the second by Colin Wright, several years back! So thank you to everyone who voted, around 61% of the membership.

So to the result in reverse order:

BR Black: 67 votes.

LMS Black: 99 votes.

BR Green: 130 votes.

And the winner... LMS Crimson Lake: 378 votes.

We were delighted that Stephen Tooley, Product Manager of Bachmann Europe plc, agreed to attend the AGM to announce the result and thanks to him for the various Bachmann goodies he brought with him to distribute. Bachmann can now finalise design work for the OO scale model of **The Unknown Warrior** they plan to introduce into their main range in 2018. If you haven't already expressed an interest in the model please contact the office to register and we will keep you informed of progress. The model many of you have reserved will therefore be supplied in LMS Crimson Lake after the ballot vote.

If you would like a permanent visual reminder of just how good The Unknown Warrior looks in Crimson Lake, there are limited edition prints of this painting of the locomotive on Crewe North shed in 1934 by Colin Wright. There are two sizes available by mail order – see pages 38 and 39 (item 23a/b) for size and price details.

Now I look forward to seeing the completed locomotive resplendent in the full glories of LMS Crimson Lake perhaps together with the LMS rake of coaches at the Severn Valley Railway.



AGM 2016 CREWE HERITAGE CENTRE

The 8th Annual General Meeting of the LMS-Patriot Company took place on Saturday 12th November at Crewe Heritage Centre. This was easily the best attended AGM to date and was not surprising given that 'The Unknown Warrior' is nearing completion and that the result of the livery vote was to be announced.

As those who attended heard, and most of you will have already read the news on our website, social media or in the railway press, the first livery to be carried by 'The Unknown Warrior' will be LMS Crimson Lake.

The result of the vote was very clear with 378 being cast for LMS Crimson Lake. 1,108 ballot papers were sent out, with a turnout of 674 (60.8%). Second place was BR Express Passenger Green with 130 votes, LMS lined black received 99 votes and BR lined black 67 votes, so an absolute majority for LMS Crimson Lake. Thanks to all the Members who voted.

The result was announced by Stephen Tooley, Product Manager at Bachmann Europe plc. who stepped in at short notice for David Haarhaus, Managing Director of Bachmann who unfortunately couldn't attend after his mother was taken ill. The Board of LMS-Patriot Project would like to thank Stephen for announcing the result. Bachmann will now be producing a special model of 5551 'The Unknown Warrior' in the superb winning LMS-Crimson Lake livery.

It is the third time we have been to Crewe Heritage Centre for an AGM. The LMS-Patriot Project has many links with Crewe, and indeed the first shed plate that was carried on the smokebox of 'The Unknown Warrior' was 5A (Crewe North). The boiler for the engine is currently under construction at Crewe, and the outer steel wrapper and boiler barrels could be seen on site before the AGM started. The rest of the boiler is at the old Crewe Diesel Depot which is now the main base for LNWR Heritage, since its sale by its founder Pete Waterman to new owner Jeremy Hosking.

The accounts for 2015-2016 were received at the AGM and we reported a record turnover of £348,413. You will have received a printed summary already, so I won't repeat any of this here. Stephen Dale, our Independent Financial Examiner was on hand to take questions from Members.

The Members agreed to re-appoint Neil Collinson as a Director for a further three year term of office - he will act as Treasurer - thank you for that vote of confidence.

Kevin West, CME for the LMS-Patriot Project gave a comprehensive overview of locomotive progress with a selection of still photos and a video overview of the latest progress at Llangollen. A question and answer session then followed.

The 2016 Fundraising Raffle was drawn at the AGM by Members who attended. These were picked out randomly by the attendees.

The winning Tickets were:

- £250** - Mr M Smith - Shebdon, Stafford
- £100** - Mr P D Boyles - Boxford, Sudbury
- £50** - Mr B Morton - Adlington, Chorley
- £50** - Mr M Hull - Blaby, Leicestershire
- £50** - Mr D Bradshaw - Wappenham, Northants.

There were also two £10 gift vouchers to be won and they went to Mr David Brown and Mr Barry Skermer.

Thanks to everybody who supported the Raffle this year. We raised a total of £3,668 which will go directly towards the completion of your engine - The Unknown Warrior.



Company Director, Richard Sant with the empty ballot box - let the count begin.



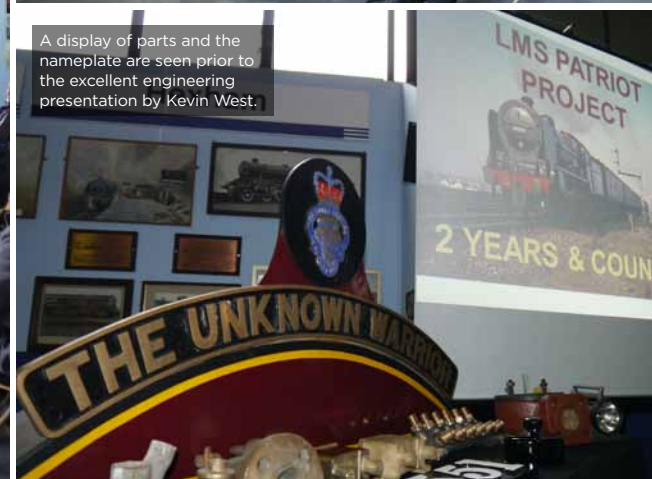
A trio of volunteers count the votes.



Members listen to Chairman David Bradshaw at the well attended AGM.



With the result announced John Hastings-Thomson addresses the members.



A display of parts and the nameplate are seen prior to the excellent engineering presentation by Kevin West.

TREASURER'S REPORT

Financial Update to Quarter 2 (30th September 2016)

by Neil Collinson, Treasurer

I am writing this before the AGM on 12th November, in fact on bonfire night. A little later than usual but Pete Sikes, our magazine compiler chased me up yesterday. I am the only individual who has permission to prepare the report after the board meeting, which is traditionally held on the last Saturday of the month following the quarter end. However, not this quarter as I am eagerly awaiting the result of the ballot on the first livery and I know that Pete will be holding the front page for 'Breaking News'.

*First thought for this quarter.
A little bit of copying and pasting with
maybe a little tweak.*

I am repeating a paragraph I wrote in Warrior 30 and I make no apologies for this as it is worth repeating that regular monthly donations are the backbone of financial planning. An update on the current position of regular donors is provided later. I have inserted it in bold but the bold type might be removed by Pete or the editor.

If you have not yet completed a standing order or responded to our appeal for regular donations, please do so now as we will be hoping to increase the speed of the build in what is turning out to be a very critical year. I still have 140 blank forms in my possession from Members' Day, you can download one from the website or you can telephone the office and they will happily send you one. £10 per month is only £2.31 per week and we cannot, indeed we must not allow the issue of finance to slow the speed of the build.

However, many thanks to those members who have increased the monthly amount or initiated a standing order in this last quarter.

Now to the statistics I know you have all been eagerly awaiting:

Total income for Quarter 2 was £79,620, including an expected £8,639 in Gift Aid. There has been one boiler loan of £500. The first quarter's figures were enhanced by a single donation of £20,000. If you strip that out, plus the Gift Aid it attracted,

we are up by almost £20,000 on Quarter 1. Another very good result with the total amount being 48.5% of the budgeted figure.

Membership income for the quarter came to £11,644 (including £2,139 in Gift Aid and included in the total above). We have almost hit the annual target set for the number of new members in the first six months, with Life Members hitting a record £4,300 for the quarter, resulting in that target already being achieved for the year.

DONATIONS

Regular. There have been 21 new regular donors during the quarter. Only two donations ceased due to death or change of circumstances, seven changed with an average increase of £7.00. That is a further increase in the number of members making regular donations to 380. Still some way to go to hit our target of 500. The average amount per donation has increased to £15.62 per month.

The increase in the total quarterly amount has also been maintained at £16,657 from £15,861. Based on the results for Quarter 1, my forecast for regular donations for this quarter was £16,500 so we exceeded that by £157. The monthly amount being received at the end of September is £5,622. Based on this figure my prediction for Quarter 3 is, say, in excess of £17,250. Please sign up. You can see the difference 12 months has made if you look at Quarter 2 for 2015/16

The chart shown on the next pages gives a comparative picture for the last six quarters.

2015/16 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q1	8	4 (avg. £5.75)	2	£12,735
Q2	10	10 (avg. £9.50)	7	£13,180
Q3	24	8 (avg. £8.57)	3	£13,633
Q4	28	3 (avg. £5.00)	9	£15,271
2016/17 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q1	23	3 (avg. £5.00)	7	£15,890
Q2	21	7 (avg. £7.00)	2	£16,657

EXPENDITURE

Locomotive

Expenditure on TUW amounted to £54,000 (Quarter 1 adjusted upwards to £145,000 from £123,000 due to late invoices). Total spend on TUW now amounts to approximately £1.4m plus £43,500 on the tender.

*Second thought for the quarter.
Our chairman writing to a member and
referring to me:
'All I know is we are spending at a rate
that has reduced him to a grey haired
wreck with a premature stoop and piles.'*

Other Expenses overall are within the budgets set at the beginning of the financial year although there have been slight overspends in marketing and administration. This does appear to be paying dividends with increased income and new members.

BANK

We ended the quarter with only £35,000 in the bank. However, a VAT repayment of £13,500 is in and Gift Aid of £8,600 has still to arrive at the time of writing. There was only £43,000 in outstanding invoices. However we do have purchase orders raised in excess of £133,000.

FINALLY

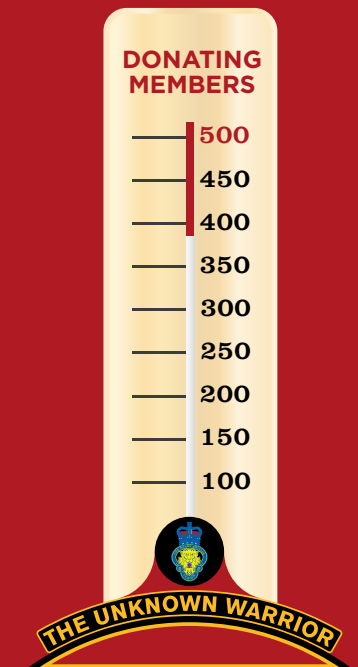
First train seats are guaranteed for donations of £1,500 or more. 158 seats on the first train have already been guaranteed. A further 67 have donated between £1,000 and £1,499 and a further 56 have contributed between £750 and £1,000. Membership fees, event fees, loans and online purchases are excluded.

If you wish to check your current status, please email the office at office@lms-patriot.org.uk

*Third and final thought for the quarter.
I am up for re-election at the AGM so these
could be my last musings.*

REGULAR DONATIONS

Regular donors currently stand at 380, thanks to those who have recently signed up and those who continue to donate regularly. However, we are still 140 donors short of our target of 500, so we would like to ask those of you who have not done so yet to consider signing up for the remaining period of the build (until December 2018).



ENGINEERING UPDATE

by Kevin West and David Bradshaw

ALL PHOTOS BY KEVIN WEST UNLESS STATED

AUGUST - OCTOBER 2016

LOCOMOTIVE FRAME ASSEMBLY

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

The construction of a machine the complexity of The Unknown Warrior is always bound to bring up its share of issues, problems and challenges. The period since the last report was posted has been one of the most challenging and frustrating so far. As well as also seeing major progress on various sections of the locomotive build, increasing time has been spent on chasing or supporting suppliers, or liaising between contractors that are working on the same parts or systems. Without this effort the parts do not get made.

Work on the chassis at Llangollen has slowed over the summer for a variety of reasons. Holidays and transfer of staff onto other locomotives while waiting for parts to be available have all contributed. Things have now returned to normal with Arwell and Chris now working full time on the Patriot. We have enough work to keep them fully employed well into 2018!

One of the delays mentioned above has been in respect of the Main Driving Wheel Springs. As reported previously the springs purchased in the early days of the Project were of the Jubilee design. Unfortunately, this design has been found to be unsuitable for the Patriot. The original drawings for the Patriot springs have not survived, so a lot of investigation work has been undertaken with our suppliers and a decision made that springs based on the Black 5 class will be fitted. A trial spring was to be made and supplied as a test piece before the other five were made. We had expected the trial part to be supplied in a couple of weeks, which has turned into almost three months due to a variety of reasons at the suppliers which are totally out of our control. This delay has not actually delayed any of the assembly of the locomotive, but it is work that could have been undertaken during the period. The trial spring is now at Llangollen and will be installed in the next couple of weeks. Assuming this is successful the remaining five will be manufactured and fitted.

Another issue has been the of drilling the Slide Bar bolt holes for the inside cylinder motion in Stretcher 4. A company that had previously completed a lot of work for Llangollen Engineering had quoted to do the necessary work and the part was readied for dispatch. When the Stretcher had not been collected after a couple of weeks, it was discovered the company had sold the milling machine

required to do the work! On discovery of this an alternative company had to be found and we are pleased to report that the work has been completed and the Stretcher is now installed in the frames and work on final fitting is underway.

The final machining on the Motion Girders has also been completed and they are ready for final fitting to the chassis. The Expansion Line Bushes along with their special bolts have been trial fitted to the Motion Girders as well. The Bronze Bearings that fit inside the Bushes have been machined and will be delivered to Llangollen soon.



Motion Girder showing Expansion Link Bush fitted.

One job required before this can happen is the riveting of the platforms to the framework above. The rivets have been on order for several weeks, but are still awaiting delivery to Llangollen. Once they arrive a working party will be called together to get them fitted as quickly as possible. This will also allow a start on mounting the Lubricators as well as fitting the Motion Girders.

Another job that has taken considerably more time than anticipated is the fitting of the Cylinder Liners. This was originally contracted to Tyseley Locomotive Works to be completed along with the Valve Liners in the early part of the year. Due to the many problems we encountered while obtaining sound castings the locomotive returned to Llangollen with an agreement that Tyseley staff would fit the Cylinder Liners at Llangollen once they were available. Once the Liners were finally available Tyseley were unable to supply staff at Llangollen due their own workload. This meant we had to look for an alternative contractor to oversee the installation.



The Front Buffer Beam has been removed to allow easy access to the cylinders. The Liners can be seen in the foreground.

After contacting several people and going through all the technical data and requirements Llangollen Railway Engineering along with former CME Dave Owen offered to undertake the work. Although several locomotives have had liners fitted at Llangollen they have all been done by sub-contractors so this was a new venture for Llangollen Engineering. Once again the data was inspected, the cylinders and liners measured several times to ensure the liners were typically 0.008" larger than the cylinder bore to result in the correct interference after fitting.



The team go through a dry run in manoeuvring the liner into position. PHOTO: OAKWOOD VISUALS

Finally, on 12th October the liners were successfully fitted to all three cylinders in a very smooth operation. Midland Cryogenics Ltd. provided the liquid nitrogen and expertise to freeze the liners down to -196°C.



A liner in the nitrogen bath before being filled with nitrogen. The inner drum is there to reduce the amount of liquid nitrogen used.



The bath being filled with nitrogen.

This made the liners shrink by 0.035" on the outside diameter. Once down to temperature they were lifted out of the tank and moved into position and slid into the cylinder bore by the Llangollen Engineering team.



The Inside Cylinder following fitting of the liner. The retaining bars are fitted to stop the liner creeping in the bore as it warms up.

The completion of this work allows the Rear Cylinder Covers to be finally installed and the Slide Bars to be fitted and lined up. This in turn allows measurements to be taken for the machining of the Crossheads.



The right hand Cylinder following fitting the liner. The cylinder casting has frosted due to the freezing of the liner.



Just another day in the office! Chief Engineer Kevin West and Llangollen Railway CME, Graham Elwood reflect on a job well done following fitting of the Cylinder Liners.
PHOTO: OAKWOOD VISUALS

BRAKE SYSTEM AND LUBRICATION SYSTEM

Dave Owen the recently retired former Llangollen Railway CME has joined the Project as a member and has agreed to take on the task of fitting the lubrication system to the locomotive as well as keeping an eye on construction in general. Recently completed for this work are all the Brass Oil Boxes and Lid Castings plus the Mounting Brackets. The castings are now being machined ready for fitting to the chassis.

We have also made a start of acquiring all the many fittings required for the Lubrication System. These include the Non-Return Valves fitted to the Piston Rod and Valve Rod glands on the Cylinder Covers and various adaptors for where the pipes fit into the cylinders.

The Atomiser for the Cylinder Lubrication system is being manufactured at Tyseley Locomotive Works.



The Oil Box castings before machining.



The Oil Boxes and Brackets.



One of the oil feed fittings temporarily fitted to the Left Hand Cylinder, 12th October 2016.



A selection of the Lubrication system fittings, Llangollen Works, 12th October 2016.



The Atomiser body being machined at Tyseley Locomotive Works.

Manufacture of the locomotive Brake Gear components continues with the Crossbeams and Pull Rods almost finished and due to be delivered to Llangollen in the next couple of weeks. The Bridles are already at Llangollen.

The Brake Cross Shaft under the Cab, will be a casting and final design work is underway. It is expected that this will be put out for quotation and casting in the next month.

Refurbishment of the Locomotive and Tender Brake Cylinders from Stanier 8F 48518 continue at Harco Engineering.



The Brake Cross Beams at CMS Cepcor, September 2016.
PHOTO: CMS CEPCOR

PISTONS, VALVES AND MOTION

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

Machining of the Big End Bearing castings has been completed at CMS Cepercor. These are now being fitted into the Big End Strap to complete the Inside Connecting Rod Assembly. All the other parts have also been machined by CMS and will move to Llangollen as a single unit once complete. Only the white metalling of the bearings is required at Llangollen to complete this assembly.

An order has been placed for the manufacture of the two Outside Eccentric Rods by CMS Cepercor and another order has been placed with Robert Stephenson & Sons of Manchester for the manufacture and supply of the Return Cranks.

Quotations are out for the Main and Intermediate Reverser Shafts and work is also underway on the final design of the Piston Rods and Valve Rods.



The Piston castings at Tyseley Locomotive Works.

DRAIN COCK GEAR & CYLINDER RELIEF VALVES

The design of the Drain Cock Operating Gear is complete and drawings for all parts have been created. Orders have been placed for all the Crank and Lever castings required and quotes are being obtained for all the Operating Rods, Pins, Collars and associated parts.

On the Cylinder Relief Valves, the Valve Bodies have been machined, the Valve Cage castings are to hand and quotations for the Valve castings are being obtained.

BOILER

The Firebox Doorplate was returned to Tyseley Locomotive Works for some remedial work following a trial fit to the Outer Firebox Wrapper. This has been completed and the Doorplate is now back at LNWR Heritage Crewe.

Forming of the Throatplate has started at Tyseley Locomotive Works with the four pieces due to have been delivered to LNWR Heritage Crewe by the end of the month.



A section of the Throatplate ready to be formed at Tyseley Locomotive Works.

The Firebox Strengthening Plates have been delivered to Crewe.

The Foundation Ring has been moved from the LNWR Heritage boiler shop at Crewe Heritage Centre to the Locomotive Services works at the former Crewe Diesel Depot for welding, which is in progress. The Inner Firebox Assembly is also at the diesel depot and it is expected that the assembled boiler barrel and Outer Firebox Wrapper will also move there in the coming weeks.

Once the four pieces of the Throatplate are delivered all the major pieces for the boiler will be on site and enable a start to be made on assembling the Outer and Inner fireboxes, before the barrel is attached.

The Dome and the Dome Cover castings have been ordered following design approval from our boiler inspection and approval company.

Final design for the mounting of the 8F Regulator is underway. The Regulator Unit itself is presently on the Chief Engineer's patio for measurement and will be returned to Crewe for refurbishment soon.

We have also established the build plan and the inspection requirements to cover the final stages of the boiler build up to completion.



The Regulator from 8F No. 48518 which is to be used in The Unknown Warrior. Behind is the 8F J Pipe which is unfortunately not suitable for use. On the floor is a Horn Guide casting from Great Eastern Railway 0-4-OST No.209.

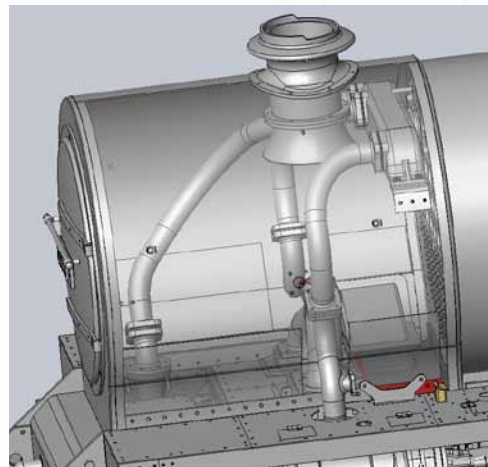
SMOKEBOX

A start has been made on the design of parts required inside the Smokebox.

The Main Steam Pipes, which carry the steam from the boiler to the Cylinders have been drawn up and quotations are being obtained for their manufacture. The base pieces which are castings have been ordered. The main pipes are very complicated shapes and the pipe is a size that is no longer a standard size. We are investigating the manufacture along with a number of locomotive groups that also require these pipes to pool manufacturing experience.

The design of the Superheater Header has been finalized and quotations obtained for the casting. The original was cast in grey Cast Iron, but our insurance company have suggested we use Cast Steel. After much scanning of boiler standards a suitable steel grade has been found and an order for the pattern and casting will be raised soon.

The base of the Smokebox has a floor of plates that interlock around the exhaust pipes from the cylinders. Cast seal pieces sit on the floor sheets and butt up to



A CAD image of the smokebox showing the three Main Steam Pipes and the Superheater Header mounted on the Boiler Front Tubeplate.



The Smokebox Floor Plates.



The tender chassis.

the Exhaust Pipe Flanges. These Exhaust Seals have been cast and are away for machining.

TENDER

Work on the refurbishment on the Tender Frames continues. The replacement Outer Frames are being prepared for attachment to the refurbished Inner Frame Assembly. This work will be undertaken as fall back work from the Locomotive Chassis over the coming months.

The order for the Tender Axlebox Brasses is about to be placed. Once delivered they will be machined ready for wheeling the chassis.

Design work for the Tender Tank is in hand. We need to get the proposed changes approved by our approvals body before detailed drawings are prepared and quotations obtained for the profiling and delivery of the plate work.

FUTURE WORK PLANNING

Future work on the locomotive at Llangollen is expected to include permanent fitting of the growing number of finished parts.



The Beam at Llangollen Works 12th October 2016.

VOLUNTEERS REPORT

by David Hughes

There is only a limited amount of progress to be reported this time. The inner tender frame plates were completed with undercoat and gloss, likewise the front drag box which had previously been inaccessible. Further work on the tender is on hold until the new outer frame plates are finally fixed in position.

The bogie wheels on the locomotive have been rubbed down again and two coats of black gloss applied. They are now looking the part. The return and partial fitting of the front stretcher has permitted painting with two coats of green primer and a grey undercoat. This work has to be fitted in between the Llangollen workshop staff installing the stretcher and other parts. A lot of work has gone into improving those parts of the motion girders which will be visible when fixed to the locomotive. This has involved much filling and rubbing down to achieve a smooth surface. These faces have now been undercoated and glossed prior to fitting.

New parts which have arrived include the sand box pipe lids and the oil box brackets which have all now had several coats of paint up to gloss black.

The Volunteer team are now waiting for the opportunity to assist with the fitting of the running plates and the lubrication system as the preparation and painting activity is temporarily halted. By the time you read this the first livery will have been chosen and I will know whether my wish to keep it simple, keep it black has been realised!



The Volunteer Team of (left to right) Peter Moody, David Hughes, John Sandiford, Gerry Poulson and Brian Greally take a well-earned day off and are seen enjoying a few refreshments at Members' Day on 25th June 2016.
PHOTO COURTESY OF PETER MOODY

A TENNER FOR THE TENDER



At 11.00am on 11th November 1918 The Great War was finally over. 10 million souls were lost, 886,000 of these were British. Nearly 100 years later our tribute and memorial to the fallen is well on the way to completion, but we need your help.

Our tender needs £50,000 of materials and labour to see it completed and run behind **The Unknown Warrior**, the Royal British Legion endorsed National Memorial Locomotive. As well as necessary modifications to the original tender we are in the process of designing a new tank which will incorporate changes to the original so that the water capacity can be increased for main line running. With your help, we can then order the new profiled plate work and start assembling the new tender tank.

We are launching our **Tenner for the Tender** appeal to do just this. You really can make the difference. Please send your donation to: **The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ** or call the office on **01785 244156** and indicate your donation is for the tender by stating **10TEN/TW**.

Thank you for your support.



Spotlight on Neville Wellings

For this issue The Warrior spotlights our major supporter, Neville Wellings of Bromborough Paints.

How did you become involved with the Project and then choose to become a major donor?

As soon as I saw the initial article in Steam Railway.

Why do you think The Unknown Warrior has caught the imagination of the railway enthusiast movement?

Tornado had just been completed, an inspiration to new-build projects yet an A1 and A2 *Blue Peter* are visually very similar. A Fowler Patriot is significantly distinctive, the outline could be recognised half a mile away. There is nothing like it.

Do you think the Project will achieve its goals?
YES.

Can you give us a brief history of your involvement with Bromborough Paints?

Although working in school holidays I joined the company full time in November 1968. I had a habit of wandering off which started in 1966 hitch-hiking in Europe and then again in 1968. I went to the Mexico World Cup in 1970 and didn't come back, again hiking all over the USA. And in 1972 to 1973 covered South and Central America, Australia and Asia by bus and train. Second class hammock was interesting across the Gulf of Guayacil. My father who founded and ran the Company wasn't particularly tolerant of this but I always got my job back! My role from doing everything gravitated to buyer and then Managing Director by the mid-1980s, the position which I still hold and only the second MD in the Company's 69 year history.

Do you think steam has a place on the high speed network of today?

I certainly hope so. Running on the direct route via Surbiton from Woking to Waterloo this September behind 6201 *Princess Elizabeth*, with speeds in the 70's, albeit around 10.00pm was exhilarating.

When did you become interested in railways and what triggered that interest?

My father built our house on a plot of land backing onto the Chester-Birkenhead line overlooking

The view from the back garden, Crab No. 42816 passes through Bromborough with a rake of cattle wagons in September 1964.



Bromborough station. We moved in in 1956 and I started taking numbers around 1958/59.

What are your first memories of steam and can you remember your first spotting of a Patriot?

Around 1958 I went on to Bromborough station with my cousin for what locally was called the 'eight 'o clock namer'. Blackwell Grange came through with what was the 7.45pm goods from Morpeth Dock and minutes later Woollas Hall passed light engine towards Birkenhead both lit by the station lighting and I was hooked.

My 1960/61 Combine shows I saw 23 or the 34 original Patriots, I cannot remember the first but I do remember a clean unnamed Patriot running light toward Birkenhead, the only time I saw any Patriot on the Birkenhead line, nice to think it might have been 45551.

Any interesting memories of BR days?

- My first photograph taken in August 1962 of 'Schools' Class No. 30906 *Sherborne* at Bournemouth.
- Ten days in the camping coach at Hest Bank in the early summer of 1964.

- Discovering Caley 4-4-0 No. 54463 still on Carstairs shed yard in 1964.
- Being on Preston station in 1961 waiting to see Mallard on the 'Northern Rubber' special and walking out of the station buffet to see Midland Compound No. 1000 piloted by Patriot No. 45548 *Lytham St. Annes* flash by... perhaps one day that combination might be repeated.

What are your favourite locos, railway journeys and heritage lines?

Naturally the original Patriot, then the Midland Compound, City of Truro, Collett 1400 tank engines and A4's. Best rail tours would be an Ian Allan tour in April 1963 with No. 46110 Grenadier Guardsman from Liverpool Lime Street to Swindon and back for the works. After the Birkenhead-Paddington services finished with No. 7029 *Clun Castle* and No. 4079 *Pendennis Castle* in March 1967 I lost interest in steam for other pursuits but I decided to end my interest with a flourish that April travelling behind *Sir Nigel Gresley* on its inaugural run from Crewe to Carlisle over Shap and back over the S&C. I did encounter steam abroad even taking a few photos from the road bridge overlooking Budapest station of steam hauled trains departing, this wasn't particularly wise as it was a few days after Russian tanks had invaded Czechoslovakia and international tensions were running high. Even the experience of a train journey from Buenos Aires to La Paz with steam haulage over the Andes in 1972 didn't rekindle my interest. It wasn't until 1979 with visits to the KWVR and the Great Central that I caught the bug once again. My favourite heritage line however, has to be the Severn Valley Railway.

As a keen photographer where are your favourite locations past and present?

Favourite locations in the past tended to be on a main line outside a shed I happened to be bunking or sometimes with permission. One's that come to mind are A4 No. 60010 *Dominion of Canada* storming past Ferryhill out of Aberdeen and one of my favourites A3 No. 60106 *Flying Fox* restarting a long parcels

One for David Bradshaw! No. 1002 'County of Berkshire' at Chester on 15th April 1963.



train outside Darlington shed. The only time I remember going out primarily to photograph was the last days of the Gobowen to Oswestry trains with No. 1432. Also on the embankment at the bottom of the garden which included a colour shot of a Grange and some cinefilm of a B1, the only time I ever saw an LNER loco on the Birkenhead line. Nowadays it's Shap and Grayrigg, in fact anywhere on the main line.

Where would you most like to photograph The Unknown Warrior?

Ideally from the fifth coach on a Euston to Chester special, rounding the bend into Stafford. Failing that Shap, Ais Gill, the Lickey Incline, Chester, York and any preserved line that saw Patriot's in BR days.

What is your view on the amount of new-build projects currently in progress.

There are around 20 projects in various stages of development/construction. I'm keen to also support Betton Grange and No. 82045 with both showing good progress. I'm always hopeful the Saint will eventually emerge from Didcot. Projects such as the LNWR George V and the GCR 567, although ideal for doing the rounds of preserved lines, could be a very long time before completion. Two Sandringham's seem one too many as does two P2's. But the new-build phenomenon is a remarkable movement to follow in Tornado's wake.

Rebuilt Patriot No. 45535 'Sir Herbert Walker K.C.B.' calls at Lancaster station on 25th February 1963.



Britannia No. 70039 'Sir Christopher Wren' steams through Bromborough station in December 1963.



No. 7820 *Dinmore Manor* and No. 7822 *Foxcote Manor* storm along Thousand Yard Straight during the Llangollen Spring Gala on 13th April 2016.



Rebuilt Royal Scot No. 46100 *Royal Scot* crosses the River Esk on 29th August 2016.



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'PATRIOT' FROM THE PAST TO THE PRESENT

by Cpl Gareth J. Atkinson, 1st Battalion The Mercian Regiment

Just a few days ago, at the 11th hour on the 11th day of the 11th month, a guard of honour stood presenting arms to pay respects to the fallen soldiers of the First World War, behind them a Freightliner loco No. 66418. The location was the new maintenance facility at Crewe Basford Hall, and the locomotive was 'PATRIOT – In Memory of Fallen Railway Employees'. This naming is the first of three that will make the core of Project Railway Honour (PRH).

The project came about in late 2014 off the back of the Revolution Trains' Poppy Pendolino, a project I had a fringe effect in liaising with the Royal British Legion (RBL) for Revolution Trains to assist in getting the required permissions to use the RBL poppy logos. As part of this I came across the names of three locomotives named 'PATRIOT', a LNER Claughton class locomotive, 'VALOUR', a GCR class 9P and 'REMEMBRANCE', a LB&SCR class N15 locomotive.

As a result, I formed Project Railway Honour to have these three names back on the railway in time to mark the centenary of the 1918 Armistice that signalled the end of WW1, but for each locomotive to also carry the plaque of an individual service charity for each arm of the Armed forces to raise the awareness of these charities and the work they do. Part of the plan is to also have the locos produced as limited edition models with the profits going to the charity represented by that locomotive and model.

So that was the plan and it sounded simple, but in reality it was far from simple. To get 'PATRIOT' named it has taken two years and a lot of goodwill and support from all parties involved to overcome a number of hurdles and potential pitfalls to get to the day itself. Even then there were a few hiccups, but nothing that could not be overcome with grace and quick thinking.

Two months before the naming, the project went public at THE INTERNATIONAL N GAUGE SHOW (TINGS). At the announcement, it was a bit of a whimper to start with, but by the end of the weekend there was a lot of interest in the project with a number of layouts and societies offering to have leaflets and assist in publicising the project.

I continued to publicise the project at every opportunity with the assistance of the media from

Revolution Trains to produce some high quality leaflets and other media products, which were to the point and fitting for the project, something that without their help I would have struggled to achieve.

Then came the big push for the naming, and a week before, it was all systems go. I never realised how much work goes into this and took a large chunk on my own! Catering, logistics, personnel, I had it all to sort out, although not everything. The staff from Freightliner were an amazing help, as well as friends and family, who helped with a number of things, and on a few occasions, as I began to struggle, stepped into help me out.

Then before we knew what was happening, it was the day before, and everything began coming together. No. 66418 was in the depot having a few touch ups. Even I got a paint brush out to make sure it looked the part for the big day. The final bit for the day was to write up notes at 01:00 for the speech, the bit I dreaded the most.

After four hours of sleep, I was up and out, ready for the big day. There was no going back now. It was a case of last minute adjustments, which left very little time to personally prepare.

The naming began at 10:50 with a welcome and safety brief from Freightliner Crewe Depot Manager, Andy Jeffrey, then a short Remembrance Service conducted by Reverend David Hardy, the Railway Chaplain for the South West, who came up for the naming and gave a very dignified and emotional service. At 11:00 exactly, a Guard of Honour from my Battalion, the 1st Battalion of the Mercian Regiment, presented arms to signify the beginning of the two minute silence.

Not only did the ceremony go silent, but the entire Basford Hall Yard came to a standstill to remember those brave railwaymen who went to war, 20,000 of



Freightliner Class 66 No. 66418 becomes 'PATRIOT – IN MEMORY OF FALLEN RAILWAY EMPLOYEES'.



Corporal Gareth J. Atkinson receives a Patriot plaque from Adam Cunliffe, Managing Director of Freightliner UK.

whom never came home. As the two minute silence ended, Adam Cunliffe, the Managing Director of Freightliner UK, gave a speech on why this naming was important, not just to Freightliner, but also to the railways as a whole to remember these brave people from 100 years before. He also highlighted how important the railways were in getting the British forces mobilised both in the UK and in France, moving men and material to and from the front lines, taking reinforcements forward and bringing the injured home.

Then it was time for my dreaded speech, which apparently went well. The quote I used linked together the railway men that became soldiers in WW1 and the soldiers of today, including the railway employees that are reservists even today and have served in Iraq and Afghanistan alongside regular soldiers with great courage. This quote may have been from the 1942, but it fit 1914 just as aptly: *"There is nothing stronger than the heart of a volunteer"*. This was said by David Stirling, the founder of what is today known as the SAS, when he was asked why he would only take on men who asked to serve under his command.

The railwaymen volunteered to serve, leaving their protected jobs on the railways, just as the reservist



Saluting 'PATRIOT' after the naming ceremony.

railwaymen do today. Every soldier who serves in today's military is a volunteer and makes the choice to face dangers on behalf of the country and each of us. This, I have always felt, is a common bond between those men who fought in WW1 and each of us who serve today.

I also had the great pleasure of welcoming Graham and Alison Wood at the ceremony. Graham's Grandfather was Wilfred Wood, a fireman for the LNER, and he was one of those brave men who left their job to fight for what they felt was right. Wilfred Wood was injured while serving in the 2nd Battalion of the Cheshire Regiment and was brought home on one of the hospital trains the railways operated day and night.

After being treated, he left for Italy to join the 10th Battalion of the Northumberland Fusiliers. On the 28th October 1918, near Casa Vin in Northern Italy, he showed the bravery that every railwayman had shown choosing to fight when they had a chance to stay out of the trenches. Private Wood showed the most conspicuous bravery going forward under intense fire to kill a machine gun crew and causing men in their hundreds to surrender. He did the same for a second time later on in the day, and for his bravery he was gazetted on the 28th November 1918 for an act of Most Conspicuous Valour and was awarded the Victoria Cross for his actions that day.



Private Wood's medals with the Victoria Cross on the left.



The Private W. Wood VC nameplate from Fowler Patriot No. 5536.

His was a story that showed the truth in the quote from David Stirling, some 24 years later.

After my speech, which was a relief to finish, Philip Naylor from the ABF – The Soldiers Charity spoke about the amazing work the charity does. They had a banner of Derrick Derenalagi, a soldier from The 2nd Battalion of The Mercian Regiment, my former battalion, who lost his leg in 2007 to an IED blast and who had received help from the ABF. He has shown bravery the same as Wilfred Wood VC, although not in battle. Since that day in 2007, he has represented Great Britain in the Paralympics and Invictus games, showing bravery to face and overcome his injuries.

The final speech was from Neil Morrle, the Marketing Director at Dapol, who spoke of the pride of being able to be part of this project. It was a chance to say that as a community we will remember them and that we will help those that serve us today in whatever way we can.

Finally it came to the moment everyone had been waiting for: the unveiling. Adam Cunliffe undertook the unveiling for Freightliner, and I asked Graham Wood if he would do us the privilege of carrying out the unveiling with Adam. As the flag dropped, there was a round of applause, and for me it was a moment, which allowed me to stand back and really appreciate it, and the two years' work and moments of stress and panic it had taken to get there.



A vehicle guard for 'PATRIOT' at Crewe Basford Hall.

I was not the only one who relished the moment. Chris Hewitt, the Heavy Haul Production Manager at Basford Hall, who is also a modeller and was the first point of contact for me within Freightliner, relished the moment as 'PATRIOT' was just as meaningful to him as it was to me. Chris was the one who suggested we should use the design of the original Patriot nameplate, and it fit so perfect words cannot describe.

After that, it was the final stage of the naming, as miniature replicas of the nameplate were presented. I was the first to receive one and, while not as big as the nameplates on 'PATRIOT' itself, they were still stunning and to have one myself was the icing on my cake. Then it was Chris Hewitt, who had taken the project to heart from the start and pushed it through. It was only right that the plaque remained in Crewe, as it was the home of both of the Patriots and it was now the spiritual home of the third Patriot. Lastly, Philip Naylor from the ABF received a plaque on their behalf.



Philip Naylor from ABF The Soldiers' Charity receives his plaque and is pictured alongside Corporal Gareth J. Atkinson.

That marked the end of the ceremony and a small reception for all the guests and press, but not the end of the show for the day, as the locomotive was prepared to go on public display. I had to speak to the press, including being in front of a camera, which, while not the first time, was still a strange feeling.

As the guests left, 'PATRIOT' was about to depart. There was a small technical hitch and, while not with 'PATRIOT' thankfully, it did hold things up for its public display for a while, but there was still a small crowd when 'PATRIOT' rolled into the station for its first public appearance.

As we quickly set up, there were also charity buckets for donations to the ABF and they did the rounds of the station, while more press questions were



Corporal Gareth J. Atkinson flanked by Mike Hale and Ben Ando of Revolution Trains.

answered as another camera was thrust in my direction. As things calmed down, I managed to do the one thing that would complete the day for me: to hold and see the medals Private Wilfred Wood VC had won. With this small thing and the naming, it made me realise that no matter how much stress there had been, I was so proud of the day and what it had achieved and it was all worth it.

Had someone asked me two weeks before if it was worth all the stress, the running around and hassle, the answer would have been questionable, but as we packed up and all left for home, the answer could not be any more different. It had been worth every little bit of it, and I would do it all again.

This is only the first phase of the project, and it is already having the desired effect. One of the core aims of the project was to make people aware of the lesser known charities, and even at the naming a few people had commented that they were unaware of the existence of the ABF. Since then the number of people becoming aware of the ABF because of the project is growing.

The final part of the project for 'PATRIOT' is to raise some funds for the ABF. The original plan was just for models to be sold, but Freightliner has offered a rare



Freightliner Class 66 No. 66418 'PATRIOT' – IN MEMORY OF FALLEN RAILWAY EMPLOYEES' arrives at Crewe for its public showing.

opportunity for a cab ride on one of their services between Crewe and Carlisle. To help raise money for the ABF, we will be raffling this amazing prize for £5 a ticket through the project website, which will be available online until the 25th November with the last chance to enter at the Warley Model Rail Exhibition on the 26th November and the winner being drawn on the 27th November.

A limited edition of 250 models are going to be sold through the Project Railway Honour website, www.projectrailwayhonour.com, at £105 per model with all profits going to the ABF. These will go on sale on the 26th at 09:45, the same time as Warley opens to the general public, so even if people are unable to be at the show, they have a chance to get one of these models. They will be produced to look exactly like 66418 'PATRIOT' did on the 11th hour of the 11th day of the 11th month in 2016.

While 'PATRIOT' may be coming to the end of its chapter in this project, it will by no means be forgotten. This has been an experience that has meant so much to me and to see it come to fruition has been a very proud moment, not just for me, but for all involved in this very special naming.

I must thank Freightliner for their willingness to be part of this project, especially Chris Hewitt, Lynn Crump, Vilma Lang and Simon Grego. Dapol, in particular Joel Bright and Neil Morrle, and finally, Ben Ando and Mike Hale of Revolution Trains. If it was not for all of these people being willing to be part of this project and wishing to show their gratitude to these brave railway employees both then and now, then this project would still be just a nice idea on a piece of paper.

They again have proven the quote of David Stirling. Each and every one of them should be proud of the difference they have made and the difference the project will make to the lives of our serving members of the armed forces, veterans and their families.

A question asked of me is would I do this again, and the answer is YES! Partly because I have to, as the project is for three names and there are two to go, but mostly as despite the stress the late nights and the lost days, the end result is worth all of that put together a hundred times over.

For more information please go to www.projectrailwayhonour.com

*NOTE: ALL PICTURES SUPPLIED HAVE BEEN GRANTED PERMISSION TO BE USED AS PART OF PROJECT RAILWAY HONOUR RELATED PRESS MATERIAL BY THE OWNER.

'NEW BRITISH COAL' STEAMING THROUGH SOMERSET

"In the last Warrior we had an article about the Made in Britain campaign asking its members to raise £200,000 to complete the boiler. From Black to Green are interested in this appeal and excited by The Unknown Warrior. When the locomotive is complete coal will be supplied by the heritage lines or tour companies who will be hiring it in. But better British coal than Russian coal!" - Richard Sant

The East Somerset Railway Company has been steeped in history since 1856 and was brought back to life by the artist David Shepherd in 1971. Today the railway boasts a variety of preserved steam locomotives which are well aligned to run on HMPD Ltd.'s nostalgic 'New British Coal'. Trial runs with the coal have shown its true colours - black to green - in terms of its high bituminous quality and low carbon footprint.

This exceptional coal, made in Britain over millions of years, is sourced from HMPD Ltd.'s recently acquired surface mine in Halton Lea Gate. This historic former deep mine was subject to extensive coal mining activity in the nineteenth century, and again in the 1930s to 1958. Located at the boundary of Northumberland with Cumbria, there has been a long tradition of mining that brought about great fortitude to many people in a bygone age. Now open cast, the coal is extracted from just below the surface of poor quality pasture, void of important nutrients for wildlife, grazing stock and woodland. The restoration plans, over 10 years, will boost the area's biodiversity by providing rich habitats for endangered birds and bats, and a plethora of flora and fauna. In addition, the land will host a low carbon village, a medieval deer park, an equine facility, and additional bridleways and footpaths.

It is therefore with great sentiment to see 'New British coal' used by the prestigious East Somerset Railway where heritage is preserving living history and re-creating scenes of the past. With HMPD Ltd.'s black to green ethos, and respect for mining bygone times, it is simply a union of the best of British!

For more information about New British Coal, please contact:

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HM Project Development Ltd
Halton Lea Gate Quarry
Carlisle CA8 7LB

info@hmpdl.com

Telephone: 08435 065 285



DEAD MAN'S PENNY by Richard Sant

As a follow up to a meeting at the Royal British Legion in early November I had an invitation to attend a meeting of the Woolwich Community Project Awards. This was organised by Weston Williamson & Partners who have been involved in the design of Woolwich station on the Elizabeth Line (Crossrail).

The original "pennies" were plaques issued after the First World War to the next-of-kin of all British and Empire service personnel who were killed as a result of the war. They were made of bronze, including brass from shell casings, and 1,355,000 were issued by the 1930s with a memorial scroll from King George V. The first plaques were made in Acton, but from December 1920 manufacture was shifted to the Royal Arsenal in Woolwich. All in all 450 tons of brass was used and the plaques gained their name because of their resemblance to the (smaller) contemporary penny coin. The actual plaques were 5 inches (120mm) in diameter.

The Woolwich Community Project had decided to ask pupils from two local schools to design new plaques to serve the same purpose in 2016. The Award ceremony in November was to celebrate the 25 winning entries, and took place in the Victoria Hall, part of Woolwich Town Hall in the Royal Borough of Greenwich. Mayor Olu Babatola was the presiding judge and handed certificates to the individual pupils who had submitted winning designs.



MEMBERS' DAY AT THE LLANGOLLEN RAILWAY SATURDAY 8th JULY, 2017

Please note that our Members' Day will take place on Saturday 8th July 2017 and we sincerely hope that you can join us. Please be aware that the Llangollen Eisteddfod takes place from 3rd-9th July so would advise booking accommodation early if you were thinking of staying over.

There will be a Fish & Chip special in the evening but this will be organised by Llangollen Railway and not the Project. If you want to be on this train you will have to book directly, for more details visit: <http://www.llangollen-railway.co.uk/event>

In each magazine and on the website there is always the all important information about how building The Unknown Warrior is progressing but what happens in the background. First of all we take a look at the Administration Office with Linda Westerman.

THE OFFICE

The office can be found in the old County Treasurer's Building in Stafford Town Centre which is now leased to VAST, a charity providing business support to voluntary and community groups such as ourselves.

Upon entering the building there is a reception area from where we collect the post and the key to our office which is situated on the first floor overlooking the side of the building, towards the Staffordshire Records Office & William Salt Library.

We have four desks, two computers, a desk top printer (which has seen better days), a laser printer, two telephones including answerphone facilities, and a franking machine along with shelves for storage.

Virgin Media provide Internet Services to VAST who then provide it to most of the various tenants, including us. Unfortunately, it has not always been reliable and has caused us considerable problems as all our records are "in the cloud". After numerous visits from the engineers it has certainly improved but on most days we still have a few minutes "down time".

Eight people make up our regular team of volunteers but we all have different skills and most of us also do other volunteer work elsewhere so it can restrict our availability for the office. It is always difficult to cover holidays etc. so we would really welcome some extra volunteers. We aim to have someone in the office from 10.00am to 3.30pm on weekdays but it may be that there is only a volunteer available for part of the day. If any of you would like to join us do give us a call on



The Hub offices located in Stafford town centre.

01785 244156. Ideally it is best to have some basic office and computer skills but have no fear, training will be given. We would love to hear from you.

So, what happens on a typical day you may ask?

The first job is to read the day book. As a different person is in each day it is an important tool in which to record information which needs to be passed to all the volunteers. This will indicate anything outstanding which needs to be followed up or completed. Next, is to listen to any answerphone messages and take the necessary action. Then it is time to open the post and read emails. Royal Mail generally deliver the post between 1.00pm and 3.00pm so, although not ideal, we have to work one day in arrears.

There will now be a variety of tasks to do. The regular ones are membership renewals, new member applications, donations and sponsorship but there can be numerous other things such as requests for Unknown Warrior merchandise, the date of the next Members' Day or a member querying if they are 'on track' to make sure they are donating sufficiently to qualify for a seat on the first train.

Adding details to the database such as items available for sponsorship and the Roll of Honour is another important job which requires care and accuracy as we do not wish to find that we have had three smoke-deflectors sponsored, for example.

Of course, there are several big mailings to deal with throughout the year. These include posting out the quarterly Warrior magazine, Members' Day invitations and notification of the AGM to name a few. For each of these, Claire George, the company's Financial Administrator, sends us printed address labels but we have to make sure that we have sufficient envelopes of the appropriate size and style. It takes some time to add the labels to those envelopes and then they have to be 'stuffed' sealed and franked. With around 1,100 members this results in numerous heavy mail sacks which have to be taken to the post office or local delivery office. This requires careful planning as we do not have a dedicated car parking space.

One of the most important jobs which is often not mentioned is the filing! We are very fortunate to have as a volunteer, Norman Ball who looks after that for us. He does an excellent job and has an eagle eye to pick up any errors and duplications.

A daily analysis sheet is completed showing a breakdown of each category e.g. membership (split between new and renewals), event fees, donations, sponsorship, loans, merchandise and raffle ticket sales. This must balance with the total paid into the bank. As a charity, the company banks with CAF Bank (Charities Aid Foundation). They do not have high street branches so we use the local branch of HSBC who act as agents.

All correspondence comes through the office and this can cover many different things such as information about engineering and other aspects of the build which needs to be forwarded to the relevant director, invoices which are passed to Claire George, who, in conjunction with the Finance Director, Neil Collinson looks after the bank account and cheque book. We in the office have no access to the bank account – other than paying in cheques! When members pay their annual subscription or donations direct to the account these are picked up by Claire once she has received the monthly bank statements. A list is then emailed to the office for us to update the details on the database.

Many of you will have seen the Patriot Sales Stands at various events around the country. The team of



Where all the admin happens, Linda and David Westerman (foreground) ably assisted by Peter Whittaker go about their days' work on another busy day at the LMS-Patriot office.

volunteers looking after this is led by Neil and Karen Kinsey who after each event produce a record sheet giving details of sales, any membership renewals taken, along with new members and donations. This is then emailed to the office so that the necessary action can be taken to update the records on the database and send out welcome packs to the new members.

As you can see, a day in the office can cover a great variety of different tasks. Having no idea about complexities of actually building the locomotive, we in the office feel that we are at least doing something to provide the funds for the people who can.

ADMIN VOLUNTEERS REQUIRED

Please, if you are in the Stafford area and would like to join our small administration team do get in touch. We would love to hear from you, call us on **01785 244156** or email **office@lms-patriot.org.uk**



No. 45550 at Oxheys, Preston with a
Garston to Glasgow banana train on 8th March 1960.
PHOTO: BILL ASHCROFT. © THE LMS-PATRIOT PROJECT.

MY STORY

by Neil Kinsey

I guess being born in a house on Crewe Street in the town of Derby, and with older brothers named Ian and Alan, I was destined to be a railway enthusiast.

The three of us would walk from our home, across Nottingham Road, under Chaddesden sidings, across the meadows (which although close to the town centre had sheep and cattle grazing), then under 'Five Arches Bridge', up the steps and on to a walkway which has long since gone. This was a fabulous viewpoint at rail level just north of Derby station where you could see traffic coming in from the north and out from the south (see picture below). Also the frequent freight trains to and from the aforementioned sidings made it a busy and exciting place to be.

As we grew up we would venture further afield when funds allowed. Grantham from Derby Friargate was a great day out, as was the bank at Tamworth which was reached on push bikes Dad had 'cobbled' together from spare parts! We went with little or no money, a bottle of orange squash

and a couple of cheese or corned beef sandwiches. Things were a bit spartan but what an experience, especially for the likes of us who only saw less glamorous locos at Derby, to see Coronation and Princess Pacifics or A1s, A2s, A3s and A4s in full flight.

Summer holidays from 1956 to 1959 were a fortnight in a camping coach at Squires Gate just to the south of Blackpool. One of the provisos of such a holiday was that you had to travel by train. Mum and Dad would reserve a compartment on the special as there were seven in the family with our twin sisters, but us three boys would stand up at the door windows all the way. One year (I guess it must have been the first) as we pulled into Preston, Alan suddenly shouted "there's a red engine", something we'd never seen in Derby. Obviously a Duchess or Princess



No. 45504 'Royal Signals' heads southbound onto 'Five Arches bridge' in the summer of 1962.
PHOTOGRAPH BY KIND PERMISSION OF NORMAN PREEDY.



No. 46244 'King George VI' at Kingmoor 4th June 1964.

but time has dimmed the memory. Another highlight of the holiday was the middle Saturday which would be spent on Squires Gate station watching the specials coming and going. Everything from 4Fs to 9Fs would be pressed into service to handle the seemingly endless procession of holiday trains in the days before mass car ownership.

In 1960 we went to Aberdovey, again in a camping coach. So it was off from Derby to Birmingham New Street, then across to Snow Hill for the Cambrian Coast Express. Having never seen an ex GWR loco before we waited in anticipation for our train to emerge from the tunnel. To our delight it was none other than 6000 *King George V* complete with bell. It only took us as far as Wolverhampton but what a treat for a 10 year old!

The Derby Works open day was always a highlight of the year with 71000 *Duke of Gloucester* attending one year and 46425 *City of London* another. I believe it was also a horticultural show but I don't recall having a great deal of interest in the flowers! It's hard to imagine in this day and age of Health and Safety awareness but we virtually had the run of the works and shed, which was of course a working depot with locos coming on and off. We would cab as many engines as

possible and blow their whistles if they were in steam. I have seen a number of photos and some film footage of the events and it's amazing to see kids clambering all over the visiting locos, walking along the top of the boiler and sitting on the chimneys, something that I would do, happy days!

In 1964 my brothers and I joined 'The Derby Roundhouse Club' (DRC) formed by the late Mel Jones, and like many others we would travel by minibus on Sundays to a different area of the country each trip. Unfortunately many of the pre-grouping classes were extinct by then but there was still plenty of steam to 'chase'. The first trip was overnight to Cumberland on 4th June, our first stop being Tebay at some unearthly hour. The highlight of the day of course was Carlisle where 46200 *The Princess Royal* was noted in store at Upperby and a number of the last working Duchesses were seen there and at Kingmoor. I had a wonderful time, apart from being sick all day!

Other places visited included; London area, Liverpool, Manchester, Leeds and Bradford, West Midlands and South Wales where the requisite visit to Barry Docks was made. The locos stored there at that time all still had paint on them. In fact most looked as if you could light a fire and steam away!

From 18th-24th July 1965 we toured Scotland for the grand price of £19.0s.0d all in! The last two working A3s 60041 *Salmon Trout* and 60052 *Prince Palatine* were seen at Edinburgh St. Margarets and likewise the final three A2s at Dundee. On the 20th we travelled as far north as Aberdeen where we visited the depots before buying cheap day return tickets for the up 'Grampian' on which we travelled behind 60024 *Kingfisher* as far as Forfar where the minibus met us for the onward journey. Truly one of the best week's holiday I've ever had.

In January 1966 I started an apprenticeship at John Smiths clocks in Derby where one of my duties was to wind clocks around the town, including the station clock which we were always told to set two minutes fast! In June that year I went on my last trip with the DRC. Steam was



No. 60024 *Kingfisher* on the up 'Grampian' at Forfar on 20th July 1965.

becoming ever more scarce and I'd discovered what girls were all about as well as travelling the country watching my beloved Derby County. One thing about 'shed bashing' and being a football fan is that you gain a good knowledge of British geography.

My interest waned with the demise of steam, indeed I was totally unaware of the events of 11th August 1968 as I was on a camping holiday with four friends in Cornwall where we had arrived from Derby via The Lake District, but that's another story! I, like many others thought that that was it for steam, but as time passed I became

aware of the growing preservation movement and Heritage lines that were springing up, though I didn't get much chance to visit many as I was married with two young children, working full-time and playing rhythm guitar with a 'pop group' every weekend and many week nights too. Then on top of that I got divorced and married again.

Then one day in 1979 I spotted a magazine in my local newsagents. 'Steam Railway' it said on the cover. Intrigued I bought a copy and after reading through, placed an order with the shop for a regular copy. I started to learn in more detail about the steam movement and as the industry has grown I came back to the fold as it were.

The final chapter of 'My Story' began in 2007, again thanks to SR which published an appeal to anyone who might be interested in helping build an LMS Patriot. Rewind to the beginning of this tale to Derby in the 1950s and although my memory of the Patriots is somewhat sketchy, they were always a favourite of mine. With this in mind I contacted David Bradshaw, who had put together the appeal along with Tony Streeter, and was invited to a meeting at Llangollen station on 7th December that year. There were eight people at that meeting and as much of the groundwork for setting up the project had been done and the required number of people put themselves forward to be directors, it was decided then that we should officially launch the project in April the following year, at the Spring Gala.

The rest as they say is history, and the Project goes from strength to strength. I became a director myself a while back and I find that being involved with such an enterprise has really brought back the youthful enthusiasm for steam railways. Nothing can bring back the atmosphere and the grime of a national working steam railway but this is the next best thing.

Having been born in 1950 I missed the 'golden age' of steam but I am fortunate enough to be of the last generation who can remember a real working steam railway. Watching my grandchildren growing up with all the comforts and gadgetry of the modern world is great, but I wouldn't trade my childhood for theirs.

Happy days indeed!



Wickham Trolley Car

OO Scale Model Permanent Way Vehicle

32-993 BR Engineers Yellow with Wasp Stripes

ERA
7

- Accurate Type 27 trolley and trailer
- Used country wide
- Electrical pick-up from both vehicles
- Correct pattern wheels
- 2 types of radiator grills
- 75mm long with trailer



32-992 Wickham Trolley Car
BR Engineers Yellow

ERA
6



32-991 Wickham Trolley Car
BR Maroon

ERA
4/5



Detailed windows with wipers



Canvas sides 'rolled up'



Static turntable on rear

Era 4 = 1948 - 1966

Era 6 = 1967 - 1971

Era 7 = 1971 - 1982

MEMBERSHIP CERTIFICATES

Please note that we have redesigned both Life Membership certificates and Annual Membership certificates. They will come into use as soon as existing supplies run out. In the meantime, if you would like a replacement, please contact the office and we'll be pleased to send a new one to you. The price will be £5 which will cover the cost of postage, card backed envelopes and the certificates themselves and a few years inflation. No profit will be made!



HAVE YOU ANY SPARE FOREIGN CURRENCY LYING AROUND OR TUCKED AWAY IN A DRAW DOING NOTHING?

If you don't know what to do with your left over foreign currency or there isn't enough to make a visit to the bank worthwhile we can take it off your hands as a donation to the Project.

Please send to:
The LMS-Patriot Project,
The Hub, 17 Eastgate Street,
Stafford ST16 2LZ.

REMEMBERING 1916 (LIFE ON THE WESTERN FRONT)

by David Hughes

Whilst on holiday recently I visited an exhibition at the Whitgift Exhibition Centre, South Croydon, which is in the grounds of Whitgift School. This is a major new exhibition telling the story of a pivotal year in the First World War. No amount of words could describe the extent to which the story is covered. It is particularly strong on the personal reminiscences and stories of those involved in all aspects of the conflict and including local people and Old Boys and Masters of Whitgift School who were killed during the Great War.

The display of artefacts from museums and collections from both this country and France is amazing. No element is left uncovered. You can be in the trenches with the soldiers, see the miners tunnelling under German lines, a bombed out cellar and the living rooms at home waiting for the soldiers on leave. In fact the whole process from conscription to serving and in so many cases death. There are weapons, bombs, knives and specialist equipment for the soldiers.

There are original personal diaries of the soldiers, sailors, airmen, nurses and others. Many uniforms from all of the Services are displayed, some with personal stories which create a fascinating and informative view as to what it was like to serve and live in those times. The propaganda of warfare at the time is well covered with an incredible collection of original posters.

The coverage of the exhibition is not one sided and there are many artefacts from the German side which include a light field wagon, and a flame throwers uniform and lance.

There are not many items of specific railway interest, however there is a war damaged name sign from Verdun Railway Station, a poster giving details of daily

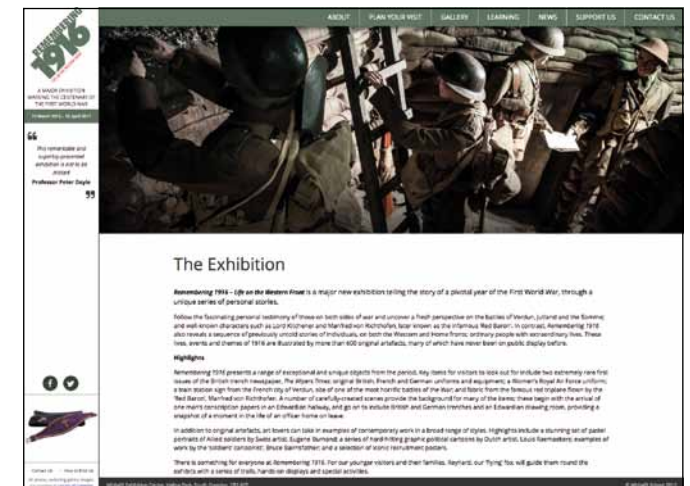
return leave troop trains (a lot) and films of troop trains. An interesting related item is a letter from a serving Officer to his wife. In it he says he has enrolled for painting lessons with John Hassall. Unfortunately he was killed shortly after writing the letter so the lessons with Hassall never took place. John Hassall is well known for his railway posters, particularly the Skegness Jolly Fisherman poster for the Great Northern Railway.

There is a piece of fabric from the plane of Baron von Richthofen (the Red Baron) the German flying ace which was retrieved when he was finally shot down. A former pupil of the school, Lionel Morris,

had the unwelcome distinction of being the pilot of the first plane shot down by the Red Baron. Unfortunately both he and his gunner did not survive.

All in all it is an amazing exhibition which I can wholeheartedly recommend. It is worth the effort if you are anywhere near. You will need to allow around three hours to do it justice. There is an excellent period café where you can take a welcome break whilst visiting the exhibition, like I did half way through.

The exhibition has been extended until 16 April 2017. Details can be found at: www.remembering1916.co.uk



SALES REPORT by Neil Kinsey, Sales Director

Well, it's that time of year again when thoughts of Christmas come to mind. For the first time we have our own unique Christmas cards featuring a fabulous image of 5551 at Whitmore Troughs by Matthew Cousins.

These are available from our web shop in packs of three or six. Unfortunately it's not financially viable to send single cards. They can of course be ordered by phone or letter from our office if you are not connected to the internet. Prices are £6.25 for a 3 pack and £10.25 for 6, including p&p.

Also on sale is our 2017 calendar, this year featuring some stunning paintings by some of Britain's best known artists. Thanks go to them for giving permission to use the images. The calendars cost £8 + £3.75 p&p making £11.75 in total. These again can be obtained using the above quoted methods.

Please note, order by Friday 16th December for Christmas delivery.

We've had another busy year out and about with the sales stands, often attending two events the same weekend. I don't think many other projects can boast that kind of support. A big thank you to all our volunteers who help make this possible. Special thanks go to Robert Wells for running our 'Southern Area' stand. I know many of you often see us when we're out, and it's always good when members come and say hello, even better when they make a purchase or donation! I must say I'm

a little disappointed these days if we don't spot someone sporting an article of clothing bearing our logo, such is the stature of the project.

The 'big' moment has arrived, when we will finally know the first livery 'The Unknown Warrior' will carry. We must have been asked that question literally thousands of times since 2008, and at last we will be able to give a definitive answer.

I know some people will be disappointed but the important thing is that it signifies that we are getting close to completing the build. I may be a director, but as a member I've had my one vote like the rest, but I won't worry too much if it doesn't win.

Please remember that we are still looking for good quality books and railway related items, (models or railwayana) to sell. If you have anything you would like to donate please contact me or the office. Contact details inside the back cover.

It's time for 'the final push' to get the loco completed by 2018. You can help by making purchases from our store. See the attached sales pages for some great Christmas gift ideas.

Finally, a Merry Christmas from all on the sales team, and here's to a successful 2017.

PATRIOT SALES STAND 2016

Thank you to all of you who have volunteered to work on The LMS-Patriot Project sales stands at the many railway galas and events during 2016, we appreciate the time and dedication you have shown.

If you would like to join our friendly team for 2017 please contact our Volunteer Co-ordinator Robert Wells at:

robert.wells60@gmail.com/telephone 01295 812568

or Sales Director Neil Kinsey at n.kinsey@uwclub.net/telephone 01773 832538

ON
SALE NOW

2017 PATRIOT CALENDAR



ONLY
£8
PLUS
£3.75 P&P

The LMS-Patriot Project has produced a superb A3 size calendar featuring 12 different 'Patriot' paintings from renowned railway artists including Philip D. Hawkins, Eric Bottomley and Colin Wright.

Visit: www.lms-patriot.org.uk/shop to order your calendar

PATRIOT MERCHANDISE

Please make your selection from the items on this page and complete the order form on the next page.

If you do not want to cut the page out of the magazine photocopies will be accepted.

1

2

3

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6 & 7

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10a

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11a

11b

12

13

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26

27a

27b

28a

28b

29

30a/b/c

31

32

33a/b/c/d

34

35

The LMS-Patriot Project – Sales Order Form

Item No.	Item Description	Size	Quantity	Cost £	P&P £	Total
1	2017 Calendar – 12 paintings by renowned railway artists			8.00	3.75	
2	Patriot Coal Model			25.00	3.75	
3	5551 Pin Badge			4.50	1.75	
4	45551 Pin Badge			4.50	1.75	
5	'The Unknown Warrior' branded 19 litre backpack			23.00	4.00	
6	Winter Warrior Christmas Cards (pack of 3)			6.25	-	
7	Winter Warrior Christmas Cards (pack of 6)			10.25	-	
8	Multi Pocket Waistcoat/Gilet (S, M, L, XL, XXL)			27.50	4.50	
9	OO Gauge Nameplate Set			8.50	1.25	
10a/b	'The Unknown Warrior' Profile Badge – LMS Red or BR Green			4.50	1.75	
11a/b	'The Unknown Warrior' Nameplate Badge – LMS Red or BR Green			4.50	1.75	
12	The LMS-Patriot Project T-shirt – Maroon			15.00	3.50	
13	The LMS-Patriot Project Line Drawing Mug			6.00	4.50	
14	The Book of the Patriot 4-6-0s – Graham Onley			12.95	3.50	
15	'The Unknown Warrior' Cap – Black			8.50	3.50	
16	'The Unknown Warrior' Cap – Maroon			8.50	3.50	
17	'The Unknown Warrior' Tea Towel			5.00	2.00	
18	'The Unknown Warrior' Logo Mug – Red			6.00	4.50	
19	Jonathan Clay Unknown Warrior Mug – Lined Black			6.00	4.50	
20	Colin Wright Unknown Warrior Mug – BR Green			6.00	4.50	
21	Colin Wright Unknown Warrior Mug – Red			6.00	4.50	
22	Colin Wright Limited Edition Print – BR Green			55.00	4.95	
23a	Colin Wright – A Brush with the Past B2 Print – LMS Red			40.00	5.00	
23b	Colin Wright – A Brush with the Past B3 Print – LMS Red			20.00	5.00	
24	Jonathan Clay – Unknown Warrior in BR Black – A3 Print			20.00	5.00	
25	Royal Signals & Semaphores at Birmingham New Street – Print			8.00	5.00	
26	Unknown Warrior Tie			12.00	1.75	
27a	The UW Polo Shirt – Burgundy (S, M, L, XL, XXL)			17.00	3.50	
27b	The UW Polo Shirt – Black (S, M, L, XL, XXL)			17.00	3.50	
28a	The UW Sweatshirt – Burgundy (S, M, L, XL, XXL)			22.00	4.50	
28b	The UW Sweatshirt – Black (S, M, L, XL, XXL)			22.00	4.50	
29	The UW Fleece – Burgundy (S, M, L, XL, XXL)			30.00	4.50	
30a/b/c	Unknown Warrior Beanie Hat – Maroon, Black or Green			8.50	2.50	
31	Steam Memories – LMS Patriots			9.99	2.50	
32	Claughton & Patriots 4-6-0s Book – G. Toms and R. J. Essery			16.95	2.50	
33a/b/c/d	Steam Sounds of the Sixties CD – Volumes 1, 2, 3 or 4			6.00	2.00	
34	Air Freshener (pack of 3)			4.50	1.75	
35	Branded Tote Bag			4.00	1.75	
				TOTAL		

Ordered by:

Delivery Address:

Post Code:

E-mail Address:

Telephone number:

Membership number:

Please indicate size required when ordering garments. Make cheques payable to: **The LMS-Patriot Company Ltd.**

Please send to: **The LMS-Patriot Company Ltd., The HUB, 17 Eastgate Street, Stafford ST16 2LZ.**

30.11.2016

WINTER WARRIOR CHRISTMAS CARDS



3 PACK
£6.25
INC. P&P

6 PACK
£10.25
INC. P&P

Order from our webshop at
www.lms-patriot.org.uk/shop
or call 01785 244156

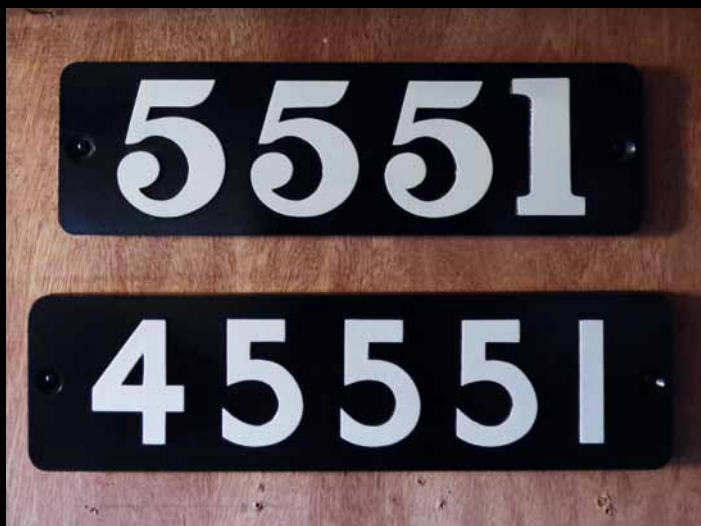
REPLICA SMOKEBOX PLATES

Neil Kinsey, Sales Director for the Project is offering to make replica wooden smokebox number plates as pictured.

You may choose any loco number at a cost of £35.00 plus £6.00 p&p each. A donation will be made to the Project for each one sold.

Contact Neil direct at n.kinsey@uwclub.net or phone 01773 832538.

Please note: not suitable for outdoor use.



THE LOW-COMMOTION by Richard Sant

David Shankland has published his reminisces of growing up in Scotland, and as a trainspotter (as were many of us), a devotee of 1960s music and part of a large and loving family, in Austria as well as Scotland.

The full book title is:

**Come on Davy... Do the Low-Commotion;
How I got My Kicks On Route 66A.**

And that acts as a good description. His introduction explains the book as his story spotting steam locomotives from 1962-1968, the last six years of British steam, the first six years of his teens. It's all very recognisable. And 66A is Polmadie (Glasgow) as described in my Ian Allan book Part 3, Summer 1960 edition.

There are 18 excursions each with footnotes and each named after familiar songs such as Light my Fire, and Sweets for My Sweet – with Route 66 (Chuck Berry) being number three. Each one explains what he felt at the time, his growing knowledge of the events of that time, the music, and his growing confidence, self awareness and worldly activities (the world of locos, cops and shed visits). As he is writing this as a grown man looking back, there is a constant reevaluation and commentary, from where his is now to where he was then. I think all of us who are part of the Patriot Project would feel they could have met Davy himself, and asked the questions about “Have you got all your Scots?” and “What about the Jubes?”

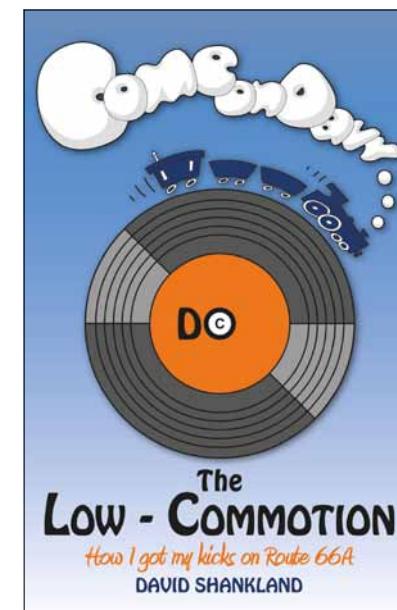
I was his equivalent in 1958 until 1962, when ‘O’ levels, diesels and girls (*puellae*) turned me away. Crewe rather than Glasgow, 5A rather than 66A, different works, different friends, different scraplines. But the same camaraderie, and “you get the down line and I’ll get the up”. And in the Works – did you cop the boiler if it had a different number from the frames? And who was Cecil Raikes? And writing down the numbers – in pencil – in my mother’s old Co-op laundry book. Borrowed for the day. Then biro to underline the cops at home in the book. There were some locos that were old friends and those you never saw; the others from distant sheds. Although Derby was an alternative and once Swindon, and the S&DJR.

In this world it’s possible we did meet, and perhaps Davy met you as well. It is written primarily for you, and he wanted to capture what it felt like as a boy, with all the fun and excitement. It’s high time a book was written with that in mind, anyway; i.e. from the perspective of the spotter, rather than as some kind of latter-day ‘technical expert’!

The book is self published, and Davy – now David – is a Catholic priest in Austria. He is also life member 118/00 and applauds what we are trying to do with The Unknown Warrior. Buy the book! It costs £9.90 UK price, and he has promised to donate half his profits to us.

York Publishing Services
64 Hallfield Road, Layerthorpe
York YO31 7ZQ
Telephone: 01904 431213

Online: YPD Books



No. 45509 *The Derbyshire Yeomanry*, date and location unknown.

PHOTO COURTESY OF DANNY SKINNER



MEMBERS' CORNER

We recently sent out an email to all of our members requesting Patriot experiences, stories and photos. The response has been fantastic – so much so that we've added an extra four pages, although that still didn't give us enough room to print all of them. So if you can't find your contribution in this edition it will appear in the next. You can send anything Patriot, memorial, war or railway related and photos are always good to receive. Please send them to us at memberscorner@lms-patriot.org.uk or if you have no access to a computer post to:

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

(If you send photographs please supply an address so they can be returned to you.)

Dear Friends,

I write in response to your email asking for articles for the next edition of The Warrior. I have set out some of my memories of the original Patriots below and I hope you find them of interest. I always read the Members' Corner section of Warrior because they never fail to stir my memories. Having read driver's tales and trainspotters memories I thought I would try and put a different slant on things.

My family were cotton manufacturers and my Dad (being the Sales Director of the firm) would regularly go on business trips to such exotic places as York, Carlisle, Leeds as well as East Anglia and London. We lived in Heywood near Manchester and Dad's form of travel was by train. During school holidays I always went with him (being a steam fanatic) and, lucky me, we always went First Class.

The time frame I am looking at was 1955 to around 1960... a good time to see steam loco's before the cutters torch came along to spoil things. I still have my Ian Allan spotters guide and in it is a record of all the original Patriots I was hauled by.

In numerical order they are 5502/03/04/09/11/17/18/19/24/33/42/44/46. The Patriot hauled trains I travelled on were Liverpool-Newcastle, both the Calder Valley and LNWR routes, Liverpool-Hull, Manchester-Glasgow as far as Carlisle and Manchester-London Euston.

Other journeys behind Pats were Lancaster-Preston, Carnforth-Lancaster, Lytham-Manchester, Manchester-Colwyn Bay and Blackpool-Rochdale, looking back it seems the list was endless! Generally we caught early morning expresses from Manchester or Rochdale and returned in the evening.

I never appreciated how lucky I was to have all this 'top end' train travel until steam had gone, now I look back with great fondness at those times and also the time I was able to spend with my Dad.

I also travelled behind many Jubilees and Scots as well as rebuilt Patriots, but it was the original Pats that always had a special place in my heart. I don't know why that was... maybe it was the distinctive smoke deflectors – which I have sponsored on The Unknown Warrior – or the graceful lines of the locos but I think mainly it was the simple fact the Pats always looked the 'real deal' to me... proper express engines!

I have plenty of great memories of my journeys behind Patriots but I was also lucky enough to travel on the footplate of two of them – 45509 *The Derbyshire Yeomanry* and 45543 *Home Guard* – on regular services... but that's another story!

WITH KIND REGARDS

DAVE COLLINS (MEMBERSHIP No. 285/11)

SEND US YOUR STORIES AND PICTURES FOR THE WARRIOR

Dear Sir,

As a regular monthly direct debit subscriber and a small sponsor of some boiler tubes and copper stays for our project I am obviously well aware of the intricacies of building a locomotive, so I thought you may be interested in an extract from an article in Bradshaw's Handbook, 1863 describing Crewe as a railway town, standing on the North Western main line, where the Chester, Manchester and Staffordshire lines fall in.

"The station, and many of the workmen's houses, are imitations of the Elizabethan style. Nearly 2,000 men are employed in the Company's workshops. Here are immense rolling mills for the rails, locomotive factories for the engines, including fitting up and erecting shops, 300 feet and upwards long. An engine, with its tender, averaging £2,000, is made up of 5,416 separate pieces, and a new one is turned out every Monday morning."

I am particularly intrigued by the precise accuracy of the number of pieces!

I trust this may be of interest for publication in the next excellent newsletter.

Yours sincerely

Gerald A. Cockcroft (469/03)

Dear Peter

Further to your email request I saw many Patriots, not all of them, but the one that stands out was on Sunday 13th November 1960. It was on a trip organised by the Elizabethan Railway Society, based near Mansfield. We started at Colwick MPD, then proceeded to visit Nottingham, Toton, Leicester Midland then over to Leicester Central and finally Rugby.

At Rugby MPD we sighted our first Patriot 45541 *Duke of Sutherland*. We then proceeded to the station where 45533 *Lord Rathmore* passed through and then a sight that many of us had not had before, 45500 *Patriot*. It was parked in a bay wreathed in poppies and had been part of the commemorations during the service that had taken place earlier.

I trust the above is of interest.

KIND REGARDS

KEITH LEAH (MEMBERSHIP No. 505)

Dear Sirs

I was never fortunate to see any of the parallel boilded Patriots and only have records of seeing four members of the class – 45512 *Bunsen*, 45527 *Southport*, 45529 *Sir Frank Ree* and 45531 *Sir Frederick Harrison*. They are recorded in my Winter 1963 Ian Allan Combined. I still have it but it's very worn!

All four would have been seen in either Glasgow, Carlisle or Larbert. My only firm memory is of *Bunsen* at Larbert with the yellow stripe on the cab in winter 1964/65 hauling the 'Fish' from Aberdeen. *Bunsen* would most likely have come on to the train at Perth. I can recall in my minds eye the glow from the firebox as the train went south.

I'm looking forward to the completion of the building project and to riding behind 'The Unknown Warrior' either on the main line or a preserved railway.

KIND REGARDS

ALAN HAYWARD

John King was a young fireman at Sowerby Bridge shed in the late 50s and early 60s and members may recall his account of working with Patriots and Jubilees fitted with the Fowler tender (Warrior 25, pages 18-19). Here he relates a freight working experience not easily forgotten – Graham Bentley.

A ROUGH TRIP

Around the years 1960/1, Harry Dean was my regular mate. He was alright, though not the most helpful of drivers. Some would invite you to swap firing for driving on alternate days as a way of keeping their hand in, and of spreading the workload, but not Harry. As far as he was concerned, firing was the job of the fireman so I quickly got to know my place.

I used to play football for one of the local teams on a Saturday. On one of the Saturday rosters, if I arrived at the shed sufficiently early, there was time to prepare the engine before taking part in the game and return in time to resume my duty. On one occasion, I'd done this with a Stanier Class 4 tank engine and had stowed my overalls in the locker so I could change out of my kit on the footplate when I got back. When Harry saw me, he announced, "we're not taking that engine" and directed me to a BR Standard 4 tank standing nearby. Although there was very little time available, I prepared it as best I could and therefore wasn't pleased that he gave as his reason for the change, that the Standard would be an easier job for the disposal crew. How considerate! Whether his shortness of stature had anything to do with his demeanour I don't know but it was probably of significance that when off duty, he always wore a Bowler hat to elevate his 5 feet 6 inches height.

On this particular day, we'd ridden on the cushions from Sowerby Bridge to Liverpool Exchange to work the Aintree to Creswell Colliery empties, which was made up of sixty assorted mineral wagons. The train was loose coupled and was usually diagrammed for a Derby class 4F, though it wasn't uncommon for other types to be turned out and, in my own experience, Austerity and Stanier 8Fs, BIs, Austin 7s, Britannias and even a Derby class 3F were used. I liked the 4Fs. In my view, they were smashing engines and responded well to being fired properly, but the

coal heavers came to grief on them by making overly thick fires. Arriving at the shed, we found that a 9F had been prepared for us. It was either 92105 or 92108. I can't now remember which but at any rate, it's home shed was Wellingborough so its identity could easily be established by anyone keen to know. On taking a look in the firebox, I saw that the tubes were leaking badly and water was running freely down the tube plate, which didn't look good. I suggested that the engine wasn't in a fit condition to take and rather hoped that Harry would declare it a failure. Not a bit of it. His response was, "I take Millicent out on a Wednesday and we haven't got time to prepare a replacement", so I was just going to like it or lump it! We first ran light engine to the sorting sidings to pick up our train for the customary 1.30pm departure. I saw to it that we were in good order with a full head of steam and plenty of water in the glass but, by the time we were running past Aintree shed, steam was already falling and I thought, "we're in trouble here." It was all uphill to Upholland Tunnel and as we approached, steam pressure was down to 100lbs with about half an inch of water showing in the glass. I asked Harry to stop short to allow the engine to recover as I was concerned that in this condition his braking might be compromised as we ran down the other side, or that the firebox crown might be uncovered once the gradient changed, but he wouldn't and merely responded by saying, "we'll be alright". I must say I didn't share his confidence. By the time we emerged at the other

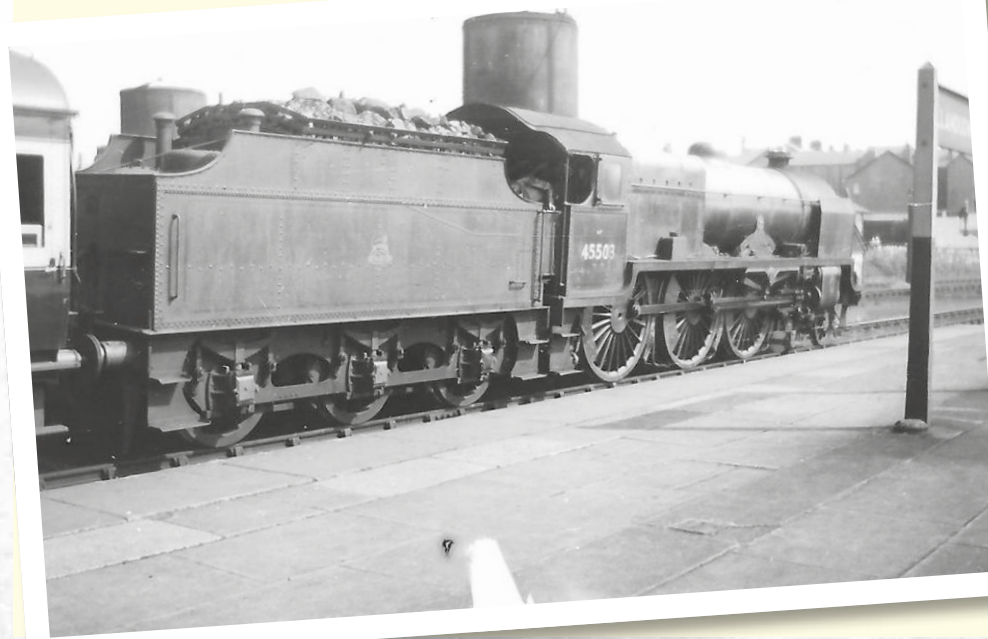
end, the water was just bobbing in the bottom nut and it was as well the engine was allowed to drift downhill all the way to Westwood Park. This bought me some precious minutes in which to redeem the situation and by the time Harry opened up again, I had three quarters of a glass and 200lbs. However, the recovery was purely temporary and the process merely repeated itself on each successive climb. I resorted to every trick I knew to get the thing to steam from juggling the steam and water needs to use of the blower and fire iron, all to no avail. And if things weren't bad enough, Harry accused me of not trying. What an insult. Really, I could have crowned him. I'd been fighting the engine

the whole time and that was all the thanks I got. Things didn't improve as we ran through Summit Tunnel, down to Todmorden and on to Sowerby Bridge where we were relieved by a Royston crew. Before leaving, I explained the situation to the fireman and wished him luck but knew well enough that he was in for a rough time. It had been a bad trip and I was glad to get off, so much so that I never wanted to see a 9F again. As it happened I did, but that wasn't until after I'd transferred to Didcot shed, though in truth, the work there was beneath them and they were never really tested. Nor was Castle No. 7011 *Banbury Castle* I once got on a parcels train, but that's another story.

Hello Pete,

You are welcome, if you wish, to use the attached photo (see below) of 45503 **The Royal Leicestershire Regiment**. The picture was taken by yours truly at Llandudno Junction in August 1963. It's not a classic photo but my excuse is that I was using a pre-war Box Brownie camera with a standard shutter speed of 1/25th of a second. My skills as a photographer were not very well honed: I was still in short trousers at the time. In those days one didn't graduate to long strides until maybe the second year at secondary school. The loco was on a North Wales coast relief train on a rather dull day but as you can see at the time the photo was taken there was a little watery sunshine casting shadows.

Kind regards, George Winkley



Thank you for your invitation to LMS-Patriot Company members to contribute to Warrior 31.

Being one of the ancient members of LMS-Patriot Company I had the pleasure of seeing all the members of the class as a schoolboy and student spotter 1945-1956. When I first started in the hobby there will still be some Patriot locomotives in LMS Crimson Lake. However the state of the paint was hardly pristine being covered in years of grime due to lack of cleaning during the war. I am a native of Morecambe and Lancaster and a lot of my spotting took place at Lancaster Castle station. I well recall standing alongside 5516 *The Bedfordshire and Hertfordshire Regiment*, which in those days was shedded at Preston (10B) and trying to clean a small patch on the tender with my hankie to reveal the crimson lake. My puny efforts failed to make much impression. Alas my handkerchief was ruined and I received a memorable reprimand from my mother. However mother being a very practical person provided a rag should I ever feel the urge to be a juvenile locomotive cleaner again. I did on one occasion when Jubilee 5678 *De Robeck* stood in the same place as 5516. She was another loco still in LMS Crimson. Sadly my rubbing was no more effective than when I had endeavoured to improve 5516.

The Jubilees were of course Sir William Stanier's version of the Patriots. Whilst talking of red locos, the ancestor of the Patriots, the ex-LNWR Claughtons, had one survivor in my early spotting

days namely 6004. Still adorned in LMS Crimson Lake she was a regular through Lancaster heading fitted freights from Liverpool to Carlisle and reverse. I never saw this venerable loco on a passenger train. However 6004 had a fair turn of speed with 40 or 50 vans snaking behind her and the guard's van at the rear giving its occupant a most uncomfortable ride.

Lancaster not only had the former LNWR West Coast Main Line passing through the city but also the ex-Midland Leeds/Bradford- Morecambe line. A gang of we schoolboy spotters used to congregate in the evening on Westgate bridge near White Lund on the edge of Morecambe to watch the 'Residential' express tear down the line to Morecambe (Promenade) station. The train passed under the bridge around 7.15pm.

Regularly in charge of the 'Residential' amongst Jubilees and Black Fives, was a trio of Patriots: 5534 *E Tootal Broadhurst*, 5535 *Sir Herbert Walker KCB* and 5538 *Giggleswick*. All three were shedded at Leeds (20A). We spotters had a special affection for the "Pats" as they were called. The line from Wennington to Morecambe via Lancaster (Green Ayre) closed decades ago. Yet, when looking back on my youth, I can still hear a Patriot 4-6-0 with its distinctive beat heading its train of tired Leeds/Bradford business men back to 'Bradford-by-the-Sea' as Morecambe was nicknamed in that far off time.

ALAN CLIFF (LMS-PATRIOT MEMBER 709/07)

In response to the request in *The Warrior*, I have attached two photos of original Patriots (reproduced below). The first is of 5506 *The Royal Pioneer Corps*, taken at South Kenton by my father in 1947. I don't know the actual date. The second is taken by myself at Birmingham New Street on 29.4.57. I assume that 45509 *Lady Godiva* is on a Bristol train. I realise that the photos are not of great quality, but you may like them for your records.

YOURS, RICHARD DYETT



THE SOUTH EAST WEEKEND

by Andrew Collinson

In early 2016 a conversation began between a few of us LMS-Patriot Project volunteers to organise a social long weekend away at a destination where we could visit a number of preserved steam railways that are not normally on the calendar. After considering a number of options, a caravan was booked in Rye and the 'South East Weekend' was planned...

DAY 1 of the tour kicked off on Friday 16th September and after an early start, Andy Collinson, Gavin Shell, Kirsten Shell, Kevin West and Jo Badcock met up at a damp Sheffield Park station on the Bluebell Railway for a round trip to East Grinstead. Kevin West kindly organised a visit to meet the Bluebell Railway Atlantic Group who are constructing No. 32424 *Beachy Head* to see the excellent progress and quality workmanship first hand of this 'new-build' project.



DAY 2 and it was off to travel on the Romney, Hythe and Dymchurch Railway. 'RomneyRovers' were purchased and maximum mileage was enjoyed travelling two full lengths of the line from New Romney that also took in a climb up to the top of the old Lighthouse Tower at Dungeness.



DAY 3 and the train was boarded at Tenterden on the delightful Kent and East Sussex Railway to see the beautifully restored Cavell Van that carried the body of The Unknown Warrior from Dover to London on 10 November 1920. However a slightly late arrival at Bodiam station resulted in a quicker than expected turn around meaning we missed the return departure whilst looking at the van! So an alternative plan was found meaning a stroll to The Castle Inn for some liquid refreshment before the next return service!



So where to in 2017...

...and who else would like to join us?

FAMILY AND PATRIOTS

At this time of the year thoughts turn to family who were involved in both world wars and to those men with whom I worked on the railway who also served. A paternal uncle – Frank Perkins – 12th Battalion Notts & Derby Regiment (Sherwood Foresters) was severely wounded on the first day of the Battle of the Somme. Although he eventually partially recovered he died of his wounds a few years later. In WWII another uncle was killed at the Battle of Alam-Alfa in North Africa and two of my wife's uncles were captured, one at Dunkirk the other at Arnhem and another uncle died while training. As an apprentice on the railway at Nottingham (16A) from 1958 to 1964 most of the senior drivers and fitters that I knew had served at some time. One Len Guylar was a coppersmith in the RFC working on aircraft exhausts, some of the old hand drivers suffered from bronchial trouble due to being gassed in France.

As a spotter I saw a few Patriots around 16A before I started at the locoshed, 45508 and 45551 then at 12A, come to mind. When I started work in September 1958 one of the duties was 'On Shed', this meant a Fitter and Mate plus apprentice looking after running repairs and engines in steam. The Edge Hill engines were regularly attended to with some minor repair or other, mostly sanders and injectors. Quite early on in my railway career on 17.9.1958 No. 45518 *Bradshaw* came on shed ex the Edge Hill goods, the engine that worked this train was always stabled on the east side exit road from No. 3 shed which was the main passenger engine shed at 16A. Later in June 1959 No. 45539 *E. C. Trench* was another Patriot we worked on. There were never any original Patriots based at Nottingham and only in late 1959 did we get a rebuilt version, No. 45532 *Illustrious* which was without a doubt the best 3-cylinder engine at 16A, other rebuilt engines were also visitors. Other Patriots that came on shed were No. 45509 *The Derbyshire Yeomanry* from 26A but at one time based at Derby No. 4 shed, also No. 45524 *Blackpool* and No. 45533 *Lord Rathmore* – both of these engines were seen in 1961. Other 8A Patriots seen were 45515 *Caernarvon*, 45516 *The Bedfordshire & Hertfordshire Regiment*. The most regular performers on the Edge Hill however were 45518 *Bradshaw* and 45551. Another regular Edge Hill engine was 45552 *Silver Jubilee* – in my memory I can still see these engines simmering away in No. 3 shed.

Hope these notes are of interest.

JIM PERKINS

Dear Editor,

As a boy, every school holiday meant a train journey from home in Norfolk to my grandparents near Birmingham, outwards via Market Harborough and homewards via Northampton. I had always loved trains, but when I was about ten the sight of two streamlined "big'uns" made the bug bite. The first leg of our return journey was on a Wolverhampton to Euston train to Northampton, hauled by a wonderful loco with smoke deflectors, unheard of in Norfolk, 5511 *Isle of Man*. I had seen a Patriot! That Christmas it was decided that we should return from Wolverhampton to give us a better chance of getting four seats in the same compartment, and the sight and sound of *Royal Naval Division* bringing it's heavy wartime train up the 1 in 101 into High Level has remained with me to this day. I had several more journeys on this train before Bushbury got Jubilees and the train was routed via Weedon. Despite living in Norfolk and then Lincolnshire I saw all the class, in one form or the other and a few in both, but it was a close run thing. On one westbound journey, at Rugby an Anglo-Scottish express, previously a Pacific, produced 5537 *Private E. Sykes, VC*, which I never saw again. In 1952 the RAF kindly posted me to central London for a year, and although original Patriots were no longer very usual in Euston, bunking Willesden on a Sunday proved very productive. Upperby shed had a sizeable allocation, and two or three Upperby 4-6-0s would spend the weekend on 1A, of which one was often a Patriot. My last two were finally logged, 45541 *Duke of Sutherland* in Euston and finally 45542 on the scrap line at Crewe Works, outside and still mercifully intact.

The Patriots looked good in BR Green, but they were glorious in LMS Crimson Lake, and I hope this livery will be chosen.

All the best with the project,

PHILIP TROMANS (MEMBER NO. 075/11)

SPOTTING THE PATRIOTS

To see an original Patriot from where I lived meant a trip to the WCML. Lancaster (Castle) or Hest Bank at Morecambe was the usual destination. With their unique looks the Fowler engines were always a favourite and usually to be seen on fitted freights or local passenger.

Back to home ground, the Leeds-Carlisle line north of Leeds for young spotters in the 50s and 60s Patriots or 'Pates' as the young kids called them were rather on the scarce side. The first Patriot I ever saw was probably 45547 seen after school in the late fifties. A few years later after I had acquired a camera, I was at my favourite location witnessing the departure of the Carlisle slow, an odd train that was all stations to Carlisle from Bradford (Forster Square), via the Settle-Carlisle line. This was a Kingmoor Class 5 working but with the rundown of steam, Class 7 power became more common, which included Britannias, Clans, Scots and of course rebuilt Patriots.

A cloud of steam announcing the next train north was waiting at the starter some ½ mile away. From that cloud of steam emerged from the distance the angular looking frontage of, yes! A Pate!

TOP: 45510 light engine at Saltaire.

BELOW LEFT: 45507 *Royal Tank Corps* passing Salts Mill, Saltaire.

BELOW RIGHT: 45515 *Caernarvon* at Lancaster (Castle).

As the engine passed hauling a fitted goods, the front number plate showed 45539 allocated to 26A Newton Heath and the nameplate *E. C. Trench*. The shutter button was pressed and the result rather a poor picture of 45539.

A surprise move from early 1962 produced a brace of the 4-6-0's reallocated to Lancaster (Green Ayre). Replacing the Ivatt 2-6-0's on the Leeds-Morecambe trains the class members became commonplace not rare any more. One curious thing I noticed I think on the fireman's side of 45518 *Bradshaw* was the replacement of the glass in the window with a piece of plywood. Perhaps indicating that their days were numbered after all!

RICHARD SMITHIES (MEMBER NO. 1404/07)



TUW OPEN FORUM by Nick Lakin

I've been involved with the Project now for about a year volunteering in the Admin Team at The Hub. The work itself is quite repetitive but, on occasion, a member will mention some steam experience which still sticks in his or her mind even after all these years. So, after a couple of conversations, we came to the conclusion that our 1,200 (or so) members will probably have a wealth of recollections and photos from the great days of steam. We'd love to put these into print in The Warrior for the interest of the membership at large, so we invite you to send them to The Hub for my attention (see address details at the top of page 46). These would not necessarily have to be Patriot-related as indeed mine below is not.

I often hark back to growing up in Stafford in close proximity to the Stafford to Wolverhampton line. Not only could every evening train be easily heard but the glow of the fireboxes lit up the sky. For a steam engine fan, Stafford was quite a reasonable place to live as it had (and still does, of course) the main line to London Euston and the branch line to Shrewsbury, which is now a cycle path.

Most weekday mornings and late afternoons, my secondary school pal and I would cycle around to the rear of Stafford shed to take in whichever visitors had spent the night there. Strange to say, we took little notice of Black 5 No. 45110 whose home Stafford was for a number of years, so often did we see it. How odd then that it was one of the four engines to haul the final Fifteen Guinea Special, the last steam hauled main line passenger train to run on 11th August 1968, the ban on steam starting the next day.

Not only that, but it, of course, escaped the oxyacetylene gas torches and lives on at the Severn Valley.

In addition to the steam activities at Stafford, membership of Stafford Railway Circle took us to many locations around the country all of which seemed very exciting to a couple of teenagers - not even the north of Scotland escaped a visit. Our coach parked on a bridge, seemingly in the middle of nowhere, and within ten minutes an A4 screamed past on its way to Aberdeen, vivid memories of it fifty years on!

Anyway, lots of images were taken during these escapades and I have to own up to not knowing where on earth they ended up which is unforgiveable as they are, of course, irreplaceable.

Let's see then what arrives at The Hub from all corners of the UK and hopefully, some overseas based members as well. If you would like your photographs returned, please let us know.



Stanier Black 5 No. 45110 pictured inside Barrow Hill Roundhouse in September 2011.
PHOTO: PETE SIKES

Dear Sir

I remember some Patriots in the early 1960s. When I was a teenager I would spend times watching the trains at Bletchley or Wolverton, and other places. A Patriot came through Wolverton once as I was on the platform, but I can't remember the name or number. At Bletchley loco shed c.1961 I was walking towards the loco shed and a boy coming along the path said "Giggleswick is in there". I went and looked through the window and it was in the shed simmering. Why it was there is not known, unless it had failed and been taken off a train. I never ever saw another named engine at that shed.

45525 Colwyn Bay pulled my train which I boarded mistakenly at Bletchley one evening, but it did not stop at Wolverton where I was meant to get off, so I ended up at Rugby! I had to get a train back to Bletchley, but I was pleased to have been pulled by a Patriot. I got a taxi home as the last bus had long gone. I remember that this cost 16/-, but should have been 18/-, because I was a young lad the driver gave me 2/- discount.

I wish I had taken photographs but in those days we did not realise that this would be history.

That is all I can recall about the Patriots in my lifetime. I look forward to seeing the new one in steam.

Aidan Ridge (Member No. 248/09)

“Very pleased that LMS Crimson Lake has been chosen for The Unknown Warrior. When built, it would be good to see it double headed with the same liveried Crab.”

GEORGE MAUND

Hi

After meeting some of your members at the SVR Gala I thought you might like a few old Patriot photos for your archive.

All photos courtesy of:
Dave Hill, Bodenham Moor, Herefordshire



45548 Lytham St. Annes, Tamworth - 13th May 1961.



45543 Home Guard at Crewe - 26th July 1961.



45517 at Moreton-on-Lugg - 31st July 1961.



45550 at Carnforth on 22nd July 1962.

MORRIS LUBRICANTS

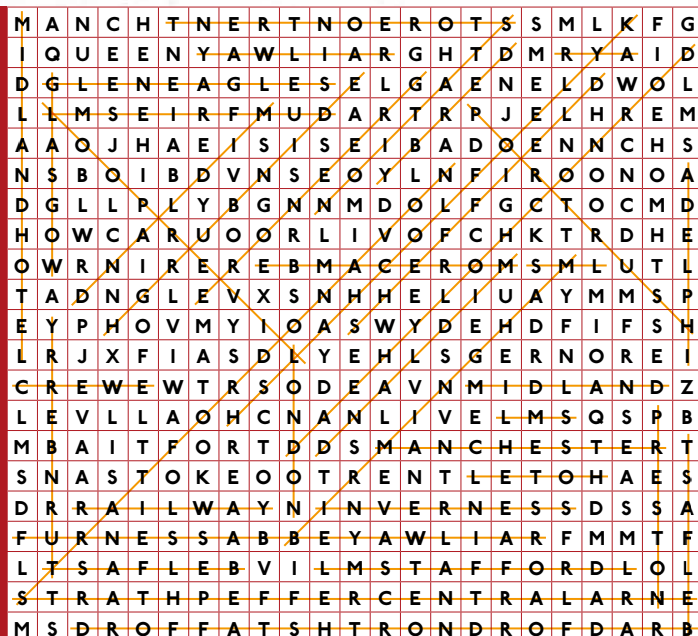
www.morrislubricants.co.uk

ANSWERS TO WORD SEARCH 6 LMS HOTELS

You were asked to find the names of as many LMS owned hotels that you could.

ADELPHI • AYR • BIRMINGHAM
BRADFORD BELFAST • CREWE (x2)
DERBY • DORNOCH • DUMFRIES
EDINBURGH • EUSTON
FURNESS ABBEY • GLASGOW CENTRAL
GLENEAGLES • GREENORE • HOLYHEAD
INVERNESS • KYLE OF LOCHALSH
LARNE • LEEDS • LIVERPOOL • LMS (x7)
LONDON • MANCHESTER • MIDLAND
MORECAMBE • NORTH STAFFORD
PORTRUSH • PRESTON • RAILWAY (x4)
STAFFORD • STATION
STAFFORD-ON-AVON • (ST.) ENOCH
SHEFFIELD • STOKE-ON-TRENT
STRATHPEFFER • TURNBURY

HOW MANY HOTELS
ARE CALLED MIDLAND? 5



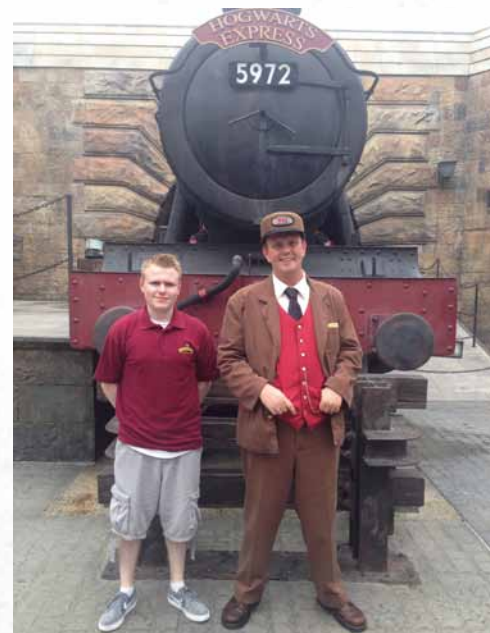
WHERE IN THE WORLD?



Sir, I am attaching a couple of photographs of myself – complete with LMS-Patriot baseball cap! – standing in front of No 6213, a Montreal built Northern 4-8-4, in Canadian National Railway livery, which is currently being cosmetically restored at the Toronto Railway Heritage Centre.

Hope you will be able to use this in the future.

ANDREW SUMNER – MEMBERSHIP NO. 335/2



Chris Ainscough (Patriot sales stand volunteer) sent this photograph of him from a recent visit to Universal Studios, Florida.

ADMIN VOLUNTEERS REQUIRED

We are looking for volunteers from the Stafford area or surrounding areas to work for a half day or a full day each week in our friendly Admin Office in Stafford. If you are interested please contact:

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Office Manager
The Hub, 17 Eastgate Street
Stafford ST16 2LZ

or email
office@lms-patriot.org.uk

WORD SEARCH 7

LNWR/LMS ENGINEERS

ROBERT STEPHENSON • TIMOTHY HACKWORTH • FRANCIS TREVITHICK • JOHN RAMSBOTTOM
FRANCIS WEBB • BOWEN COOKE • SAMUEL JOHNSON • WILLIAM BARTON WRIGHT
PETER DRUMMOND • PATRICK STIRLING • WILLIAM STANIER • FAIRBURN • (Mc)CONNELL
CHRISTOPHER CUMMING • HENRY FOWLER • RICHARD DEELEY • JOHN ASPINALL
BAYER PEACOCK [SIC] • (JAMES) CLAYTON • THOMAS WHITELEGG • ROBERT SINCLAIR
HENRY HOY • JAMES ADAMS • WILLIAM STROUDLEY • EARNEST LEOMON [SIC] • RIDDLES • IVATT
(THOMAS) BRASSEY • WHALE • KIRTLEY • HUGHES • RAMSDEN • PARK • LAMBIE • MCINTOSH
PICKERSGILL • JONES • SMITH • MANSON • LOCKE • (Apologies to BEYER-GARRATT)

HOW MANY L.M.S.'s?

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



The LMS-Patriot Company Limited

Building the new Royal British Legion endorsed National Memorial Engine –
'The Unknown Warrior'

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6502248

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

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The LMS Patriot Co. Ltd.
Company Registered in
England & Wales No. 6502248.
Registered Charity No. 112352.

Patriot No. 5516 and Royal Scot No. 6167 'The Hertfordshire Regiment' work the Up 'Manchurian' through Alderley Edge on 25th February 1937. 5516 was named 'The Bedfordshire and Hertfordshire Regiment' the following year.

PHOTO: G. M. SHOUTS.

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