



AUGUST 2017
Issue 34 £2.00

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



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Editorial

Welcome to this edition of The Warrior which is published after another successful Members' Day.

It was great to see so many of you there once again and I hope you all had an enjoyable time on what was a lovely summer's day.

As expected a common topic of conversation was regarding the boiler. Although we couldn't give a definitive answer of where and when it would be completed the engineering team have been hard at work trying to find a new facility to finish the job and we should be in a position to make an announcement between this and next Warrior.

While we were obviously disappointed with the decision to cease the boiler work we are a pretty determined and positive group and are looking to push on and raise the outstanding money to complete the boiler. So to this end we have launched a new appeal, **Raising the Pressure!**

The sponsorship form enclosed is focused on this and we hope you are in a position to help us, but of course if you wish to sponsor other parts or make a donation please feel free to do so.

Also enclosed is a leaflet regarding wills and legacies. While not an easy or pleasant subject we have been asked on many occasions if we have any literature about these. Please take time to read this and if you consider leaving us a bequest in your will, we will of course be extremely grateful.

As ever we have had many contributions from you, the Members' Corner section seems to grow with each edition, keep sending your stories and photos to us, they are great to read and see. If you have comments about any aspect of the Project there is now a new email address for you to send them to - **warrior-editor@lms-patriot.org.uk**, I look forward to hearing from you.

Best wishes,
Pete Sikes
Editor, The Warrior

Front cover:
5551 pictured on Members' Day
with the crosshead awaiting the piston.
PHOTO: ANDREW COLLINSON

Chairman's Thoughts – Aug. 2017

On the tenth anniversary of the publishing by Steam Railway of the article proposing the construction of a new Patriot, I felt that was worthwhile taking a look at those first uncertain days, where we are now and what the future holds.

Ten years ago we had an article, a small number of active supporters, sufficient money to commission the frames and little else. Today we have a thriving organisation, a significant number of very loyal and hard working volunteers and a locomotive chassis a few months away from completion.

On the downside we have a boiler which is looking for a new home following the decision by LNWR Heritage at Crewe to cease all contract work. They have agreed to complete the throatplate and copper firebox before ceasing work on the boiler which will allow us to offer a kit of parts to a new contractor to assemble. More of this in Kevin's engineering report. I think it is fair to say that this has seriously damaged any prospect of The Unknown Warrior being finished in time for the 100th anniversary of the end of the Great War. There are a number of reasons for this state of affairs, firstly, a major contractor was very late in delivering key components to Crewe, secondly, the change in ownership has had the effect of changing the Work's priorities and thirdly, three key boilermakers have left the organisation which I imagine was probably the final straw. Please be assured we are doing all we can to get a new contractor on board as soon as possible but even if this happens reasonably quickly, we will have lost vital months from a schedule which was already looking very challenging.

This turn of events highlights the problems in the Heritage Railway industry with too much work chasing too few contractors. A number of well known workshops have simply turned us down because they have too much boiler work on. We are also suffering from an upturn in activity in British industry with the result that it is becoming more difficult to get complex machining tasks undertaken. Fortunately we have most of these on order, in manufacture or awaiting fitting.

On a more positive note, we hope to have a new boiler contractor on board shortly, the chassis should be complete by the AGM in November, we continue to attract support and if this carries on we should be able to progress the construction without encountering any cashflow issues.

So, please keep up your incredible support and get us over the finishing line. We still haven't reached the magic 500 regular donors so there is still time to sign up.

Thank you for your continued support.

Kindest regards

David Bradshaw, Chairman

TREASURER'S REPORT

Update for Quarter 1 (ended 30th June 2017)

by Neil Collinson, Treasurer

First and only thought for this quarter.

Do not believe what your eyes are telling you at first sight.

I have put this little quote in as a starter because when I had a brief look at the first quarter's results I am now going to report on, I was a little disappointed. It is fair to say that, having set an annual target of £500,000 I was expecting to see a bottom line income figure of £125,000. The fact that we did not achieve at least £100,000 left me somewhat deflated.

However, when I studied the figures in more detail and looked at the results for the same quarter for each of the last two years I perked up. I will just quote the first quarter for 2016 and then provide the usual statistics for this quarter. Bottom line income for Quarter 1, 2016 was £79,129 but that included a single personal donation of £20,000 with the resultant income from Gift Aid giving us an income of £92,500. Whoopee, we beat that without a substantial personal donation. The total came in from members, donors and sales right across the board.

INCOME

Total Income for the period was £99,000 including an expected £10,000 in Gift Aid and a boiler loan of £5,000. That £5,000 resulted in us achieving our scientifically calculated objective for the whole year. I can also report that in July we received a further £27,000 in boiler loans. Maybe the issues with our boiler completion have drawn some sympathy, and not just from existing members.

Membership income came to £7,535 for the quarter (including £1,384 in Gift Aid and included in the total above.) There were 25 new annual members and four life members during the quarter. Renewals were down on budget.

Regular donations. There have been 13 new regular donors during the quarter. Four donations ceased due to death or change of circumstances and six members changed their amounts. The number of members making regular donations has increased to 412 from 407 at the

end of March. This is a significant increase over the same quarter last year when at the end of June 2016 we had 348. The average amount per donation has increased by 2 pence to £16.24 per month with total income from this source totalling £21,500 for the quarter. **A huge thank you to all those members who have instigated standing orders, particularly in the last year.**

The table on the next page breaks up the boring statistics (again) and gives a comparative picture for the last five quarters. No apologies for again asking those members who have thought about it or picked up a standing order form at one of our sales stands, stuck it in a pocket and forgotten about it and where it will remain. Search your pockets or ring the office for a new one. We still have a long way to go to achieve our objective of 500 regular donors.

One off donations. £26,600 for the quarter plus trustee expenses donated back of £797, including sponsorship appeals. Gift Aid in this section totalled £8,666. An individual company's sponsorship of £5,000 per month continues. Grateful thanks to those members who have donated some very valuable items. We continue to obtain the best possible price for these, the more valuable items being sold on eBay. A reminder that all items donated and sold are added to the members contributions on our database and every penny goes towards the guaranteed seat on the first train – more on this later.

2017/18 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q1	13	6 (avg. £5.17)	4	£21,452
Q2	-	-	-	-
Q3	-	-	-	-
Q4	-	-	-	-

Sales and events. We have recorded £14,000 for this quarter and that is an excellent start because Members' Day sales and donations will not be included until Quarter 2. Having said that, much discussion surrounded the expected attendance at Members' Day in view of the clash with the Llangollen International Eisteddfod. I am pleased to say that our original guestimate of 150 proved to be completely wrong with approximately 220 attending this year's event. Those members who did not attend will no doubt be pleased to hear that next year it is booked for 23rd June – no clash and you heard it here first (if you haven't got bored and not got this far).

Bank Accounts. We ended the quarter with a balance of £53,500, (£40,000 of this is held in our reserve account) but a VAT repayment of £12,000 is expected as is the Gift Aid of £10,000. Balance as I write this on 2nd August 2017 is a slightly more respectable £74,000 with the Gift Aid and VAT still to arrive. *Smile gets slightly broader!*

Expenditure on the locomotive and tender was £65,000 for the quarter. It goes without saying that other expenses are kept to a bare minimum and were mainly on budget. Total spend on the locomotive is £1.64m and £72,400 on the tender.

And finally for this quarter, see my separate note on page 6, repeated from a year ago and updated for this tax year, regarding the changes to UK taxation that took place from 6th April 2017. It could affect your personal tax position and may result in you no longer paying UK tax. If you have declared that you are a tax payer in the past and we have claimed Gift Aid on your donations but HMRC advise you that you no longer pay UK tax, please let us know.

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

UPDATE GUARANTEED SEATS FOR THE FIRST TRAIN

This issue was discussed at the board meeting on the 29th July as the original scheme was devised with a cut-off date of September 2017. In view of the issues with the boiler it has been decided that the scheme will be extended until we have a guaranteed date when the first train will run.

The original scheme stated that to qualify for a guaranteed seat on the first train, the sum of £1,500 needed to be donated by September 2017. This excluded membership subscriptions or expected Gift Aid on the donations.

We currently have 178 members who have secured their seats with total donations of £1,500, with a further 33 having donated between £1,250 and £1,499. Although we do review certain cases where the projected amount is almost likely to be achieved and write to those donors each September, it is impossible to write to every donor.

If you require any information on your current position please telephone the office on 01785 244156.

IMPORTANT NOTICE REGARDING CHANGES TO UK TAXATION FROM 6th APRIL 2017

From 6 April 2017, most people can earn some income from their savings without paying tax. This is called a Personal Savings Allowance. It applies to each tax year, from 6 April to 5 April the following year.

1. How much tax you pay

Most people can earn some interest from their savings without paying tax. Your allowance for earning interest tax-free is made up of the following:

Personal Allowance – starting rate for savings, depending on your other income

Personal Savings Allowance - depending on your Income Tax band

You get this allowance each tax year. The tax year runs from 6 April to 5 April the following year.

Personal Allowance

You can use your Personal Allowance to earn interest tax-free if you haven't used it up on your wages, pension or other income.

Starting rate for savings

You may also get up to £5,000 of interest tax-free. This is your starting rate for savings. The more you earn from other income (for example your wages or pension), the less your starting rate for savings will be.

If your other income is £16,500 or more

You're not eligible for the starting rate for savings if your other income is £16,500 or more.

If your other income is less than £16,500

Your starting rate for savings is a maximum of £5,000. Every £1 of other income above your Personal Allowance reduces your starting rate for savings by £1.

Example: You earn £15,000 of wages and get £200 interest on your savings.

Your Personal Allowance is £11,500. It's used up by the first £11,500 of your wages. The remaining £3,500 of your wages (£15,000 minus £11,500) reduces your starting rate for savings by £3,500. Your remaining starting rate for savings is £1,500 (£5,000 minus £3,500). You don't pay tax on your savings interest.

Personal Savings Allowance

You may also get up to £1,000 of interest tax-free depending on which Income Tax band you're in.

This is your Personal Savings Allowance.

Income Tax band	Tax-free savings income
Basic rate	£1,000
Higher rate	£500
Additional rate	£0

Savings covered by your allowance

Your allowance applies to interest from:

- bank and building society accounts
- savings and credit union accounts
- unit trusts, investment trusts and open-ended investment companies
- peer-to-peer lending

Your allowance also applies to interest from:

- government or company bonds
- life annuity payments
- some life insurance contracts

Savings already in tax-free accounts like Individual Savings Accounts (ISAs) and some National Savings and Investments accounts don't count towards your allowance.

For further information visit www.gov.uk/apply-tax-free-interest-on-savings or telephone HMRC.

If you are advised that you will no longer be paying UK tax please advise us so that we can withdraw Gift Aid on your contributions to the Project.

CONGRATULATIONS NEIL ON YOUR 70th!



Congratulations to your Treasurer, Neil Collinson who reached the milestone of 70 years in May this year. He celebrated with friends and family by hiring a Pullman coach on his favourite, and local, preserved railway, the Great Central. Neil is pictured here in reflective mood as the train crosses Swithland Viaduct and a very happy mood with the Patriot headboard as he 'cabbed' 8F No. 48624 on its run round at Leicester North.



NOTICE OF AGM

SATURDAY 11th NOVEMBER, 2017

This year's AGM – the last before we might expect to see boiler and chassis united – will be held at Llangollen Town Hall on Saturday 11th November from 10.30am. There will be a pause for Remembrance at 11.00am. Refreshments will be available, but please bring your own lunch. Full details will be sent to all members well in advance.

We are hoping to have a complete bottom end by the time of the meeting so as well as the opportunity to ask the board about the projects' progression we will arrange a series of works visits with a maximum number of 35 people per visit. The first will be at 9.30am, the second visit at 2.30pm and if enough interest a third at 3.30pm. All spaces will be allocated on a first-come, first-served basis.

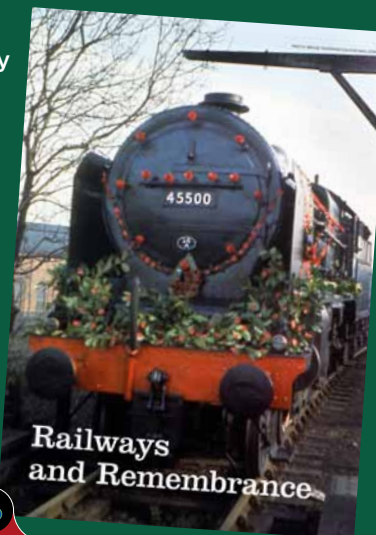
Confirmation of timings will be sent out with the Meeting Notice.

If you want to travel on the Llangollen Railway they will be running trains to their 'A' timetable with the final departure from Llangollen to Corwen at 3.10pm.

'RAILS AND REMEMBRANCE' EXHIBITION RE-RUNS IN MANCHESTER

The Patriot Exhibition 'Rails and Remembrance' is running for a final time at The People's History Museum in Manchester from Saturday 11th November 2017 until Sunday 14th January 2018.

The exhibition was originally launched in May 2014 (see Warrior 22) and was funded by the Heritage Lottery Fund. The exhibition is well worth a visit if you have been unable to get to the People's History Museum previously. For details of how to get there and opening times visit www.phm.org.uk



LOTTERY FUNDED



LED BY IWM



ENGINEERING UPDATE

by Kevin West, Chief Mechanical Engineer

ALL PHOTOS BY KEVIN WEST UNLESS STATED

MAY-AUGUST 2017

LOCOMOTIVE FRAME ASSEMBLY

Following the decision by LNWR Heritage to end all sub-contract work, the workload for the engineering team has increased substantially. This has impacted in several areas, including the time that would normally have been spent compiling these engineering updates. I hope that the workload will reduce in the coming months so the reports can become more frequent.



The Unknown Warrior, with most of the left hand valve gear fitted. 8th July 2017.

Work has continued on a number of fronts over the last few months.

The main focus of work has been around the manufacture and fitting of the motion for both inside and outside of the engine. As a result of these efforts we were able to temporarily install most of the left hand side Valve Gear for inspection on Members' Day, 8th July – the most complete looking original Patriot chassis since the end of 1962.

At Llangollen the Coupling Rods have had their bearings machined and fitted which enabled them to be fitted to the locomotive in early July. The two Outside Crossheads were returned to Llangollen from Tyseley in the smokebox of 6880 Betton Grange after its appearance at the Tyseley June Open Day. This will enable the fitting work required for joining to the slide bars to be undertaken. Once this has been completed they will return to Tyseley for fitting to the Piston Rods.

On the Connecting Rods work is in progress on manufacture of the bearings ready for fitting. Temporary bushes were made to enable the left hand rod to be in position for display as Members' Day on 8th July.



The left hand Connecting Rod Big End in position with a temporary bearing on 8th July.

Work is also underway on the Expansion Links and Bearings preparing them for final fitting when required. The Mounting Trunnions for the Inside Motion Expansion Links are ready for fitting to the stretcher.



The Inside Reverser Shaft Bracket and one of the Inside Expansion Link Trunnions.

There are four Main Reversing Shaft Bearing Mountings across the locomotive and these have been fitted to the chassis with the aid of a bar so to act as a dummy Reverser Shaft. We are experiencing delays for some machining work from several suppliers. This is due to an effect being blamed on Brexit! A lot of our engineering suppliers do our work at preferential rates, using up spare capacity on their machines that would otherwise be idle. Due to the favourable exchange rate between the pound and Euro our suppliers are at present very busy with very little spare capacity to undertake our work. The Main Reverser Shaft is an example of this. The castings are at CMS Cepercor awaiting machining at present.



Two views of the Main Reverser Shaft Outer Trunnions in position. The Inner Trunnions can be seen through the square hole in the Frame Plate, with the three mounting holes below.



Two views of the Smokebox Floor Plates in position.



At the front of the chassis, the Front Buffer Beam has been refitted with fitted bolts, making it easier to remove for servicing and access to the Inside Cylinder in the future. Above the Inside Cylinder the Smokebox Floor Plates and Seals around the Cylinder Exhaust Flanges have been fitted. A lot of hand fitting was required to get the plates to be a good snug fit to the Cylinder castings. Additional work is still required to finish the Seal to flange fit.

Recently delivered to Llangollen are all the pieces of the Cylinder Clothing and End Covers.



The Cylinder Clothing Sheets on arrival at Llangollen. The Main Sheets for the Outside Cylinders are in the top centre, with their end bands to the right. Below and left are the Outside Top Sheets with the Outside Bottom sheets to the right on top of the sheets for underside of the Inside Cylinder.



The Cylinder End Covers on arrival at Llangollen. The five covers split in half with the large cutout in the centre are for the hind end of each cylinder. There are five sets as three are in mild steel to be painted for normal use and two sets in stainless steel which will be burnished and polished for fitting to the Outside Cylinders when we finish the loco to an exhibition finish. There are also two sets for the front of the loco. In the foreground are the two splashers for behind the Outside Cylinders.

RAISING THE PRESSURE!

Read about our latest appeal on pages 16 and 17.



Valve Gear fitted, as seen on 8th July.

BOILER

Following on from receiving the news that LNWR Heritage were not going to complete our boiler in May a large amount of work has been undertaken to find a new supplier. As a first stage we sent out letters of interest to 14 possible contractors with details of the current progress on each component. At first we were only asking for an expression of interest in completing the work. Of the 14 contacted two did not reply and five replied saying they were not in a position to help due to either the size of the boiler or not having capacity in their workshops within our desired timescale.

That left us with seven possible contractors, who were then provided with a 25-point build plan and asked to provide an estimate of man hours and cost for each stage. These replies are now all to hand with

one exception which is due soon. One of the contractors has realised that with further thought they would not be in a position to help, so we are left with six estimates to investigate. Over the next couple of weeks, the team will assemble and start the next stage. I anticipate we will be selecting two or three contractors to go into more detailed discussions before a final selection is made.

As reported last time LNWR Heritage Crewe had promised to complete the welding and testing of the Throatplate and the riveting of the Inner Firebox by the end of June.

The Throatplate has been completed as seen in the pictures below, but the Firebox was only moved into the workshop in the first week of August!



The Throatplate following completion of welding at LNWR, Crewe. Both photos: Jordan Leeds

Design work for the Ashpan and linkage for the Damper Doors has been started. This has shown up the need for a 4-feed Oil Tray to lubricate the linkage under the cab floor. The drawings have been completed for this tray and its associated lid and the patterns and castings ordered.

BRAKE SYSTEM AND LUBRICATION SYSTEM

Work continues to complete the locomotive brake system. Recent effort has concentrated on the Brake Cross Shaft Bracket, which is mounted under the Drag Box beneath the Cab. The plate work had to be returned to the supplier for rectification as the bends were not correct. This has been corrected and the assembly riveted up and work is underway to drill the mounting holes under the Drag Box.

The Brake Cylinder had been promised for delivery at the beginning of July, but now is stated as end of August! Once to hand this can also be installed under the Drag Box.

The Brake Cross Shaft has been ordered and delivery is expected early September.

On the lubrication system, all parts of the Lubrication Drive Gear have been delivered to Llangollen and a start made on painting and fitting. All the Oil Pots have been fitted in preparation for the installation of the pipework, which is ongoing.



The Brake Cross Shaft Bracket after riveting.



Oil Boxes mounted on the right platform.

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

PISTONS, VALVES AND MOTION

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

Good progress in being made at CMS Cepercor on the manufacture of several pieces of motion work to their usual high standard. These include the Intermediate Reach Rod, Inside Combination Lever, Inside Crosshead with associated Gudgeon Pin, Nut and Drop Link.



Oil Boxes mounted on the right platform.



The flank cut blank for the Intermediate Reach Rod and the new Inside Combination Lever at CMS Cepercor.

Also at CMS Cepercor work is underway on manufacture of Union Links for both Inside and Outside motion. We have one original for the outside, which was fitted for display at Members Day. CMS are also making an Inside Union Link for Jubilee No. 45596 *Bahamas* at the same time.



Left Hand Valve Gear as displayed at Members' Day 8th July 2017. Most of the parts seen here are refurbished Jubilee class parts.



A Union Link undergoing machining.



Union Links under manufacture at CMS Cepercor. The original at the bottom is from 45596 *Bahamas*.

The Axlebox felt pads have been delivered to Llangollen from storage at Tyseley and will be fitted into the Main Driving Axleboxes.



An Axlebox Bearing Lubrication pad.

All parts for the Inside Connecting Rod Assembly moved to Llangollen at the end of June from CMS Cepercor. Work has started on white metalling of the Big End Brasses and final assembly of the Connecting Rod assembly.



Inside Big End Brasses undergoing white metalling.



Inside Big End Brasses Pins and Cotters.

A start has been made on the final assembly of the Inside Eccentric Rod Assembly. The Eccentric Sheafs have been prepared for white metalling prior to final machining.

Work continues on the final design of the Piston Rods and Valve Rods.

A quotation for the Inside Radius Rod is in progress. This is the final motion part required for the locomotive.

Manufacture of the Cab Reverser unit continues at Harco Engineering.

DRAIN COCK GEAR, CYLINDER RELIEF VALVES AND SANDING GEAR

All parts for the Drain Cock Operating Gear from the Cab to the Outside Cylinders have been delivered to Llangollen and painting is in progress. Some parts have already been fitted to the chassis.



Eccentric Strap Rear prepared for white metalling.



Eccentric Strap Front fitted with the fixing bolts for the Eccentric Rod.



Eccentric Strap Front prepared for white metalling.



Drain Cock Gear parts on delivery to Llangollen.



Drain Cock Cranks and Pins on delivery to Llangollen.



From computer screen to reality.

The Rear Sandboxes have been mounted on the Platforms and Sand Traps fitted ready for the delivery pipes to be installed. Sanding Gear Brackets and mounting plates and Sand guns have also been fitted. Also delivered along with the Cylinder Clothing were the two Splashers that fit over the Rear Bogie axle, behind the Outside Cylinders.

TENDER

Little work to report on the tender as the major effort has been on the locomotive chassis.

The new Rear Buffer Beam and Frame Stretchers have been delivered.

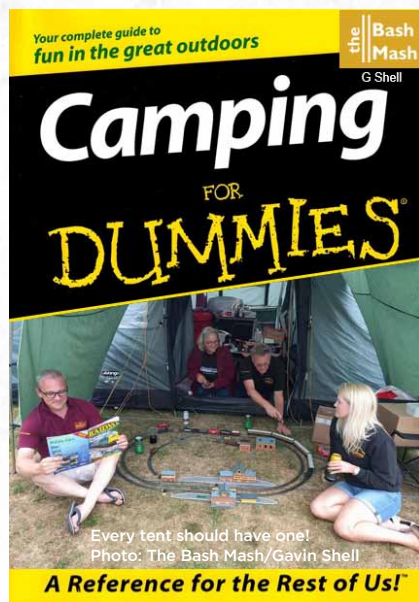
FUTURE WORK PLANNING

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

LIFE WITH THE PROJECT

We recently had a visit by a group from the Alsager branch of the Royal British Legion. The group had a ride on the morning train before visiting the locomotive at lunchtime whilst it is much quieter in the works. Group visits can be arranged depending on availability of tour guides. Please contact the office for details.

Life with the sales team has an enjoyable social side at some of the larger events. For major galas or Patriot events such as Members' Day, we arrange to meet and camp together. A recent visit for the Mid Norfolk Gala included going a day early for a visit to the North Norfolk Railway. Gavin Shell had a quantity of donated model railway items for sale and we could not resist setting it up in front of the tent as a camping garden railway (see below).



Joanne Baddock reminds us there is only another 299 to do! Andy Collinson takes a photo of the first completed beer pack while Pete Sikes records the occasion for posterity!

MEMBERS' DAY

We always try to show members as much as possible during Members' Day which means moving parts from storage for display etc. This all takes time and considerable effort so for some of us means travelling up to Llangollen after work on Thursday evening.

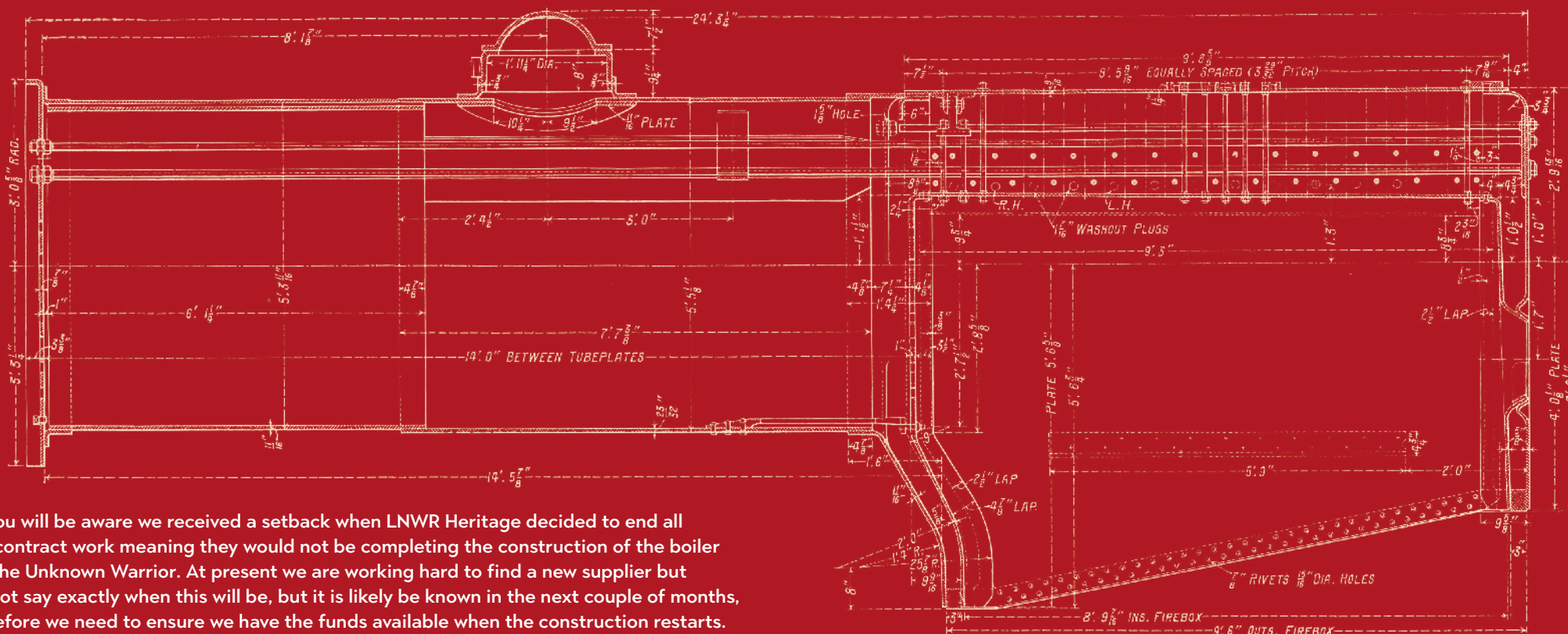
Apart from moving several very large and heavy locomotive parts into position for display, this year the team had another task to complete, assembling the beer and pint glass packs. All the various components, 1,000 bottles of Treble-Five-One ale, 300 LMS 5551 engraved pint glasses and specially printed packaging, had been delivered to Llangollen in the days leading up to the Friday before Members' Day. It took a team of four, myself, my partner Jo, Andy Collinson and Pete Sikes four hours to assemble the boxes and fill with two bottles and a glass.

The 300 finished packs were then moved to the station in two trips of the works van and loaded onto the train ready for the Saturday. Then on Saturday,

after the train had finished running all the unsold stock then had to be moved back to the shed and subsequently moved off-site to secure storage. Of course we had to be sure the beer was of good quality to sell to members on the Saturday, so a small tasting was held on Friday evening back at camp, all in the name of quality control you understand!



RAISING THE PRESSURE!



As you will be aware we received a setback when LNWR Heritage decided to end all sub-contract work meaning they would not be completing the construction of the boiler for The Unknown Warrior. At present we are working hard to find a new supplier but cannot say exactly when this will be, but it is likely be known in the next couple of months, therefore we need to ensure we have the funds available when the construction restarts. For that reason, we are launching our **Raising the Pressure!** appeal for funds dedicated to the completion of the boiler.

We are looking to raise £250,000 dedicated to the boiler construction, manufacture of the boiler cladding and installation of the boiler into the locomotive chassis.

CAN YOU HELP US RAISE THE FUNDS WE REQUIRE?

You can make a donation (which will attract 25% Gift Aid if you are a UK taxpayer) or you can sponsor a specific boiler part such as Steel Stays at £7 each up to the Superheater Header Casting at £2,220 (see sponsorship leaflet enclosed).

Please send your donation to: **Raising the Pressure!** The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ or to donate by card call the office on 01785 244156. You can also donate online, go to www.lms-patriot.org.uk and look for the Raising the Pressure! button.

THERE ARE ALSO OTHER WAYS YOU CAN HELP

Do you have any unwanted railwayana tucked away in your shed unseen for years? Paintings gathering dust in the attic as your other half won't let them hang on the wall (that might just be me...), model railway items you no longer use? Shelves of books that are not looked at? How about donating them to help see 5551 in steam. Remember all items that are donated and raise funds can be logged against your name, helping you to get a ticket on the first train hauled by 5551. Just think, one totem or a selection of models could easily help you to achieve this.

With the new **Raising the Pressure!** appeal there has NEVER been a better time to help the Project. Please contact the office on 01785 244156 who can help organise collection.

10th ANNIVERSARY OF PROJECT LAUNCH

by Andrew Laws



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

July 2017 saw the 10th anniversary since The LMS-Patriot Project was launched in Steam Railway magazine. Back in the summer of 2007 an article appeared in the July issue (SR338), written by Tony Streeter and David Bradshaw, who as you know would later become LMS-Patriot Project Chairman. Together they mooted the idea of a new build 'Patriot'.

Appropriately the launch was conducted with two LMS locos, Black Five 4-6-0 No. 44806 and 5MT 2-6-0 No. 42968. The Patriot frames didn't exist until 2009 so we were very much the new kids on the block back then doing the sales stands at the various galas. The Llangollen Spring Gala in 2008 was themed the "Corwen Patriot Gala" (which raised funds for the Corwen extension - now open of course - and for The LMS-Patriot Project) and we officially launched the Project at that gala!

10 years on and with The LMS-Patriot Company well and truly established as a successful fundraising machine and 5551 'The Unknown Warrior' in the final stages of construction, your Board held its July meeting. Normally the Patriot

Company Board Meetings are held at our offices at The Hub in Stafford, but it was decided to hold this one at Wirksworth on the Ecclesbourne Valley Railway. The meeting at the EVR was arranged by John Hastings-Thomson (LMS-Patriot Company External Relations Director), who is also a fireman at the EVR. After the board meeting, your Directors and many of the Project Management team had a return trip to Duffield behind Fowler LMS 'Jinty' No. 47406 and later gathered for the "10th Anniversary Dinner" at the appropriately named Railway Inn in Shottle, Derbyshire. A superb day was had by all and we all look forward to the next 10 years of operating 5551 after its completion. Thanks to John Hastings-Thomson for arranging the day for us at the EVR.



The Board and Management Team pose for the camera at Wirksworth, appropriately in front of a Fowler engine. Back row (left to right): Kevin West, Neil Collinson, Pete Sikes, David Bradshaw, Andrew Laws and Gavin Shell. Front row (left to right) Andy Collinson, Karen and Neil Kinsey, Steve Blackburn, David Hughes and Richard Sant. John Hastings-Thomson can be seen leaning out of the cab of 47406 to the left of the driver after his stint on the shovel.

VOLUNTEERS REPORT

by David Hughes

The main focus of our work was to get the locomotive in a presentable condition for Members' Day. In the last report I referred to rubbing down the cab sides and this was followed by further preparation and painting with crimson undercoat. The locomotive nameplate splashers was also given a coat of crimson undercoat to show off the nameplates which had been specially polished for the day.

Work also extended to gloss painting the centre portions of the two cab roof sections, together with crimson undercoat on the lower parts. Most of this is only visible from a bird's eye viewpoint. During the preparation of the cab sides a considerable number of temporary fixing bolts were removed and replaced with the correct domed headed bolts. Two weeks were spent drilling out the holes to take the new bolts.

Just prior to Members' Day a large number of parts were delivered. These included the cylinder cladding, front and rear cylinder covers, the two bogie wheel splashers, drain cock operating gear and the rods for the lubricator drives. These were laid out on the tender frames and have since received four coats of paint so that they are ready for fixing when the time comes. In addition, the sanding gear brackets have been gloss painted in situ and the recently riveted, main brake shaft bracket has been primed ready for fixing.

It is now anticipated that the volunteer activity will be scaled back until such time as the tender frames are

progressed. However, things can change in an instant should our Chief Engineer produce another batch of components out of the hat. We will wait and see.

As well as the work on The Unknown Warrior, an agreement has been reached with the Great Western Society, to undertake some contract work on their 47xx Night Owl Project. This works to the benefit of both groups. We can use any volunteer down time on our project to progress that of the Great Western Society. One of the benefits is that we will be able to use their horn grinder on 5551. This will save a considerable amount of manual labour. To date we have removed the mill scale from both outer frame faces and the rear drag box area. All these areas are now green primed. It is expected that this will continue as a fill in task as opportunities arise between our work on The Unknown Warrior, such as waiting for paint to dry.

There is no truth in the rumour that we are going to finish it in crimson lake!

THE LIFE OF A VOLUNTEER CLEANER

by Chris Ainscough

From a young age, I became fascinated with steam engines, it all started with getting a Thomas the Tank train set. I was also influenced by my Grandfather who, from a young lad, was a train spotter, he used to stand on the stations at Wigan recording all the engines he saw like the Jubilees, Patriots, Black Fives and many other London Midland engines that passed through.

Before I started working on the sales stand for the Patriot Project I was a volunteer for the East Lancashire Railway. Currently I'm a cleaner in the steam department working on the ELR's steam fleet. I must say it's not an easy job being a cleaner, but at the end of it all it can be very rewarding especially learning about the engines and how the railway works.

Normally when I have a turn working on the footplate I must sign on at 05:30 in the morning which can get very tiring but, with the amount of preparation that drivers, firemen and cleaners put in to get the engines sorted for a full working day, you can clearly see why we must get there early. As a cleaner I have to assist the fireman like fetching them a wheelbarrow full of wood that is layered on the grates of the firebox and then a bucket full of oily rags to get the fire going. After I've assisted the fireman I normally sort out a couple lamps to be fitted on the front and back of the engine and give the outside of the engine a good polish as I wouldn't want to send an engine off-shed covered in dirt! Sometimes I get asked to clean out the smokebox, this can be a pretty dirty job with the all dust from the ash, but it has to be done, you have to look for any leaks and whether the tubes are blocked because of the ash which will have to be cleaned out otherwise the engine wouldn't perform as well.

The crew at the East Lancashire Railway are a great bunch of guys, my fireman gives me a chance to have a good whack on the shovel. All engines have different ways of being fired and have their own personalities, I've worked on a few engines now getting to know some of their quirks, like West Country 34092 *City of Wells* loves to have a large back end fire and plenty of shovels full in its back corners, this can be a pain when travelling along at 25mph if you haven't got the correct technique.

I've been given the chance of firing visiting engines like Standard 4 No. 76084 and Modified Hall No. 6990 *Witherslack Hall*, but it is great to work on engines from different railways for experience. I always love going back and working on our own engines such as LMS Crab No. 13065, I do also love LMS Black Fives as well, these are my favourite engines, although No. 13065 was the very first steam engine I fired and drove, so I have a soft spot for the LMS mogul. One day I would love to see both 5551 and 13065 pair up and get lucky enough to fire the Patriot if it makes a visit to East Lancashire Railway.

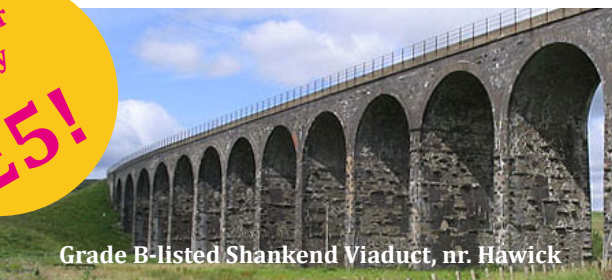
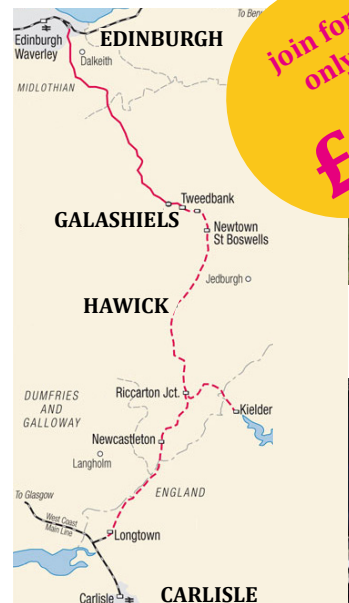
I will carry on learning the ropes of working on the railway and getting to know the engines better. One day I'm sure I'll progress to become a driver and would love to have a go at driving our engine on the ELR and other heritage railways across the country.



Two views of Chris on the footplate of LMS 'Crab' No. 13065. Photos: Dave Ainscough

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Membership is from only £5 a year to £50 for life; just ring our secretary on **017683 62022** or email **dgma@talktalk.net** for details of how to join online, or send a cheque to 'CBR' at The Station, Long Marton, APPLEBY, Cumbria CA16 6BJ.



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Upper: Copyright Walter Baxter, geograph.org.uk
Lower: Copyright Robert Drysdale, CBR.

Spotlight on Phil Akrill

Where does your interest in railways come from?

Born in 1950, I grew up with steam engines in plentiful supply and my future laid out by several factors. Allow me to explain.

By the end of WW2 my father was posted to Belgium whilst serving in the REME. He met my Belgian mother. They were married in Brussels and came across to England in 1948 after his demob. 1949 saw him employed by British Rail as a parcel van driver around Market Rasen in Lincolnshire. (This later became known as National Carriers)

So it was, that he enjoyed the concession of free rail travel, both in the UK and on the Continent. Useful when married to Belgian family. So began my railway experiences with regular trips to Brussels at least three times per year, to visit my Grandparents and other members of quite a large family. Naturally I was far too young to remember the early years, but from about 1955 I can recall the huge impact rail and boat travel had on me. The excitement of these trips became a real adventure and lots of steam locomotives involved. It took roughly 15 hours in those days to travel from home to Brussels including a four hour sailing from Dover to Ostend.

Then from about the age of seven, I would travel everyday from my home to Lincoln to attend school. That was often a steam hauled train, however DMU's arrived in the late 50s and soon started to take over.

I did not start spotting until I made new friends when we moved to Lincoln in 1960. In those days there was none of the modern technology we all enjoy today, so spotting was a real draw amongst us 'young-uns'. It was a way we could get together and enjoy many a



Phil is pictured travelling on his favourite heritage railway, the Great Central.

day trip out, not least, a 30 mile round trip bike ride to Tuxford, to get some main liners's. Bread and jam sandwich and a flask of stewed tea were the order of the day! Happy times.

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

On the odd occasion, when we could afford the fare, we would travel to Nottingham or Crewe for the day. There were many 'cops' to be had and I saw the Patriots along with the usual bag of Jubbs, Scots, etc. When I joined the Army in 1966 I had all but ceased spotting and I can only hazard a guess, (my Mum got rid of all my old books and combines) and so really can't recall numbers and names unfortunately.

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

In 2007 my wife and I together with some friends were on holiday in North Yorkshire. We happened across the North Yorkshire Moors Railway. WOW, what was this? Up to then I had no idea the steam heritage movement existed! Having served in the Army for nine years and then spent 20 more years working overseas, it would seem I missed a lot of the action. Having rekindled my appetite for all things steam, I soon found out there were over 110 heritage railways and museums in this country. Over the next few years I noticed many stands springing up at galas, advertising the fact that new locomotives were being built. More so after the success of Tornado. That inspired me to become part of the scene. Just what though? Nearly everywhere I went I saw the Patriot stand. A little research later and next thing I knew I was chatting to Neil Kinsey and signing up as a member. That was in May 2011. Never looked back since.



What is your role with the LMS-Patriot Project?

It did not take me long to volunteer on the trade stands. I love talking to people and get enormous pleasure in seeing the public respond to our efforts. It makes it all worthwhile when we sign up new members and see just how generous some people can be. It's heartwarming to see the genuine interest in all things Patriot. I love it and only wish I could do more. That will come once I fully retire I am sure.

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

As we are all aware, the class were all wiped out and none existed to preservation. The 'missing link' really fired up peoples imagination and many LMS aficionados were looking for just that. Added to the fact that we have a locomotive that will become the National Memorial Engine dedicated to the memory of the fallen during WW1, will bring in loads more interest from all walks of life, not just steam buffs. I believe this dedication of The Unknown Warrior will pull in interest from all around the country. I am hoping for a 'Tornado' effect. It was certainly a factor when I chose this project.

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

Definitely the warmth and enthusiasm of the team and members of the Project that comes through in bucket loads. I feel a very welcome part of this special family and I am happy on my days on the stand, serving and spreading the word. It really is a great experience.

What do you think are the biggest issues with building a 'new' steam locomotive, such as 'The Unknown Warrior'?

Converting the dream into reality, and getting the message across to the supporters that we have a will to succeed. I do not see the raising of enough money to be an issue, nor the solid dedication of the "dreamers" to get the locomotive built. Certainly we have some major issues ahead as we draw ever nearer the completion, the question is can we complete on time? 11.11.2018? Being let down at the last minute by the boiler fabricators at Crewe does not help our confidence to get the job done on time.

Will our dreams come to fruition? I believe so. It will never be for the lack of enthusiasm from our leaders, engineers, volunteers and members who are all so strongly dedicated to this project. It's not money or lack of parts or any other factor that stands in our way of realising our dream! No, it's just simply time itself.

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

Not on the main line at all. In fact in 1966 when I joined the Army, I thought, "that's it," never to be seen again, unless in a museum. One of my early postings was to Longmoor in March 1968 just as the military railway was ending. We had it there for a couple of years and then it was gone. As I mentioned earlier, it was not until 2007 that I rekindled my interest. So happy I did. Since then, my wife and I have enjoyed a few trips behind steam.

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

It would be great to see it run on the Great Central from Leicester to Nottingham once the missing gap over the main line is completed. A visit to the National Memorial Arboretum would be well received too. One other line I believe needs a visit would be the K&WVR as they have always been so supportive. But frankly anywhere, I am sure she will be well received.

What is your favourite heritage railway?

That's easy, and it has to be the Great Central Railway. Where else would you see the possibility of a Patriot and Jubilee or Scot, passing each other? There's a thought.

Are you a volunteer at any heritage railway?

Not yet as I am still only semi-retired. However, I will be fully retired within the next two years, and then my plan is to offer some of my time to the GCR in between the Patriot and Fowler projects.

Time will tell, but I do love mixing with people and would enjoy close contact with the public. I guess a station job or ticket collector would suit me. We shall see, watch this space.





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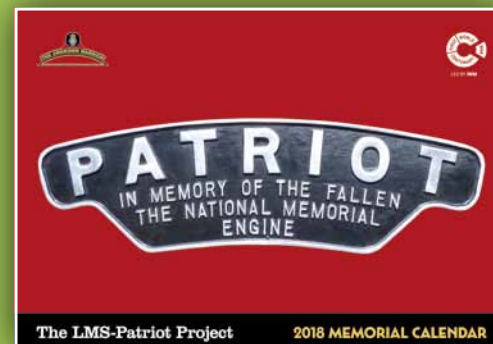
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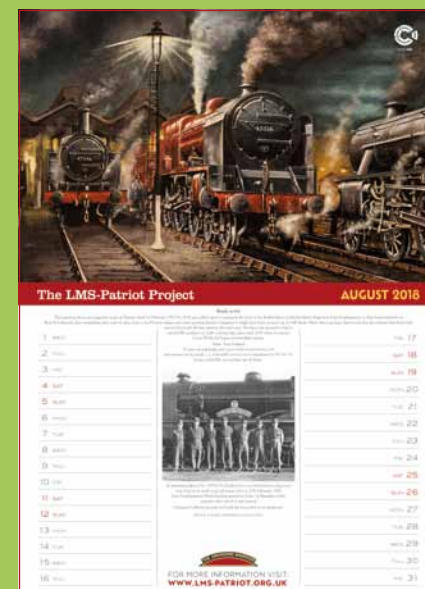
A superb quality calendar featuring twelve artists' prints of Patriot locomotives. Each month includes a memorial photograph accompanied by a description.

There are also historical details of the class and a 2019 calendar on the back pages.

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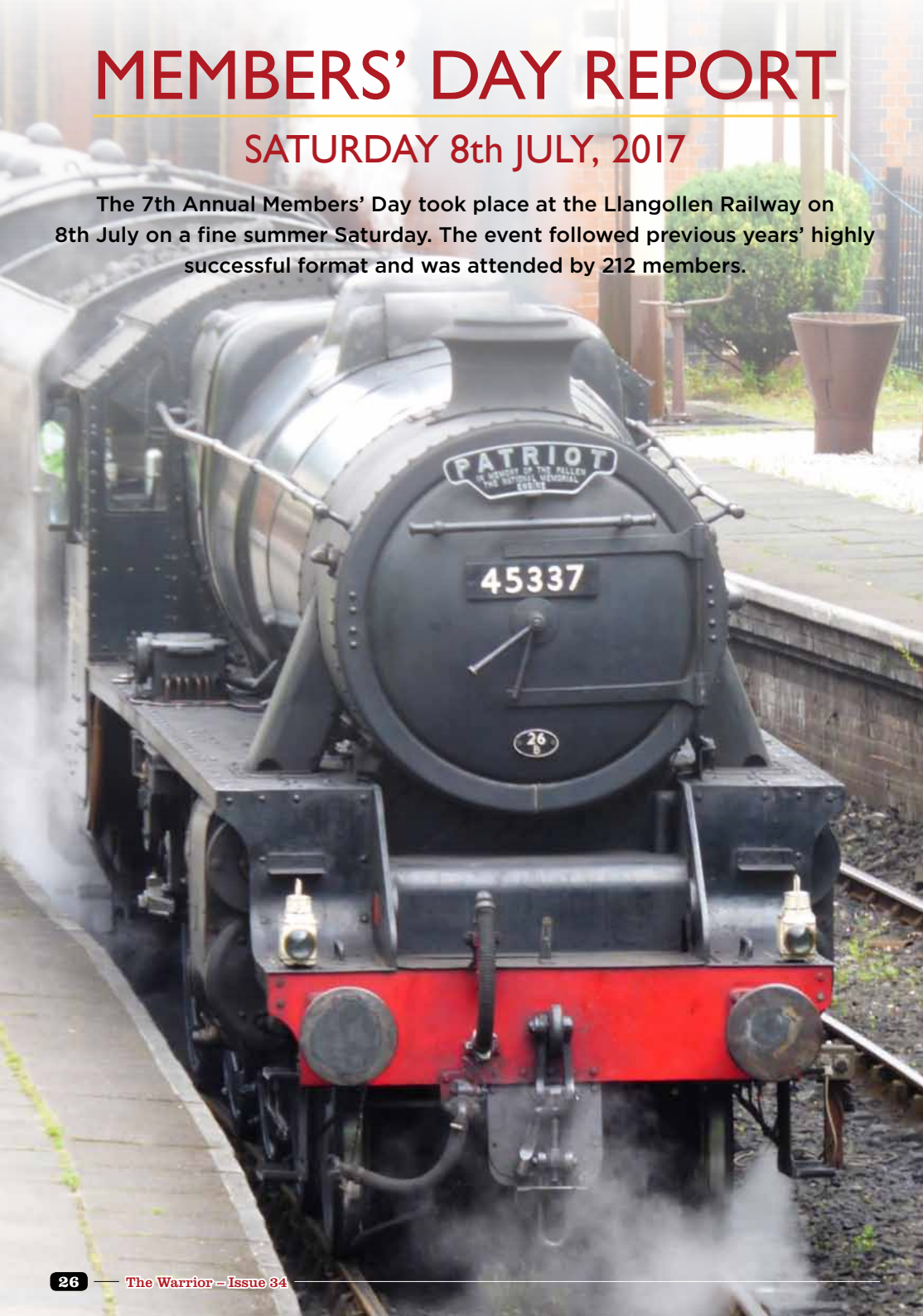
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MEMBERS' DAY REPORT

SATURDAY 8th JULY, 2017

The 7th Annual Members' Day took place at the Llangollen Railway on 8th July on a fine summer Saturday. The event followed previous years' highly successful format and was attended by 212 members.



Stanier 'Black 5' number 45337 was a popular choice this year for hauling our specially chartered Members' Day train which fitted in between Llangollen's steam and diesel hauled services but still only as far as Carrog due to the operational constraints and the lack of paths for a charter train in between Llangollen's timetabled service. Maybe next year we will be able to run through to Corwen for Members' Day?

Chief Engineer, Kevin West gave an update to Members of the progress with 5551 *The Unknown Warrior* which was proudly on display in the Llangollen Works with coupling rods and some of the motion parts now fitted. A multitude of small parts for both the tender and the locomotive could also be seen waiting to be fitted. Richard Sant and Neil Collinson were on hand to answer Members' questions in the Robertson Suite.

During the lunchtime train, we held a raffle which raised £390 for the Project. The winners were: First prize Mr Roy Braithwaite - who won the Jonathan Clay original watercolour of 5551, second prize was a lovely painting by Sales Director Neil Kinsey which was won by Mr Ian Renshaw and third prize was a Treble-Five-One beer pack which was won by Mr Tony Scott.

A very successful day was enjoyed by all and thanks to all our Members who attended and supported the event. A big thanks also to the Patriot team who made the event happen. The date for the 2018 Members' Day has been set for 23rd June 2018.

The pictures on this and the following pages give a recollection of the 2017 Members' Day, which for the volunteers started on the Friday although we had time for a short break to watch the parade through the town centre (left) before starting the building of the sales stand on platform 2 (below) and then taking the opportunity to see our engine, No. 45337 being coaled and prepared to haul our train the following day.

PHOTOS ON PAGES 26-31 BY ANDY COLLINSON AND PETE SIKES.







Kirsten Shell invites the engine crew to draw the raffle winners during a break at Carrog. Fireman Joseph Wellsted draws the tickets as driver Graham Elwood looks on.

1st Prize: Mr Roy Braithwaite

2nd Prize: Mr Ian Renshaw

3rd Prize: Mr Tony Scott



On the morning of Members' Day No. 5551 waits to greet its visitors.
PHOTO: ANDY COLLINSON

FROM THE OFFICE

From Tuesday 16th May when the volunteers sent out Warrior Magazine No. 33 the office staff were only to aware of the very busy time that lay ahead. As you already know letters regarding Members' Day application form, raffle tickets, sponsorship forms, as well as an item in the magazine about the new bespoke numbers that were available to purchase to exchange for their existing membership numbers were included in the magazine. By the Friday we had already received replies to some of these letters and there was one day during the following week when we received 72 letters!

The bespoke numbers have proved very popular and all members who purchased one have received new membership cards containing their new number. The new certificates are being produced at this moment and will be in the post soon.

Lots of raffle tickets have been sent in and are still

being received but please call the office if you are able to sell any more we will be pleased to send them to you. We have had a very busy time with sponsorship forms from members and a new form is included with this magazine – there is also a list of items available for sponsoring on the website.

We received far more Members' Day applications than we expected due to the Eisteddfod taking place on the same day, but we were delighted with the numbers who wanted to attend. It does involve a lot of work for the office staff but it is something we are used to dealing with having done it as a team for the last three years. We always send out a ticket to everyone who has applied which includes their lunch order, as it is easy to forget this on the day, and it includes details of groups, train times and shed visits. Volunteers are enlisted for the various duties needed at Llangollen Station, booking in, tea and coffee duty in the morning and lunch time, the sales stand and food marquee, leaders for the six groups, raffle ticket sales and volunteers in the loco shed to name but a few of the jobs that have to be covered. A lot of work is done by the volunteers so that the day runs as smoothly as possible but we always find something that we think we can do better next year. Once again the sun shone for us and all the members seemed to enjoy the day making all the work worthwhile.

If anyone is interested in becoming a volunteer on our sales stands or helping out in the Stafford Office please call 01785 244156 for more information, we would be pleased to welcome you to the team.

Shirley Dunn, Office Manger

ORDER YOUR BESPOKE MEMBERSHIP NUMBER

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

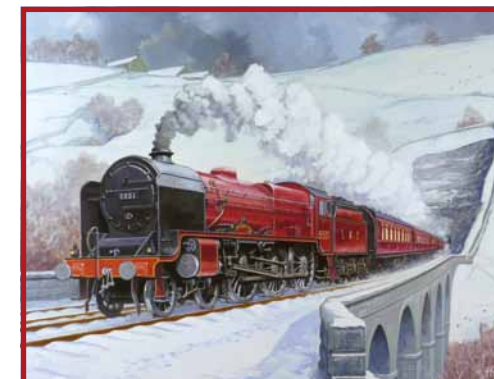


Numbers will be sold only once and are on a first-come, first served basis. The numbers are available in LMS Crimson Lake, LMS lined Black, BR Locomotive Green and BR lined Black.

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

NEW COMMISSIONS AND NEW PRODUCTS

The Project recently commissioned two paintings, the one on the left by Jonathan Clay which was raffled off as the 1st Prize on the Members' Day lunchtime train and the other, a winter scene by Nick Harling of 5551 hauling a train across Headstone Viaduct, Monsal Dale. Both of these will be used on new merchandise over the coming months so look out for them in the next Warrior. We will also be offering the original Nick Harling painting for sale.



SALES REPORT

We have been busy again out and about at a number of events, where some of you will no doubt have seen us selling our wares. Members' Day, as expected, was particularly lucrative so thanks to all who made a purchase or two.

The new products bearing the '5551' cabside logo have proved quite popular. Look out for other new designs in the near future.

As mentioned elsewhere in this publication you will be aware of the need to keep funds coming in for the 'final push' as we approach the conclusion of the build. We have come a long way in the ten years since our chairman, David Bradshaw set the wheels in motion, as it were, with an article in Steam Railway.

Now, we know that selling things won't build a loco but every little helps, and of course if you wear a garment sporting our brand you will be doing your bit by advertising the project wherever you go when in our attire.

With that in mind I would like to urge you to consider buying an item from the accompanying list to help push us closer to the finish line.

Thank you to those who have purchased or sold prize draw tickets. We have so far reached about 40% of our target. If you would like some more to offer to family and friends contact me and I will send them to you, alternatively if you see us at an event you can pick up some from one of our volunteers. If you do not want us to send you tickets in the future please inform the office and it will be noted in your file. We certainly don't want you to feel pressured in to buying or selling them.

Finally, a big thank you once again to all those who have donated items for sale, this has proved a valuable source of income. Special thanks go to David Butler, Tom Rogers and John Westall for significant donations.

To contact me either call 01773 832538 or email: sales@lms-patriot.org.uk

NEIL KINSEY, SALES DIRECTOR

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5551

MERCHANDISE

NEW

Please use the order form on page 39 to buy your new 5551 branded merchandise

1 5551 POLO SHIRT

Burgundy (S, M, L, XL, XXL) - £17.00 + £3.50 p&p



2 5551 SOCKS

1 pair £5.50 + £1.50 p&p/3 pairs £15.00 + £1.50 p&p



3 5551 CAP

Burgundy - £8.50 + £3.50 p&p



4 5551 BEANIE HAT

Maroon - £8.50 + £3.50 p&p



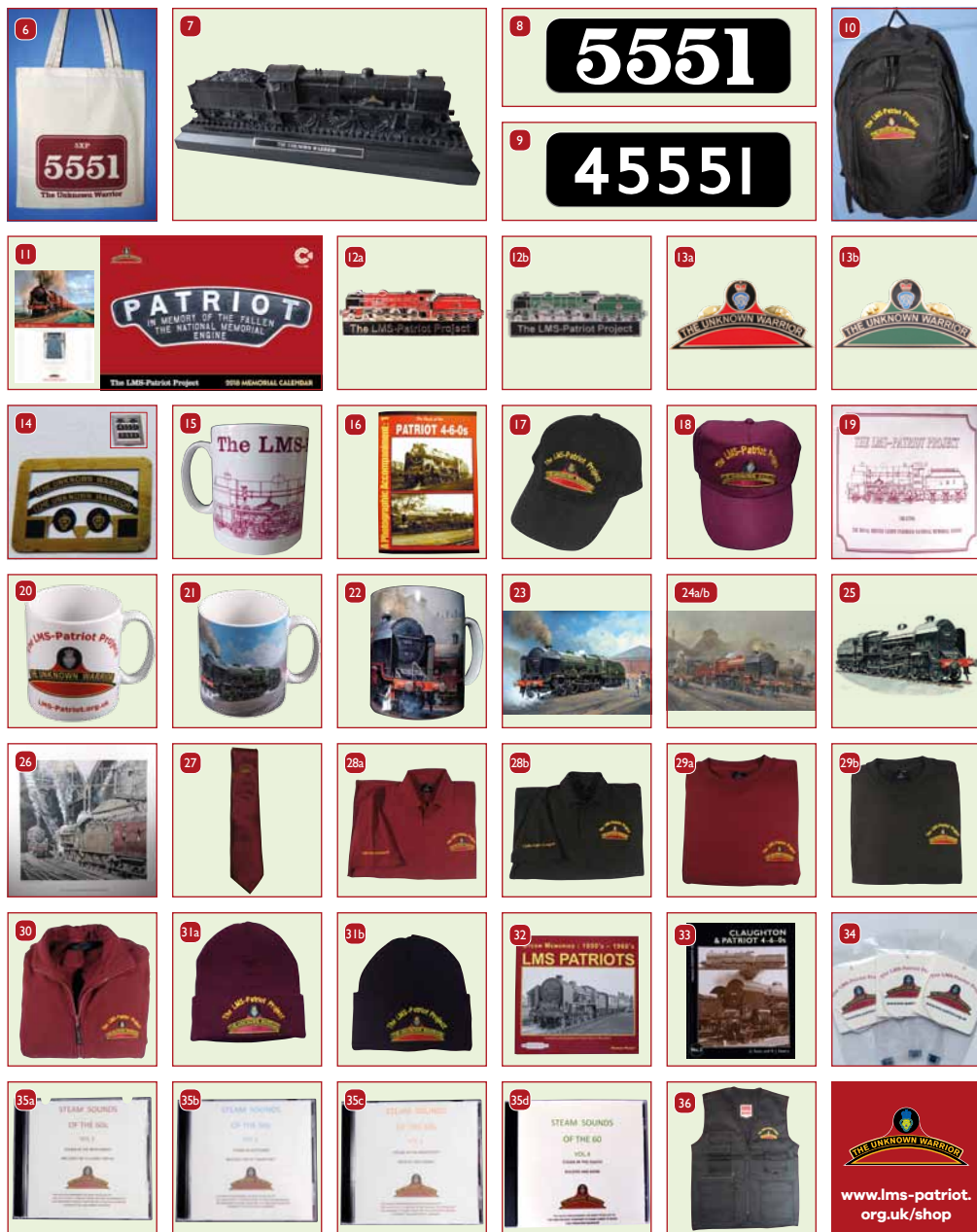
5 5551 MUG

£6.00 + £4.50 p&p

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.



The LMS-Patriot Project – Sales Order Form

Item No.	Item Description	Size	Quantity	Cost £	P&P £	Total
1	NEW 5551 Polo Shirt – Burgundy (S, M, L, XL, XXL)			17.00	3.50	
2a	NEW 5551 Socks – 1 pair			5.50	1.50	
2b	NEW 5551 Socks – 3 pairs			15.00	1.50	
3	NEW 5551 Cap – Maroon			8.50	3.50	
4	NEW 5551 Beanie Hat – Burgundy			8.50	3.50	
5	NEW 5551 Mug			6.00	4.50	
6	5551 Branded Tote Bag			4.00	1.75	
7	Patriot Coal Model			25.00	3.75	
8	5551 Pin Badge			4.50	1.75	
9	45551 Pin Badge			4.50	1.75	
10	'The Unknown Warrior' branded 19 litre backpack			23.00	4.00	
11	NEW 2018 Memorial Calendar			10.00	2.00	
12a/b	'The Unknown Warrior' Profile Badge – LMS Red or BR Green			4.50	1.75	
13a/b	'The Unknown Warrior' Nameplate Badge – LMS Red or BR Green			4.50	1.75	
14	OO Gauge Nameplate Set			8.50	1.25	
15	The LMS-Patriot Project Line Drawing Mug			6.00	4.50	
16	The Book of the Patriot 4-6-0s – Graham Onley			12.95	2.50	
17/18	'The Unknown Warrior' Cap – Black/Maroon			8.50	3.50	
19	'The Unknown Warrior' Tea Towel			5.00	2.00	
20	'The Unknown Warrior' Logo Mug – Red			6.00	4.50	
21	Colin Wright Unknown Warrior Mug – BR Green			6.00	4.50	
22	Colin Wright Unknown Warrior Mug – Red			6.00	4.50	
23	Colin Wright Limited Edition Print – BR Green			55.00	4.95	
24a	Colin Wright – A Brush with the Past B2 Print – LMS Red			40.00	5.00	
24b	Colin Wright – A Brush with the Past B3 Print – LMS Red			20.00	5.00	
25	Jonathan Clay – Unknown Warrior in BR Black – A3 Print			20.00	5.00	
26	Royal Signals & Semaphores at Birmingham New Street – Print			8.00	5.00	
27	Unknown Warrior Tie			12.00	1.75	
28a/b	The UW Polo Shirt – Burgundy or Black (S, M, L, XL, XXL)			17.00	3.50	
29a/b	The UW Sweatshirt – Burgundy or Black (S, M, L, XL, XXL)			22.00	4.50	
30	The UW Fleece – Burgundy (S, M, L, XL, XXL)			30.00	4.50	
31a/b	Unknown Warrior Beanie Hat – Maroon or Black			8.50	3.50	
32	Steam Memories – LMS Patriots			9.99	2.50	
33	Cloughton & Patriots 4-6-0s Book – G. Toms and R. J. Essery			16.95	2.50	
34	Air Freshener (pack of 3)			4.50	1.75	
35a/b/c/d	Steam Sounds of the Sixties CD – Volumes 1, 2, 3 or 4			6.00	2.00	
36	Multi Pocket Waistcoat/Gilet (S, M, L, XL, XXL)			27.50	4.50	
TOTAL						

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Membership number:

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

30.05.2017

THE SALES STAND WILL BE AT THE FOLLOWING VENUES

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

September

North Norfolk Gala, Weybourne
Fri 1/Sat 2/Sun 3

Statfold Barn Enthusiasts' Day
Sat 9

Nene Valley 'Pacifics' Event, Wansford
Sat 16

Severn Valley Autumn Gala, Kidderminster
Thu 21/Fri 22/Sat 23/Sun 24

October

Wigan Model Railway Exhibition
Sat 30 Sept/Sun 1

Great Central Autumn Gala, Loughborough
Thu 5/Fri 6/Sat 7/Sun 8

East Lancashire Railway Gala
Sat 14/Sun 15

Llangollen Autumn Gala, Llangollen
Fri 13/Sat 14/Sun 15

Swanage Autumn Gala, Swanage
Fri 13/Sat 14/Sun 15

Midlands Model Engineering Exhibition,
Leamington Spa
Thu 19/Fri 20/Sat 21/Sun 22

Churnet Valley 25th Anniversary Gala
Sat 21/Sun 22

November

Alsager Model Railway Exhibition, Crewe
Sat 4/Sun 5

Isle of Wight Model Railway Show
Sat 4/Sun 5

Hull Model Railway Show
Sat 11/Sun 12

Warley Model Railway Exhibition, NEC
Sat 25/Sun 26

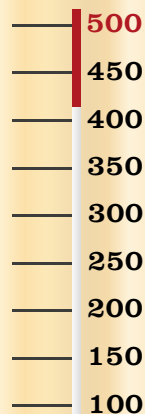
December

Manchester Model Railway Exhibition,
Sat 2/Sun 3

BECOME A REGULAR!

Regular donors now stand at 412, thanks to those who have recently signed up and those who continue to donate regularly. However, we are still 88 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.

DONATING MEMBERS



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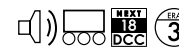


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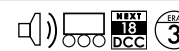
372-030 'Earl of Dunraven'
Running No. 5044 GWR Lined Green



372-031 'Tiverton Castle'
Running No. 5041 BR Green Early



372-032 'Sir Daniel Gooch'
Running No. 5070 BR Green Late



Fitted Accessory Pack



Interior Cab Detailing



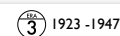
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Next18 Ready



1923 - 1947



1948 - 1956



1967 - 1971

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Model, Collect & Create



Over the past few editions we have had the pleasure of reproducing images sent to us by Bill Ashcroft. Unfortunately we heard that Bill had passed away in April after a short illness. On behalf of The LMS-Patriot Project we pass on our sincere condolences to his family and remember him by reproducing another of his superb photographs.

No. 45501 'St. Dustans' at Farington Station on a parcels working sometime in 1958.

PHOTO: BILL ASHCROFT. © THE LMS-PATRIOT PROJECT.



MEMBERS' CORNER

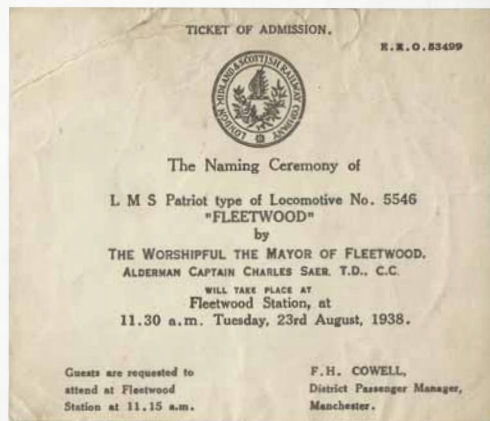
Thank you to all who contributed their articles that appeared in Warrior 33, we are grateful so many of you decided to contact us. Remember that you can send anything Patriot, memorial, war or railway related and photos are always good to receive (if you do send photographs please supply an address so they can be returned to you.). Please send them to us at memberscorner@lms-patriot.org.uk or 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.**

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

Further to the article in Warrior 33 by David Anderson on the Resort Named Patriots, the naming of 5546 Fleetwood took place on 23rd of August 1938. The attached scan of an admission ticket to the ceremony shows it was performed by the Mayor of Fleetwood Alderman Captain Charles Saer. The ticket bears the ERO No 53499. I would be interested to know of any similar tickets for Patriot naming ceremonies.

There seems to be an error in caption for the illustration in the same article of 5593 (5521) *Rhyl*. Whilst the photo seems to be taken in Nottingham with St Mary's Church on the skyline, this is the St Pancras line so York appears to be an unlikely destination.

MIKE DEAN (MEMBERSHIP NO. 804/04)



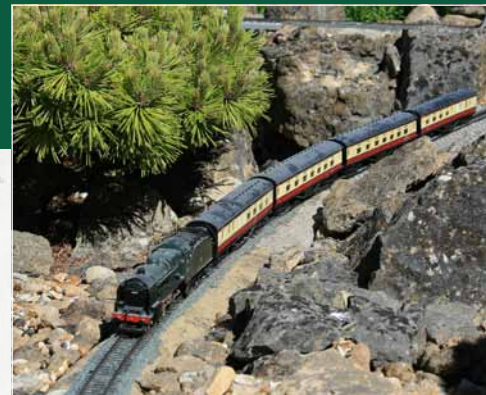
Hello,

I see from your website you don't have a picture of 45510.

The writing on the back of the photo, which I borrowed from a workmate reads: 45510 'Patriot' Class on Manchester to London train, April 1957, passing Grafton's Wood pumping station (disused). The spot is between Betley Road and Madeley.

The photographer's name is unknown.

YOURS,
SPENCER JACKSON



Dear Nick,

I really enjoy reading the contributions to Members' Corner and all the old photographs and articles, in The Warrior. This is particularly so as I started trainspotting in the 1960s, just too late to see any of the parallel boilered Patriots for myself.

However I do have the nicely modelled Hornby loco of 45537 *Private E. Sykes V.C.* (above) in my collection and thought you might like to see if any of the attached photos were suitable for publication in Members' Corner. These were taken on my outdoor layout, with 45537 hauling a short rake of Stanier 'Blood and Custards'.

Looking forward to seeing my first parallel boilered Patriot "in the metal" in the not too distant future.

REGARDS, DAVE NASH (MEMBERSHIP NO. 470/03)

Hi

Attached is the first Patriot I ever saw, No. 45506 *The Royal Pioneer Corps*. It was taken when I was 12 years old at Sheffield Midland.

I was not allowed to go to Crewe with the older lad next door so I never saw anything bigger than a Jubilee.

Then in Trains Illustrated, it said that three Patriots had been moved to Bristol. Word soon got around at school that they were on the Devonian. So I was off to Sheffield Midland with my £1 Box Brownie and Graspool free film the following Saturday.

The station announcer kept saying that the Devonian was so many minutes late, the messages kept on coming and the time grew longer, she eventually arrived about 90 minutes down. It was now getting dark and I was going to be home late, but I waited for my 'Cop' and I remember platform 1 being packed. Here it is reversing back through the station to go on Millhouses shed.

Not the best photo in the world, but it was to me then.

ALAN WEAVER



LOOKING TO THE FUTURE

In Issue 33 we asked how we can ensure the future of our locomotive is a working one, here are two of the responses received in answer to Gavin Shell's question.

Hi Gavin,

Many thanks for the latest 'Warrior', well produced as usual. You ask for some ideas on Looking to the Future, so here are mine.

I'm sure that the society wants to gain maximum publicity and exposure to the wider public in 2018 and 2019, both in its own interests and the British Legion's. I think this means following the example of Flying Scotsman and Tornado to some extent. I don't think the Clan Society provides an appropriate example. It is normally tucked away at Stewarts Lane, not accessible to the public, never visits heritage railways, and earns most of its money on contract with Belmond Pullman in the south east of England (exclusive and expensive).

The Princess Elizabeth society seems to have problems having spent a lot of money but needing to do a lot more work. My guess is that relocating to West Shed (MR) has been taken because few other options were available. West Shed is an excellent facility (Lottery Funded I believe) but is based on one of our lesser heritage railways where the scope for making money is likely to be limited. West Shed isn't very public accessible and probably gets few visitors.

It seems that the majority of locos working on the main line are located at sites inaccessible to the public - Carnforth, Crewe and Southall for example. None of these would be desirable as long term bases for 45551. Even Tyseley only opens occasionally I think.

Therefore my feeling is that in 2018 and 2019 the society should look to a 'Tour of Duty' visiting as many heritage railways as possible, perhaps spending a month at each. Starting with Llangollen I can imagine such a tour might be along the lines: Severn Valley, East Lancs, KWVR, NRM (crucial for publicity if not income), NYMR, GCR, NNR, Bluebell, Mid Hants, Swanage, Torbay, West Somerset and Gloucestershire and Warwickshire. These lines all have good passenger numbers and publicity machines so they would provide the best opportunities for achieving the Patriot Society aims. The railways would need to pay a fairly substantial fee, though, and some may decline the offer of course. These moves would be made by road and so lack of a rail connection isn't important.

The expense of going main line is very high and probably should not be priority in 2018 or 2019. I think it will be worthwhile liaising with the Bahamas Society over the coming year to see how they

progress main line running, as they are one of the society's most similar to the Patriot Group.

If the society wants to go for main line running in the medium term I think the ideal base would be a leading heritage railway that can provide a regular income, one that has a rail connection for main line running, is close to routes that are likely to have regular main line running, and is reasonably accessible for the majority of working members.

The more obvious contenders include Severn Valley, East Lancs, KWVR, Nene Valley, (possibly Midland Railway Centre and Peak Rail). Other contenders are Tyseley and Barrow Hill, but these would limit public accessibility and income.

The Tornado Group has big plans but it has taken them a long time to get to this stage. If the Patriot group does want to be ambitious, as I hope it will, then Lottery funding could play a crucial part in developing its own large facility, longer term. Whether any of the above railways could provide a suitable site I'm not sure, though.

KIND REGARDS, DAVID SMITH

Gavin replies: Hello David.

Thank you for your email. This is exactly the type of thought provoking response I was hoping for. In the trading company we have briefly discussed the future and bounced a few ideas between ourselves, I often come up with the most extreme ideas! You have pretty much ticked off every box we have mentioned and you are very much right that there are certain groups that are not the best to try to follow. Since joining the project in 2010 I have always had said my number one objective is to keep members happy and want them to enjoy being part of this project. A happy member obviously donates more than an unhappy one over the life of any project, perhaps this is from my days working in retail where you were always taught that you spend thousands in advertising and then after all that you lose them at the first hurdle with poor service, heritage railways and societies are no different.

We have had a meeting a few years ago with John Hillier from the BLS which was very beneficial and I'm sure we will happily have a close relationship with the society over the coming years. I for one am excited about seeing Bahamas in steam some time soon.

I agree with your comments about Clan Line and I said something similar in a conversation the other week.

It must be frustrating that you don't get to see your engine either on a preserved line or at its home base.

I would personally love to emulate a West Shed style venue with a museum dedicated to how railways helped in the war effort and war memorial locomotives through the years. This could also incorporate a number of things such as shop, café etc, maybe a bit like the Engine House on the SVR but a little more in keeping in a railway environment.

But of course only time will tell!

We have to walk before we can run and by the time we are walking who knows if more opportunities might open up? Heritage railways keep expanding and main line connections keep appearing. Places such as the Churnet Valley, Vale of Berkeley (still in the early stages but are ambitious) and GWSR all seem to want to get to the main line eventually.

Again thank you very much for your response and as always if there is anything else you wish to talk to us about or ask us as a general question in The Warrior please don't hesitate to email Pete Sikes (Warrior Editor), he loves to see all the responses from members both about the project and about railways in general.

Hello Gavin,

I've just read your 'Looking to the Future' article in Warrior No. 33 amongst others which identify money as the big issue. Unfortunately, I'm unable to get to Members' Day this year owing to a friend's 70th birthday party that weekend - hence this message. I've copied Neil Collinson into this as he knows the background - we spoke briefly at the AGM.

As a person who also has the occasional 'big idea', I asked some years ago what the TUW management were doing to advertise the project to a large group of people who probably have more than average interest in what is being done. I refer to those members and friends of the Royal British Legion clubs up and down the UK.

Putting aside official contact at top-level between the two organisations, my interest is in the ordinary member or friend of the RBL as an individual citizen. The RBL has some 2,500 clubs in the UK, and if each has a membership/associates of, say, 50 people, we can say confidently that 125,000 individuals are within easy reach of TUW communication - probably double this.

Yet, in my experience, hardly anyone in the RBL at grass roots has heard of The Unknown Warrior project. When I go into one of their clubs, I often see an RNLI model lifeboat as a fundraising money box. How about having an Unknown Warrior model to do the same? Why not also have a picture of TUW in these clubs now that it is topical with very real news of progress and aims for raising awareness and the special link with RBL? Why not have copies of 'Warrior' sent to the larger clubs? (Just what does 'endorsement' really mean?)

I have raised this with the Project, but nothing seems to have been done. So you can see how I feel when asked 'how could we raise more money?' I stress, this is NOT trying to interfere with whatever is being discussed at project level. It is simply to make a bunch of similarly-interested people aware of what we are doing so that some voluntary cash may flow our way. Interestingly, a letter was published in 'Steam Railway' a while ago asking the same question as to why RBL members seemed rather inconspicuous.

Perhaps you could throw some light on this? Or better still, make it happen?

KIND REGARDS, GRAHAM LAWRENCE (MEMBERSHIP NO. 740/10)

Hi Gavin

Thanks for your response. Back in the 50s, in my heyday for trainspotting, we were all a fickle crowd - cheering the arrival of a "cop" and from that moment forward it would be booing it every time. Now, after giving my opinion on Fowler's Patriots, you ask me what I thought of Fowler's 2-6-4 tanks. The answer is I loved them! Why? Because we didn't get to see them along the North Wales coast very often and it was only when I ventured further afield as I got older did I see more of them. I seem to remember there were quite a few in the Manchester and Liverpool areas in charge of local passenger trains. But there are a lot of Fowler's tank engine numbers in my 1959 Ian Allan ABC (the one that I kept) that remained not marked off meticulously in red ink. So, yes, a brilliant choice for the next project, in my view.

Just writing these couple of e-mails takes me back and I could go on all day (and night) reminiscing my spotting days as a teenager. Crewe was a Mecca for me (and hundreds of other like-minded boys and one or two girls). Trying to bunk around Crewe North shed and feeding the rat with the crusts of our sooty jam butties - but that's another story!

MEMBERS' DAY PHOTOS

A collection of photos from 8th July sent in by our members.

Members' Day – we stayed for the weekend so we're able to visit Telford's iron suspension bridge, via a trip on the horse drawn barge on the Llangollen canal the next day.

We had a lovely weekend, thank you.

CECILE AND PAULINE GILLARD



PATRIOT HEADBOARD – CG



CHAIN BRIDGE, LLANTYSILIO – CG



KEV'S TALK – CG



BLACK FIVE AT CARROG – CG



ALL THAT BEER! – CG



INSIDE CARROG SIGNALBOX – CG



Thought I'd share this shot of our superb loco for the day running round our train at Carrog. It was a great day the weather was kind to us, it was nice to see the progress of 45551 from the previous year.

REGARDS P. BOWLER (MEMBERSHIP NO. 45551/02)



Chris Tasker, Marcus Marston-Grimley and Pete Sikes load the beer so it's ready for the first train. Hope you like the photo, I really enjoyed the day.

REGARDS, BRIAN GREALLY



45337 AT BERWYN WITH A MEMBERS' DAY TRAIN TO CARROG. PHOTO: CHRIS WILSON

RAISING THE PRESSURE!

See the Sponsorship leaflet enclosed and help build the boiler!

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

CATTLE MARKET SIDINGS, PRESTON

I have been meaning to send these old photographs to you for some time; they were taken by my late father, Dick Salisbury (1924-2014), at the Cattle Market sidings in Preston (Oxheys, where the A5085 crosses the WCML) sometime in the late 1930s.

It was Dad who got me interested in steam engines when I was little and the interest has stayed with me for over 60 years now – he always referred to 'Patriots' as 'Baby Scots', probably from his Uncle Ted who was an engine driver based at Preston MPD. Dad often took me down to Preston Station on a Saturday or Sunday in the 50s and early 60s; the place was always busy and on summer Saturdays there were so many trains coming, going and passing through you couldn't see them all. One of the first trips there I remember is when I was about five was being invited onto the footplate of an engine standing in one of the south-facing bays and the driver giving me a rather battered, black cowboy hat – priceless, I kept it for years! He took me there in 1955 to see 'Deltic' when it was brand-new with blokes in bowler hats fussing around it.

As you can see the photos, printed as postcards, have become a bit dog-eared but Dad was always fond of them and so am I.

You have often published photos taken by Bill Ashcroft who I understand died recently – my condolences to his family; Dad knew Bill from the time when they both worked at County Hall for Lancashire County Council – a brilliant place to watch trains grappling with the climb north out of the station. In the mid-sixties a multi-storey car park was built next to County Hall which also had a fantastic view, I took some photos there myself; I have included one of a 'Britannia' (opposite) having a go at the gradient in March 1967 – some of the goods trains had to go from a standing start alongside the station and also deal with a reverse curve. The sight and sound of these trains, often slipping to a stop and reversing to slacken the couplings before having another go, sometimes with the driver shouting encouragement, captured the attention of everybody parking for work, not just steam fans.

I hope you find the photographs of interest.

BOB SALISBURY (MEMBERSHIP NO. 1263/04), PRESTON, LANCASHIRE



PATRIOT PAINTINGS – WE NEED YOUR HELP

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

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

We would love to hear from you.

The example shown here was sold at Stafford Railwayana Auctions in 2014 but that's all the information we can get from the internet, do you know who owns it? If you have any information about this and any other Patriot paintings please contact us at: memberscorner@lms-patriot.org.uk



Hello

Your member Russell Rollings tells me that you might appreciate a few words about ambulance trains for your magazine. I recently wrote the book "Trains of Hope" for the Friends of the NRM which is where I know Russell from. I believe Russell sent you a note about "Trains of Hope" for Warrior.

My book obviously covered what all British railway companies contributed during both world wars, but I imagine your preferred focus might be the MR, LNWR and the LMS. If you are interested, I'm sure I could produce something about ambulance trains if you could give me an idea about the number of words you'd like and when you'd like them by.

I'm attaching my picture of rebuilt Patriot No. 45528 *R.E.M.E.* on shed at Willesden in 1961. I think this is the only Patriot picture I ever managed to take and you are very welcome to use it if you wish. I do have other pictures I took of Black Fives, Jinties, 8Fs, Crabs, etc. around the same time if these might be of interest.

I keep in touch with your project through Steam Railway although much of my time and energy is taken up with Great Western Society (Didcot Railway Centre) where I was one of the four 'schoolboy' founders. Please let me know if I can help and I look forward to hearing from you.

KIND REGARDS, MIKE PEART, SHEFFIELD



I started my railway apprenticeship as a fitter in the Leeds division at Wakefield shed in the mid 60s, here we had two Jubilees Nos. 5694 *Belerophon* and 5739 *Ulster*. As apprentices, we were moved around the division to different depots to gain experience on different types of traction. Whilst at Leeds Holbeck their 5XPs were eaking out the last days in service, on trips over to Carlisle, parcels and excursions. I was fortunate to be given a footplate pass! This saw me at Holbeck shed, midday Saturday to ride the Thames Clyde relief. One of the 5XPs which, by now, was waiting to go to the scrapyard, had its middle connecting rod, piston, cross head and chimney casting bought by an enthusiast. They were removed by the fitters, and put to one side. I believe the loco in question was No. 5562 *Alberta*. On the agreed day the buyer turned up to collect his new souvenirs, in an Austin A35 van, with a roof rack! The shed labourers put bars through the big and small end, picked up the con rod, and walked, with total indifference towards the van. As this point, as they said in Jaws, "I think we need a bigger van!" 45 years later, have these components come to the Patriot project?

DAVE CARTER, WAKEFIELD.

REMEMBRANCE LOCOS

The request from Nick Lakin for more general articles on memories of steam days (Warrior issue 31) prompts me to put finger to keyboard again. Cpl Gareth Atkinson, in another excellent article in that issue, rightly recalls the three express passenger locomotives with remembrance names: 'Patriot', 'Valour' and 'Remembrance' itself.

However, there were others, in particular the oddity of apparently-random WW1 remembrance names applied to a few members of the North British Railway's J36 class (in LNER terms) of modest 0-6-0 goods engines, basically designed by Holmes, as an update of an earlier Drummond design. Living and growing up in the south, I never expected to see any of these, although one, 65243 'Maude' has been preserved and I have seen it in latter years. However, I was fortunate to see some of the last of BR steam when I realised in 1966 that it was "now or never" and hence I did three major 'bashes', to the North-West, the North-East and Scotland, plus a few more smaller ones to the Southern Region which was much closer to hand. The trip around Scotland was from the 24th to the 27th June 1967, when steam had already finished, but only a few weeks before and hence there were large numbers of steam locomotives still standing around. In fact, I even saw one in steam, Stanier Black Five number 44997 at Edinburgh St Margaret's shed, it still being used for carriage heating purposes and still able to travel under its own power, I think from this shed to a carriage depot elsewhere to do the heating.

Cutting to the chase, the most memorable locos I saw were three members of the J36 class, none of them named, but still with a great resonance with those that had served behind the lines in France. The first I encountered, number 65234, was also at Edinburgh St Margaret's shed, but on the opposite side of the line where it had been permanently parked and plumbed in to steam lines so that it could be used as a stationary boiler. Exactly what it was driving or heating I am not sure, but I was pleased enough that it was well placed for photography. It was already out of use and it did not survive long after my visit. Apart from the Black Five, St Margaret's was full of diesel locos and DMUs: probably noteworthy were the long lines of small diesel shunters, mostly built by the North British Locomotive company, which were already out of use after a very short life, a fraction of what had been achieved by the J36s.

Next stop was Dunfermline shed, where I was pleased enough to see one of the last Gresley J38 0-6-0s in the scrap line outside. However, inside the shed, tucked right in the middle among the diesels, was J36

number 65288, in well-polished condition, with its coupling rods recently painted red and certainly not looking fit to go for scrap. After this, the next stop was the very large shed at Thornton Junction, where another J38 was in the scrap line outside but, again, a J36, number 65345, was lurking in the middle of the shed amongst the diesels and in well cared-for condition. For reasons I cannot remember, I did not take a picture of this (we had to be parsimonious with pictures in the days of film!) Later, I heard that this one had been steamed a few times, and had actually worked some trains, after the official end of steam in Scotland and it would appear that the men at Thornton Junction (and probably those at Dunfermline too) objected to the scrapping of these locomotives on an edict from head office. However, unfortunately, it was to scrap that they went and so I was pleased that I had seen them.

So, not actually ones that had served on the continent, but still with a close link to them. The naming of these locomotives appears to have been initially unofficial, and so very much a "working man's thing", but evidently senior management tolerated it, even to the extent of one being named "Ole Bill" which was a cartoon character of a diehard British Tommy. The list of names might bear repeating here, as they are full of resonance with the events of a hundred years ago:

French, St Quentin, Foch, Allenby, Ypres, Verdun, Rawlinson, Monro, Petain, Byng, Aisne, Arras, Somme, Albert, Mons, Haig, Plumer, Gough, Horne, Ole Bill, Birdwood, Marne, Maude, Reims, Joffre.

PETER EXCELL
PROFESSOR EMERITUS,
WREXHAM GLYNDWR UNIVERSITY, WALES, UK.



North British No. 673 'Maude' at the 1980 Rainhill 150 Celebrations.

PHOTO: © PETER EXCELL

(4)5523 BANGOR

Dear Members Corner,

In response to your request for contributions, the following is my modest effort:

I am very fortunate to be the owner of one of the nameplates from Patriot (4)5523 'BANGOR'. It is from the fireman's side of the loco (indicated by two small drill-holes on the back – one drill-hole indicates driver's side). I acquired it in 1978 after a tip-off from none other than David Hughes, who is currently very actively involved in The Unknown Warrior's construction. As I am a life-long resident of Bangor, I couldn't believe my luck in having the opportunity to obtain it. Back then, it cost me the not-inconsiderable sum of £850. I remember seeing the loco quite a few times on the North Wales coast, during its twilight years in the early sixties. The nameplate had a red background in those days, before it was removed in late 1963, I think.

Attached are a few photos of the plate:

1 & 2) On my chimney-breast, with 1B shed code, and an original painting of 45523 running through Bangor, which I commissioned from a local artist, the late Ifor Pritchard, of Porthmadog.

3 & 4) The back of the plate, showing the drill-holes (circled in yellow) to inform the fitters to which side it belonged.

5) On the middle splasher of 5551, courtesy of David Hughes, who is holding it in place. This was taken in August 2016, during a private, pre-arranged visit to the works, with a couple of colleagues.

Grateful thanks to David for indulging me, and very appropriate, as it was he who alerted me to its availability all those years ago.

6) A Bachmann renamed/numbered model of 45523, a 50th birthday present from my friend John Wood, also of Bangor.



In response to your other request, I also attach pictures from my collection of 5523 in original condition, which I have acquired over the years. I acknowledge original copyright, where known.

I'd be very interested if anyone knows the whereabouts of the other nameplate, and the smokebox numberplate, if either still exist. I know of at least one replica nameplate, which was on display in Amlwch, Anglesey, in the old station goods shed. This was about 20 years ago, when one of the groups trying to reopen the Amlwch branch line had a display there. I hope you will find at least something of interest in my contribution, and I hope to send further items in the future.

ALL THE BEST,

JIM JOHNSON, BANGOR (MEMBERSHIP NO. 1428/09)

Numbered 6026, on Willesden. © Photomatic.



Unnamed, unknown location. Published by Real Photographs.



On Bushey Troughs. Published by Real Photographs.



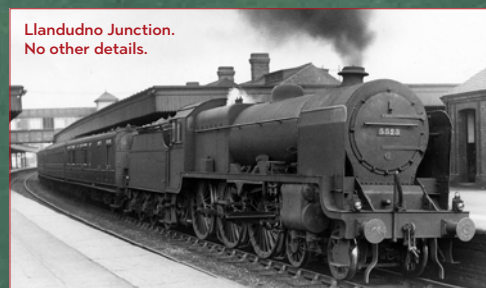
In the horse-landing bay at Bangor Station, following naming, in 1938. I've no publisher/copyright details.



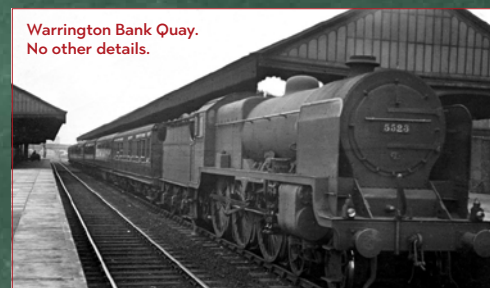
At Crewe. © Photomatic.



Crewe South on Sunday, 14th August 1938. © L. Hanson.



Llandudno Junction. No other details.



Warrington Bank Quay. No other details.

PATRIOT MEMORIES FROM THE 1950s

BY DON FOSTER (URN 629)

From leaving school in July 1953 until being called up for my two years of National Service in May 1957 I worked at McVitie and Price's Biscuits whose premises were (and still are) situated close beside the West Coast Main Line at Harlesden some six miles out of Euston station.

I worked in the stock room which was the building closest to the railway tracks. Just a few yards away behind a wire fence were the lines used by cross-London freights to the Southern Region and light engines going to and from Willesden Loco Shed (1A).

On a slightly higher level beyond were the tracks for the main line and beyond these were the tracks for the suburban trains from Bletchley, usually headed by Standard 4-6-0s No. 75030-75039, and Watford which were usually well-kept Standard 4MT 2-6-4 tanks.

During the winter months my observations were largely limited to what I could see during my lunch hour, either 12 'til 1 or 1 'til 2, always spent out in the yard with my sandwiches whatever the weather. If wet I would usually watch from any empty railway container. I preferred the 1 'til 2 option but whichever of the two I was given produced several titled trains. The Up 'Midlander', 'Shamrock' and 'Emerald Isles Express' which were the preserve of Nos. 70045-70049 when they entered service.

In the Down direction there was the 12.10pm to Blackpool – always a 24E Jubilee or Black Five – 'The Red Rose' 'The Midday Scot' closely followed by the 1.35pm to Perth, a 12A working which sometimes produced No. 45526 *Morecambe and Heysham*.

During the summer it was much better as all of the loading bay shutters facing the railway were opened, giving good views of all the passing trains and light engines.

Of the Patriots it was the rebuilt examples which were most in evidence as they worked turn and turnabout with the Royal Scots and frequently appeared on titled trains such as 'The Mancunian', 'Shamrock' and 'The Red Rose', of these I think that No. 45536 *Private W. Wood V.C.* was my favourite – based at Longsight (9A) – maybe because I seemed to see it quite a bit. Others which were familiar were *Holyhead, Rhyl, Prestatyn, Colwyn Bay, Morecambe and Heysham, Southport, Stephenson, Sir Frank Ree,*

Sir Frederick Harrison, Illustrious, E. Tootal Broadhurst, Sir Herbert Walker, Sir Robert Turnbull, Planet plus Bunsen and No. 45528, unnamed in those days but later to become *R.E.M.E.* Apart from our locally shedded examples at Willesden 45510, 45511 *Isle of Man*, 45517, 45546 *Fleetwood* and 45547, the original "Pats" were not seen nearly as often although they did the odd turn on titled trains. Euston to Liverpool boat trains were their most likely chance of getting on to a titled train. These trains often seemed to have whatever Camden Shed could scrape up to power them.

A quick whizz through my 1956 diary has produced the following working on titled trains, the list is not complete for the year but a sample, No. 45516 seemed to be the most favoured.

No. 45515 Caernarvon

4th May 1956 – Down Empress Voyager

No. 45516

The Bedfordshire and Hertfordshire Regiment

20th June 1956 – Down Cunard Special

12th October 1956 – Down Empress Voyager

20th November 1956 – Down Red Rose piloted by

Jubilee No. 45681 *Aboukir*

No. 45518 Bradshaw

19th October 1956 – Down Empress Voyager

No. 45538 Giggleswick

13th July 1956 – Down Empress Voyager

No. 45546 Fleetwood

27th July 1956 – Down Empress Voyager

No. 45547

6th September 1956 – Up Lakes Express piloted by

Class 2P 4-4-0 No. 40652

14th September 1956 – Down Empress Voyager

No. 45550

10th August 1956 – Up Red Rose piloted by Black Five No. 44907.

Of interest is that an up Anchor Line special on 15th May 1956 was headed by Black Five No. 45305 which is still going strong to this day in preservation.

The five Willesden based examples were most often seen running light to or from the shed, during 1956 No. 45547 was seen on 42 different days, No. 45510 on 29, No. 45511 *Isle of Man* on 15, No. 45517 on 22 and No. 45546 *Fleetwood* on 27 days.

Every class seemed to have its "rare ones" in those days, from what I remember the ones considered rare among the local spotting fraternity were No. 45541 *Duke of Sutherland* firstly and No. 45524 *Blackpool*, no doubt common to spotters in other places – I would rate No. 45502 *Royal Naval Division* as rare myself.

I was to succeed in seeing all of the ex-L.M.S. express classes with the exception of the two Harrow accident victims No. 45637 *Winward Islands* and 'Princess Royal' class No. 46202, the Jubilees were finally completed in August 1960.

I completed the Patriots on Easter Sunday, 1st April 1956 with No. 45500 *Patriot* itself on Patricroft Shed during a Manchester 'Shed Bash', quite a Patriot trip this one as our early morning train was headed by No. 45536 *Private W. Wood V.C.* and our train overnight back to Euston was headed rather surprisingly by dear old *Fleetwood*, my only other Patriot haulage was from Carlisle to Dumfries in August 1960 behind No. 45509 *The Derbyshire Yeomanry*. Unfortunately as with so many others in those days I did not have a camera until I could afford to buy one from the regimental shop in Germany in 1958, 12 monochrome 120 size photos per film, most of my first photos were either of Centurion and Conqueror tanks or of German steam and diesel locos around Osnabrück.

Later on my only Patriot photos were to be of No. 45551 on the scrap line in Crewe Works, which was not particularly brilliant and one of No. 45528 *R.E.M.E.* in Euston station which was better. I must say that the German processing via the regimental shop was of much better quality than that at our local photo store in London, it was late in the day before I found that Timothy Whites chemists were quite good.

I have summarised my sightings of Patriots in 1954 and 1956, in each of these years I was to see 47 or 48 out of the 52.

The figures show the number of days when each loco was seen.

PATRIOT SIGHTINGS

1954 (47 OF 52)

Loco	Days seen on	Titled Trains
45500	–	–
45501	2	–
45502	–	–
45503	5	2
45504	3	–
45505	1	–
45506	3	–
45507	3	–
45508	1	–
45509	1	–
45510	6	–
45511	13	–
45512	16	–
45513	3	1
45514	16	3
45515	2	1
45516	8	1
45517	19	–
45518	6	3
45519	2	–
45520	1	–
45521	5	3
45522	14	3
45523	20	–
45524	1	1
45525	9	3
45526	14	–
45527	7	–
45528	9	–
45529	4	3
45530	24	10
45531	12	7
45532	14	4
45533	1	–
45534	3	3
45535	9	3
45536	10	4
45537	3	1
45538	–	–
45539	–	–
45540	21	10
45541	–	–
45542	1	–
45543	4	–
45544	7	–
45545	7	–
45546	5	1
45547	2	–
45548	3	–
45549	1	–
45550	5	–
45551	2	–

1956 (48 OF 52)

Loco	Days seen on	Titled Trains
45500	3	–
45501	3	–
45502	1	–
45503	3	–
45504	1	–
45505	2	–
45506	1	–
45507	1	–
45508	–	–
45509	2	–
45510	29	1
45511	15	–
45512	2	–
45513	1	–
45514	12	1
45515	5	1
45516	8	5
45517	22	–
45518	1	1
45519	2	–
45520	1	–
45521	22	18
45522	15	1
45523	7	2
45524	2	–
45525	15	11
45526	10	–
45527	19	18
45528	–	–
45529	–	–
45530	24	4
45531	14	14
45532	21	12
45533	1	–
45534	23	19
45535	18	14
45536	33	5
45537	–	–
45538	2	2
45539	1	–
45540	33	8
45541	2	–
45542	1	–
45543	1	–
45544	3	–
45545	18	2
45546	27	1
45547	42	2
45548	3	7
45549	–	–
45550	3	1
45551	–	–

Numbers in red indicate a cop

Thanks for the latest edition of your ever-improving magazine. I note a suggestion that a Fowler 2-6-4T is being considered as a follow-on project. I'm sure there will be at least twice as many opinions on this as we have members, but I will stick my oar in for what it's worth. I would suggest that a Fowler tank is not something that would really grab the interest of Joe Public and, also, there is in any case a close approximation to one already existing in Ireland. Joe Public needs something more eye-catching and so I would respectfully suggest either a Beyer Garratt (which would possibly have some components similar to the Patriot) or else a Turbomotive (BR 46202). The Beyer Garratt should have strong claim to be the longest steam locomotive working in the world, although it might be pipped by the UP Big Boy in that. The Turbomotive, with its very low hammer blow, is an idea that several people have put forward as having the potential to challenge for Mallard's speed record. Speed records and "biggest" claims are the sort of thing that will catch Joe Public's eye.

While I am on wacky suggestions, here is another. Like the majority, I voted for Crimson Lake livery to start off, but I respect the other options. However, instead of, or in addition to, BR and LMS black I would suggest it would be an interesting idea to paint TUV at some stage in fictitious LNWR black livery. This would have some resonance with the original state of the Claughton 'Patriot'. It would be no more bogus than the many other historically inaccurate liveries that have been applied to locos in recent times, such as the painting of a USA 2-8-0 in fictitious BR standard livery; the painting of the Ffestiniog replica Lynton and Barnstaple loco in fictitious BR livery and, indeed, the painting of Tornado and Blue Peter in LNER livery, which neither of them ever carried.

Now it's time to go and find my tin hat!

PETER EXCELL (MEMBER)

Hi

Has anyone thought of selling replica nameplates?

I was thinking you could produce them in brass and also in resin, if you got the permission off the British Legion you could also produce the badge as well.

By having two types you can cater for different sizes of pocket.

As an added extra you could manufacture splash covers to mount the plates on.

REGARDS, IAN MCNEIL

THE LIVERY MADNESS

The letter by R. A. Castle in Issue 32 has prompted me to respond to the continuing debate over which livery is appropriate for 5551.

As with Brexit, the people have spoken. Like it or not there was overwhelming support for the application of LMS crimson lake livery. In my opinion this livery should remain in place until the locomotive's first overhaul. Based on the assumption that the locomotive will enter traffic towards the end of 2018 then, providing there is no change in the regulations, a full overhaul will be required circa 2028. At this point there could be a further ballot of the membership on which livery is appropriate which means that either there will be a continuation of crimson lake or perhaps a change to one of the other three liveries.

For some considerable time there has been discussion about changes in livery to suit all but the big question is – over what timescale? Let's take 60163 *Tornado* as an example.

If my memory serves me correctly we have had four livery changes since the engine entered traffic in 2008. Starting with apple green we had a spell of locomotive green and BR experimental blue before returning to apple green. In round figures we are talking about a livery change every two years. In my view such an exercise is a complete waste of time, money, and resources. 'Flying Scotsman' is an even more ridiculous example especially given the questionable sum of money and time spent on its overhaul. I just can't see the sense in applying dull drab wartime black livery with several numbers for a few weeks prior to completing the engine in BR lined green livery.

Although it wasn't my personal choice, 5551 will look fine in LMS crimson lake. Let's get the job finished and discuss any possible livery change in ten years time.

J. A. BENNETT. (MEMBERSHIP NO. 390).

My earliest sighting of a Patriot was in the most unlikely place. I think that it was on a summer Saturday afternoon in 1952. I was sat on the fence alongside the railway at the Scarborough end of the goods yard in my home town of Filey on the Hull-Scarborough line. There had been the usual procession of summer trains headed by D49s, K3s, B1s, B16s and D20s. Looking to the south towards the station I saw the crossing gates open and the arm of the North Eastern Railway slotted post signal go down. This was unusual, as normally the signal would remain at danger until a train had stopped and any passengers for Filey had disembarked. Soon I saw the usual signs of steam as the train approached the station but this time it didn't slow down and, in fact, I heard the sound of the engine being opened up. As it got nearer I could see that it looked different from the usual locomotives on the line and I nearly fell off the fence when it passed me and I could see that it was unnamed Patriot No. 45510. To this day I have not come across any record in magazines of this engine being sighted by local enthusiasts, especially those at Scarborough where it would have been serviced and turned. Even the late Ken Hoole had no knowledge of it. What I'd like to know is, what was a Western Division (5A) engine doing on the east coast? Usual practice was for LM Region engines to be taken off at Gascoigne Wood Yard near Selby and replaced by a NE Region type. In the 1960s Patriots were regular visitors but was this the first one to visit the coast?

JOHN FARLINE, WAKEFIELD, WEST YORKSHIRE.

Dear Sirs,

I was a cleaner and then fireman on BR, working at Rugby, Coventry and Saltley MPD. I started as a cleaner at Rugby MPD in April 1958. I sadly never fired an original Patriot, only the rebuilt versions, namely, 45540 *Sir Robert Turnbull* and 45545 *Planet*. My only direct involvement with an original Patriot was cleaning 45500 *Patriot* for the Remembrance Service at Rugby MPD in November 1958. At the time 45500 *Patriot* was allocated to 5A Crewe and it appeared on shed a few days before the service. At the time, there were only four cleaners, John Wareham, Dave Vale, Billy Nicholson and myself. We spent a pleasant day crawling all over the engine and we felt that we had done a pretty good job in sprucing up the 'old girl'.

I did have a photograph of the service but it has unfortunately got lost over time. However, there are some photographs of other years on the Warwickshire Railways website.

KIND REGARDS, RAY SHARRATT

To whom it may concern.

I was given your address to contact you about *Lady Godiva*. I was a fireman at at Barrow Road (82E) back in the late fifties and like the other fireman at that depot done my share of firing on the engine. I had the dubious pleasure of being the last Barrow Road man ever to work on Godiva as when he was going away to be scrapped. Myself and a driver worked it up to Gloucester from Bristol on a train of empty wagons and that was the last we ever saw of her. Sorry but I cannot remember what year it was.

Her is a story about what happened one day when my driver Stan Hemmings and myself had the engine to work the 05.50 Washwood Heath to Westerleigh. Now Stan was an absolutely superb engine man and he needed to that day because as soon as we left Washwood Heath we were down the pan and it was a real struggle to get steam. We eventually got to the top of Bromsgrove Bank and I thought now we can recover but all it made was four pound of steam. We struggled on with Stan really nursing the engine till we got to Cheltenham where he went onto the phone and rang control and told he was giving the engine up at Gloucester as he wasn't going to let his fireman suffer and more.

Anyway when we got back to Barrow Road he went straight into the shed master office Mr Hancocks and really tore him off a strip about the engine. So Godiva was dragged back to Bristol and put in the she and was virtually taken to pieces not as it done any good as when it went into service again it was just as bad struggle to make steam one day but have plenty the next day.

Just one more bit of information and nothing to do with Godiva or the other Patriots. Have you heard the story of when D33 caught fire on the up Devonian going up Bromsgrove Bank and a 4F was sent out to take the train into Birmingham and the name plate was put onto the front of the 4F, well I was the fireman who did that.

DENIS BYROM

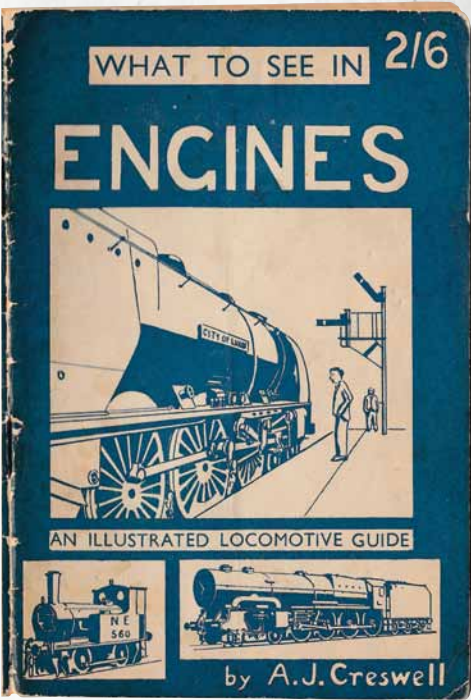
WHAT TO SEE IN ENGINES

Hi,

I have a small book of 40 pages published in 1947 titled "What to see in Engines". It contains very informative pages covering diagrams of the working parts of a steam locomotive, what to hear in a locomotive, train workings, markings on locomotives and two pages listing 'Some Notable Locomotives'. I have attached the cover, an odd diagram page, and the page referring to LMS locomotives. From this you will see that 5551 ran 67.2 miles at 77.3 mph with 330 tons. It also lists 5517 running 67.2 miles at 76.8 mph with 325 tons. Following these entries you will see R450 and this indicates that this information was written in issue No. 450, Volume LXXV of The Railway Magazine published in December 1934 (5551s year of build).

This will be interesting for our records if it has not already been kept. Perhaps one of our members has a copy of that Magazine? Trust this will be of interest.

WITH GOOD WISHES, BEV KING



34

SOME NOTABLE LOCOMOTIVES.

(ss--start to stop, sp--start to pass, ps--pass to stop, pp--pass to pass. The number after R is that of the "Railway Magazine," in which details may be found.)

LMS.

1000 Oldest compound of Midland type (7ft. wheels).
1045 First compound with 6ft. 9in. wheels. R322.
1047 Ran trials on GAW.R., 1926. R337.
1054 Ran non-stop Euston-Edinburgh, 369.7 miles. 1928. R372.
Had special coal-rails to take extra coal.
1111 Ran 62 miles at 64 m.p.h. with 280 tons. R449.
1225 Touched 90 m.p.h. with 95 tons at Radlett. R545.
1246 Touched 83.7 m.p.h. with 120 tons (Willenden). R494.
1502 First Class 5-4-6-0, 1933. R447. Ran 75 1/2 miles at 60.3 m.p.h. with 405 tons. R449.
1515, 1516-1518 Only Class 5-4-6-0's with names.
1529 Touched 91 m.p.h. with 260 tons (Hendon). R481.
1547 Ran 67.2 miles at 76.8 m.p.h. pp with 325 tons. R450.
1551 Ran 67.2 miles at 77.3 m.p.h. pp with 330 tons. R450.
1552 First "Jubilee." Has chromium-plated letters. R466.
1562 Ran 90 miles at 70 m.p.h. with 255 tons with maxima of 93, 92, 95 and 91 m.p.h. R494.
1563 Carlisle-Edinburgh at 57.8 m.p.h. ss 245 tons. R493.
1569 Ran special test runs, Bristol-Leece-Glasgow. R480.
1573 First "Jubilee," rebuilt with double chimney. R543.
1610 First "Royal Scot." R363. Toured America, 1933. R435.
1610 First "Royal Scot," rebuilt with double chimney. R549.
1610 Ran 152.7 miles at 68.7 m.p.h. ss 280 tons. R424.
1612 Ran non-stop Euston-Glasgow, 401.4 miles. 1928. R372.
1629 Ran 35 miles at 83.2 m.p.h. pp with 212 tons. R437.
1640 Ran with 6105 first running of Crewe-Willenden journey at 61 m.p.h. booked average (1932).
1610 Last "Royal Scot." R441.
1617 First "Royal Scot" with taper boiler. R463.
1630 First LMS 4-6-2 (1933). R435. Ran 152.7 miles at 70.7 m.p.h. ss with 375 tons. R430.
1620 Ran non-stop Glasgow-Euston at 70 m.p.h. ss with 260 tons. Maximum 95 m.p.h. R475.
1621 Turbine-driven 4-6-2. R458.
1626 Ran 18 1/2 miles at 77 1/2 m.p.h. pp with 315 tons. R477.
1621 Carlisle to Shap at 95.5 m.p.h. pp with 510 tons. R403.
1620 Crewe-Euston 79.7 m.p.h. ss with 270 tons. Touched 114 m.p.h. approaching Crewe from south. R482.
1620 Toured America 1939. Numbered 6220 for the occasion. R301.
1620 First "Cavendish" not streamlined.
1624 Carlisle-Shap at 96.6 m.p.h. pp with 610 tons. R503.
1907-1909 "Garratt" type 2-6-0-2 for coal trains. R361.

Engines 6100 to 6169 mentioned above were of the original Royal Scot type with parallel boiler.

24 16 17 1 2 18 19 4 20 6 7 5 21 9 10 11 22 12

25 26 27 28 29 30 31 32

13 15 51 50 49 59 58

33 34 35 38 39 40 41 42 44 45 46 47 48 52 53 54 55 56

Fig. 1. LMS 2-6-0 (Steamer), Nos. 2445-2044. Driving wheels 3' 6" dia. (Pined wheels.)

18. Smokebox saddle. Large casting that supports smokebox and front end of boiler. It is made in one piece with smoke cylinders. In some LMS 2-6-0 steamers, each smoke cylinder is made in one piece with the saddle.

17. Outside Steam-Pipe. Carries steam from superheater to steam-chest. Surrounded by lagging covered by lagging sheet. Where there is no need of a pipe (as Fig. 1), it is formed with the steam-chest or smokebox saddle. On some older engines it is a LMS 2-6-0 (1930) the pipe is formed with the smokebox saddle. In the LMS 2-6-0 (1930) the pipe is formed with the smokebox saddle. In the LMS 2-6-0 (1930) the pipe is formed with the smokebox saddle.

16. Ash-Catcher. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

15. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

14. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

13. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

12. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

11. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

10. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

9. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

8. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

7. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

6. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

5. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

4. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

3. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

2. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

1. Ash-Pit. Box in which falling ash is collected. It is formed of a metal sheet with a sloping top. The ash is collected in the box and is carried to the ash-pit by a screw conveyor.

Dear Sirs,

I am member number 1387/06. I am also the Photo Sales Manager for the HMRS (Historical Model Railway Society). Looking through our photo collection I've found two photos which may be of use to you in The Warrior.

Ref. No. AEU316 (bottom left) is of 5545 at Lichfield Low Level in June 1938 and comes from the HMRS Eric S. Russell Collection, courtesy of the LNWR Society.

Ref. No. AEW234 (bottom right), while of poor quality, shows 5528, again at Lichfield, on an up passenger c.1933. This is from the HMRS D. A. Bayliss collection.

The HMRS is quite happy for you to use these photos in The Warrior free of charge although an acknowledgement as to the source would be appreciated.

REGARDS, JOHN HANCOCK (MEMBERSHIP NO. 1387/06)



ANSWERS TO WORD SEARCH 9

PATRIOT PARTS MADE IN BRITAIN IN...

ALFRETON • BLACK COUNTRY
BIRMINGHAM • BARRY
BROMBOROUGH • BUCKFASTLEIGH
BURY • CLAUGHTON • CRADLEY
HEATH • CREWE • COALVILLE
DERBY (x2) • DEEPPDALE
DUDLEY • ENGINEER • FOUNDRY
LONG EATON • LYE
LOUGHBOROUGH • LLANGOLLEN
PRESTON • RAMSBOTTOM
RAWTENSTALL • ROTHERHAM
STAFFORD (x2) • STOURBRIDGE
SHREWSBURY • TYSELEY
WINCHCOMB(E) • WOLVERTON
VALE OF GLAMORGAN

AND...

FOWLER • LMS (x10) • LNWR (x12)
PATRIOT (x4) • WARRIOR (x5)
and finally - What do you do to coal before use in the firebox?
WASH

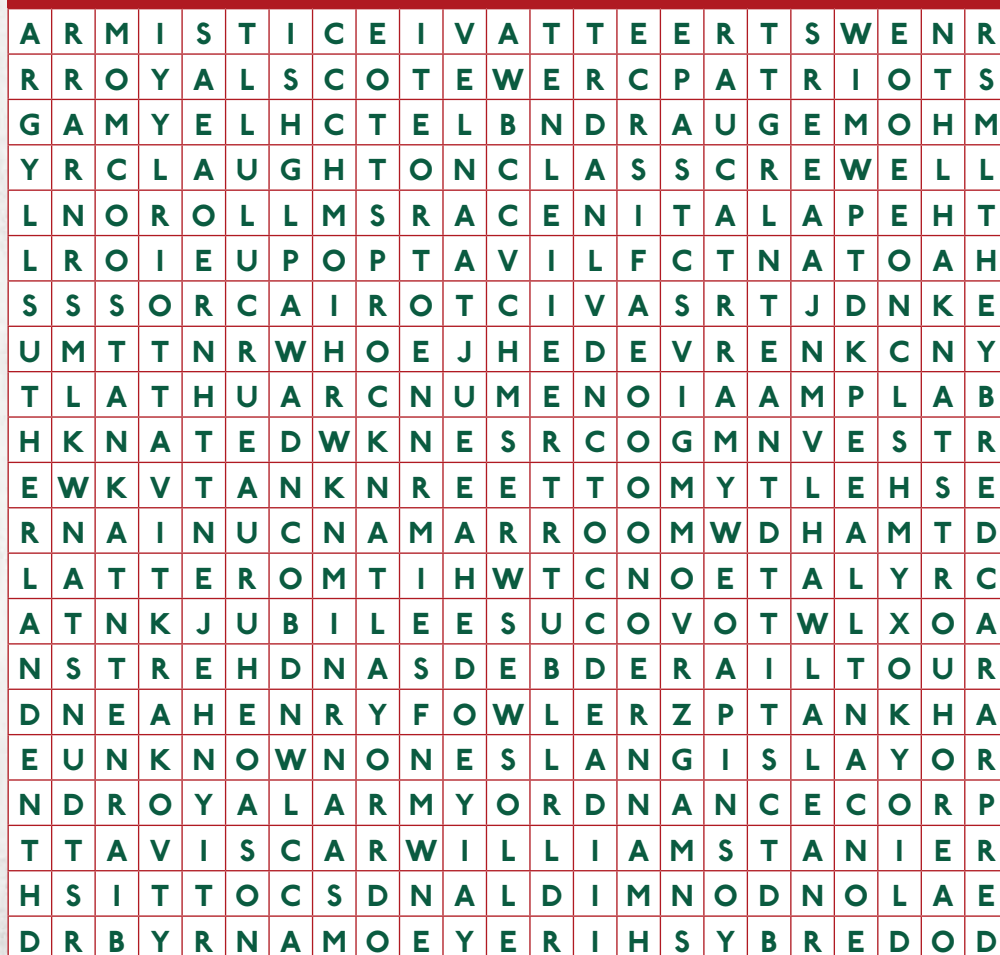
R	O	I	R	R	A	W	P	T	C	M	A	H	R	E	H	T	O	R	W	N	L	S
A	W	I	W	B	W	A	O	N	O	L	M	S	R	E	L	W	O	F	V	M	E	P
T	D	N	R	N	T	I	O	T	Y	R	T	N	U	O	C	K	C	A	L	B	B	D
O	L	N	L	R	R	T	T	E	D	W	G	D	U	R	W	N	L	N	A	T	M	E
I	W	M	I	T	A	O	R	E	E	N	I	G	N	E	L	N	W	R	R	F	O	E
R	S	O	A	E	B	W	P	J	T	O	H	N	U	R	O	I	R	R	A	W	C	P
T	T	P	G	S	H	R	E	W	S	B	U	R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

WORD SEARCH 10

MILITARY LINKS

ARMISTICE • ARGYLL (AND) SUTHERLAND (RGT) • BLETCHLEY • BEDS AND HERTS (RGT)
CLAUGHTON CLASS • COMMANDO • CREWE (x2) • DERBYSHIRE YEOMANRY • DUNOON
DERBY (x2) • ERNEST LEMON • E. C. TRENCH • EUSTON • TANK (x6) • HENRY FOWLER
HOME GUARD • IVATT (x2) • JUBILEE • LADY GODIVA • LONDON MIDLAND SCOTTISH
L.M.S.R. • MANCUNIAN • NEW STREET • PATRIOTS (x2) • ROYAL ARMY ORDANCE CORP(S)
RAILTOUR • ROTHESAY • ROYAL SCOT • ROYAL SIGNALS • ROYAL TANK CORPS • ST. DUNSTAN(S)
THE COMET • THE PALATINE • THE MERCIAN • UNKNOWN/WARRIOR • PVT. WOOD • (PVT.) SYKES
WILLIAM STANIER • WHITMORE/TROUGHS • R.A.C. (6) • ROYAL PIONEER CORPS
ROYAL NAVAL (DIVISION) • R.E.M.E.

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



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Newsletter

Produced by The LMS-Patriot Project.

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

Design and Artwork:

Accent Artwork Ltd. – 07831 394545

Printed by Novaprint, Leicester.



With its work done, our engine for the day,
Black Five No. 45337 runs through Llangollen
station to make its way back to the shed.

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