

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



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Chairman's Thoughts

I am delighted to have been invited by the Charity to pen the 'Chairman's Thoughts' for this edition of the *Warrior* in my position as Chairman of 'Patriot Enterprises Limited', the trading company that has been formed to operate *The Unknown Warrior* when the locomotive becomes operational.

Firstly, the big news as I'm sure you're aware is that 5551 was successfully moved to its new home at the Princess Royal Class Locomotive Trust at Ripley in Derbyshire on 12th August. We have been given a wonderfully warm welcome with our grateful thanks to everyone at the West Shed who are delighted to have a fellow LMS thoroughbred join their stable and both charities are looking forward to having a prosperous future working together.

I'm very happy to say that a great working relationship has already been developed in the short space of time we have been there. Since the locomotive chassis has taken up residence on the lifting jacks, a detailed examination has taken place by the PRCLT engineers. As successful operators of 6233 *Duchess of Sutherland* that is continually subjected to high speed running, wear and tear and associated vibrations on the main line they have made recommendations given their invaluable experience to help ensure we have the best reliability when 5551 is operational (see the Engineering Report starting on page 8).

We of course must consider their advice and expertise as we are building a locomotive that must be fit to operate on the main

FRONT COVER: No. 45500 *Patriot* pictured at Crewe station in 1956.
JEFF EDWARDS COLLECTION. © THE LMS-PATRIOT PROJECT.

**WE WOULD LIKE TO WISH ALL OF
OUR MEMBERS AND VOLUNTEERS A
MERRY CHRISTMAS AND THANK YOU
FOR YOUR SUPPORT OVER THE PAST YEAR.**



line. We would be foolish not to address these proposed modifications now before the wheel sets are placed back under the chassis. This obviously comes at an additional cost but the last thing any of us would wish for is for any unwelcome failures that could cost more in the longer term when we are running. PRCLT are already demonstrating their commitment to ensure we have a national memorial locomotive that is fully fit for purpose, completed to the highest possible standard with all the necessary quality assurance in place. Something we can all be proud of and hopefully enjoy in the not too distant future.

Patriot Enterprises Limited are continuing to plan for the exciting opportunities that lie ahead when 'The Unknown Warrior' is completed whilst supporting the charity with the current fund-raising activities and the push towards completion. One thing is very clear to us; we will need to maximise publicity to ensure that every event we hold reaches the widest possible audience. This is certainly an area we are looking for further support with, so if there are any volunteers out there who can assist, we would

dearly like to hear from you, especially those conversant with the multitude of social media platforms. This leads me onto expressing our sincere thanks to all of you who have come forward to volunteer following our appeal in the previous Warrior. Again, if you have any time you can give to the Project please do get in touch.

As you will read on the following page, we are now financing three work streams at an increased rate of expenditure, with work now underway with PRCLT and both HBSS and Leaky Finders continuing to make fantastic progress. We will shortly be needing to place the order with HBSS for the outstanding materials required to complete the boiler, namely tubes and longitudinal stays placing further stress on our cash flow as these are obviously needed up front before they are fitted. To this end we have launched a new boiler appeal titled **"The Pressure Is On!"** More than ever, your continued support is needed and highly appreciated.

Enjoy this edition. Let's keep looking forward.
Only together, can we do this. [#team5551](#)

With kind regards, Andy Collinson



A view of the loco taken apart for a full inspection. Kevin West gives one his many Members' Day tours of the loco in the workshop. Photo: Pete Sikes

WE NEED YOUR HELP MORE THAN EVER!

With the 100th anniversary of the return of the body of the Unknown Warrior now less than 12 months away we need your help more than ever so that we can have a complete locomotive for those commemorations. The biggest thing stopping that from happening is quite simple – finance.

As it stands we are working on three fronts. The tender chassis, the locomotive chassis and the boiler. As you'll read elsewhere in this magazine we can't, with our current income, keep up with all three. There is the possibility of a loan agreement to borrow a Fowler tender meaning that we can shorten that down to two streams, but with so much work still to take place even that isn't a guarantee. For us to miss 2018 was incredibly upsetting but to miss 2020 would be devastating. The trading company (Patriot Enterprises Limited) has spent a lot of time building up a plan that revolves around 2020 and the publicity that it would gain us as a project. Without that launchpad as the National Memorial Locomotive we stand to lose thousands, possibly hundreds of thousands of pounds in the long term.

Over the years many of you will have contributed to our schemes such as a ticket on the first train, tenner for the tender, etc. and we wouldn't blame some of you for saying "I have already given my fair share" – and you would be right in doing so. However we are going to try to persuade you for the next 12 months to make that final push along the home straight. We have over 1,000 members and if everyone could make an additional £10 donation then that would give us a short term boost of £10,000. If everyone were to do that over the next four 'Warriors' that would raise £40,000,

with Gift Aid that's £50,000. If you were all able to do all four up front then it really would make a difference, and that is for a relatively small donation. But there are additional ways you can help if you don't have the money available to donate. You'll see that we have had some excellent donations of railwayana and model railways, the sale of these can add up to massive amounts, and our team of volunteers on the sales stands would love to see some additional help to sell these items if you can give time to the Project.

We hope that you all read this as a plea for help and not a criticism of any member as we truly believe that we have some of the most loyal and enthusiastic members of any locomotive society in the country.

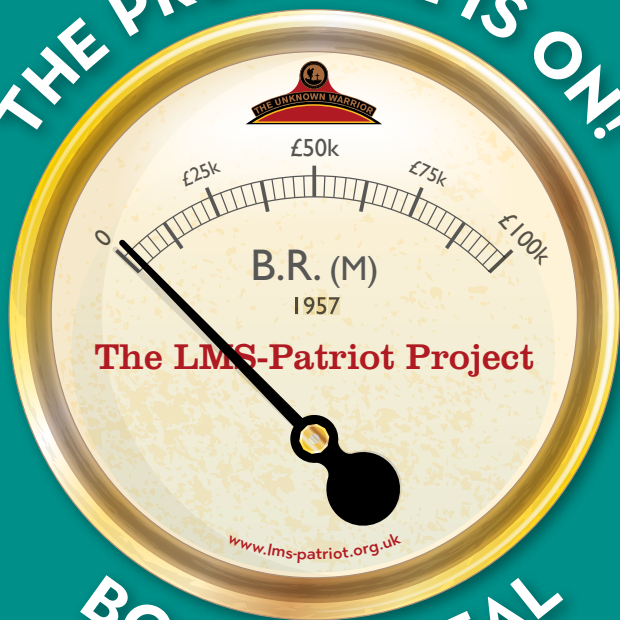
Please now pause reading this magazine, log into our website **www.lms-patriot.org.uk** and make a donation straightaway – it's a really quick and painless way to do it – or call the office on **01785 244156** who can take card payments over the phone. There's also a donation and standing order form on the enclosed leaflet should you wish to commit in writing.

As always, along with everyone in the Project, we thank you for your continued support.

We will do our very best make the deadline.

LMS-Patriot Project Team.

THE PRESSURE IS ON!



BOILER APPEAL

We are looking to raise a further £100,000 to complete the boiler. Fantastic progress has been made by HBSS, with your help it will be completed by March 2020, ready to fit into the frames.

The majority of the copper stays have now been manufactured and fitted, although at a higher price than originally estimated due to increased material costs.

Still required are a number of Steel Stays @ £7, Copper Stays @ £20 and Crown Stays @ £50.

As well as the above we are looking for help to purchase Longitudinal Stays, the Cladding plus the Grate and Ashpan.

We estimate that these items will cost in the region of £100,000.

PLEASE HELP US RAISE THE FUNDS WE NEED

Any amount you can donate is welcome and if you are a UK tax payer it will attract 25% Gift Aid.

Please send your donation to:

The Pressure is on! 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

The Pressure is on! button on the home page.

TREASURER'S REPORT

Update for Quarter 2, 2019/20 (ended 30th September 2019)

BY NEIL COLLINSON, TREASURER

First thought for the quarter

Mr. Editor, please note that April, June, September and November have 30 days. It was not me that headed up my report in the last Warrior as 31st June!

Third thought for the quarter

If you are wondering why the Life Membership income of £2,063 looks odd, it is because we have to pay some VAT on all membership subscriptions. The VATman has to have his pound of flesh.

INCOME

Total income for the quarter was £75,800 against a budget set of £109,500, (£85,000 in 2018.) Add that to the first quarter figure of £91,800 and it makes a total of £167,600 which is only 38.3% of our budget which is rather disappointing. The total includes expected Gift Aid of £6,000. Restricted funding was £4,600, of which £245 was for the support coach. In fact, it is the one off/ occasional donations section of our income which has let us down badly so more on that subject later.

Second thought for the quarter

We need new members, the total of around 1,100 remaining fairly static. Hopefully, any new members will also instigate a regular standing order of at least £10 per month.

usual chart on the next page that we have marginally increased the quarterly contributions from regular donors. Many thanks to you all. However, the average monthly amount per donation decreased in Quarter 2 by 4p to £16.77. In essence, this means we have increased the number of regular donors to 391 from 389 but 15 membership subscriptions were paid from the regular donations during the quarter. At the end of September, the amount received monthly was £6,322.

However, we still do have the company sponsorship of £5,000 per month.

Fourth thought for the quarter

This particular section of our budget essentially funds the build costs. We need to find ways of increasing the funding and it was discussed in detail at the board meeting on 26th July.

MEMBERSHIP

Total Membership income for the quarter including Gift Aid came to £10,874. (£17,226 for the year-to-date). This was 43.6% of the budget forecast for the half year. Thank you to all those members who are renewing as that is one of our success areas. We were let down by the fact that there were only 12 new Annual Members but we had three Life Members with income totalling £2,063.

DONATIONS/SPONSORSHIP

REGULAR

Total donations were £56,804 including Gift Aid of £4,186. This is the lowest figure since quarter 1 of 2015. The year-to-date figure of £130,700 is only 36.7% of the budget set. You will see from the

ONE-OFF DONATIONS

We received one-off donations (including parts sponsorship) totalling £17,789 in the quarter (down by approximately £6,000 on quarter 1). We are £9,000 down on the same half year period last year. This figure is particularly worrying when we set a budget of £150,000 for the year or £37,500 per quarter. This section contributes significantly to the build costs which will need careful managing.

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

2019/20 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q2	4	5 (avg. £8.10)	4	£19,201
Q1	19	10 (avg. £9.10)	8	£19,118

2018/19 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	11	3 (avg. £7.00)	27	£18,314
Q3	5	5 (avg. £7.80)	24	£19,722
Q2	4	3 (avg. £6.67)	5	£19,888
Q1	15	2 (avg. £9.00)	10	£19,828

SALES AND EVENTS

Another excellent quarter for this section overall, with general sales at £3,711, the Patriot Pictorial at £2,705 and the prize draw raffle realising £1,513. Just summarising the half year, we have taken approximately £20,000 in total and the sales of our own books put together by our own Pete Sikes (The Warrior Editor) has already covered the cost of production and made a significant contribution to the funds.

Fifth thought for the quarter

All is forgiven Pete for the 31st June faux pas. Your excellent book has been very well received, been very profitable and more than compensates for your slight aberration.

Sixth and final thought for the quarter

Full steam ahead providing we get the funds.

EXPENDITURE

Our general overheads overspend in quarter 1 has been recovered and currently runs at £43,000 or 46% of the budget for the half year. I will be keeping a close eye on this, assuming I get re-elected at the AGM to serve a further three years. If not, I will say goodbye now – but who else would want to do it?

LOCOMOTIVE AND TENDER

The Balance Sheet shows a total expenditure of £117,571 spent in the quarter to the end of September. The spend for the year-to-date is almost £236,000. I would add that we were only able to spend this amount because our bank balance was £206,000 at the start of the financial year in April. The £130,000 we have had in so far this year does not pay the bills at the rate they

are coming in if we are to make the progress we all want to achieve. I will reiterate that we must increase the level of donations/sponsorship by whatever legal means possible.

The total spending on engineering is now £2.44m and as a best guess it is going to total £3m as a minimum to complete the locomotive and tender. I will hopefully have a more concrete and detailed figure to report in the next issue of The Warrior.

SHORT TERM LOANS

We repaid a £3,000 5-year short term loan in September originally provided by a member. The interest due was £395. However, a big thank you to that member as the interest was donated to the project earlier in the year by the sponsoring of a part.

BANK ACCOUNT

Bank accounts showed a balance of £59,000 at the end of September 2019, with £19,000 VAT and £6,000 Gift Aid to be claimed, totalling £84,000 to take forward to next quarter.

However, as at the time of writing the actual balance has been reduced to £36,000 with the VAT refund/Gift Aid payment still awaited. Invoices due for payment shortly amount to £21,000. Purchase Orders received awaiting invoices amount to £200,000.

BEST WISHES,

NEIL (CUSTODIAN OF THE PATRIOT PURSE STRINGS)

ENGINEERING UPDATE

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

AUGUST – NOVEMBER 2019



The two road transporters loaded up ready to depart from Crewe Heritage Centre, 12th August 2019.

Photo: Kevin West

Work on The Unknown Warrior has continued at various location since the last report.

CHASSIS

The move to Princess Royal Class Locomotive Trust, West Shed, Midland Railway Centre.

Following the decision to award the contract to complete The Unknown Warrior to the Princess Royal Class Locomotive Trust, based at the West Shed at the Midland Railway Centre, we had to make arrangements to move the locomotive from Crewe.

The date arranged was Monday 12th August and a considerable amount of work was required to load all of the locomotive parts into either our four wheel Vanwide box van or the storage container. Our tools and equipment plus stocks of material and consumables such as nuts and bolts, all needed to be sorted and packed ready for the move.

It was an early start for the two hour drive to be at Crewe for 8.00am to get the loco shunted out ready for the road transporter. Unfortunately, a technical issue caused a later than planned arrival for the transport team, by which time we had shunted the loco and box van ready for their arrival.



PRCLT chief mechanical engineer Simon Scott inspects 5551 at Crewe. Photo: Andy Collinson



Nigel Day checks over the chassis after loading onto the road trailer at Crewe, 12th August 2019. Photo: Kevin West



5551 and our Box Van travel down the M6 on their way to Butterley, 12th August 2019.

Photo: Oakwood Visuals



Our Vanwide Box Van is unloaded at Butterley station, 12th August 2019.

Photo: Kevin West

With both the loco and box van loaded onto the two trailers departure from Crewe was about 2.00pm. Due to a weak bridge on the A50 the 60 mile direct journey had to be abandoned for a 92 mile route down the M6 across the top of Birmingham on the M6 toll road and back north up the A38.

Arrival at Butterley station yard was just before 6.00pm. The first truck with the loco on was then to be positioned on the unloading track, a ramp built and the loco winched down onto Midland Railway Centre metals at 6.50pm. The ramp was then packed away and the whole process repeated with the second trailer for the box van.

By 7.45pm both the loco and van had been shunted out of the yard and onto the main running line into Butterley station ready for the trip to Swanwick Junction and into the West Shed.



5551 stands in the platform at Butterley station, 12th August 2019.

Photo: Kevin West



5551 moves slowly past the former Ais Gill signalbox during the move from Butterley station to West Shed, 12th August 2019.
Photo: Kevin West



5551 is shunted into West Shed by Nigel Barber, 12th August 2019.
Photo: Kevin West



Made it! Andy Collinson celebrates the arrival of 5551 into West Shed, 12th August 2019.
Photo: Kevin West

The axleboxes of the loco were filled with oil for the short journey to minimise any damage from dirt ingress. At 8.34pm the loco was finally shunted into the West Shed, its new home and where it will stay until it is finished. We are planning the next time it leaves the shed will be under its own power! For the project team there was just time for a quick wash and then head to the closest pub for dinner before the two hour drive home! A long but eventful day.

By the end of the week the chassis had been lifted and the Bogie and Leading and Trailing Driving wheelsets run out. This enabled the accumulated debris to be cleaned from the bogie and also allow it to be removed from its wheels for examination of the journals and axleboxes.



An unusual view of 5551 over the inspection pit. West Shed, August 2019.
Photo: Andy Collinson

The axleboxes were removed from the driving axles for the same examination. Fortunately, this examination has shown very little damage to the white metal or axle journals compared to that found on the Centre Wheelset which was removed at Crewe in February.

These axleboxes will require replacement of the white metal and a skim of the axle journal to remove the damage incurred due to ingress of debris and lack of lubrication while being shunted at Llangollen.

With the chassis supported on the lifting jacks, the Princess Royal Class Locomotive Trust (PRCLT) engineers, Simon Scott and Nigel Barber then started to undertake a full examination on the chassis in light of their extensive knowledge of running large express locomotives on the main line. They have come up with a number of questions and suggestions for improvements and changes that we were unaware of or are not covered in the limited original drawings we have.



Axleboxes from 5551's trailing driving axle following removal at West Shed. Note all associated parts are stored in marked up buckets for safe keeping.

Photo: Kevin West

One area of concern was the fit and sealing of the Rear Cylinder Covers to the Cylinder Blocks. From external examination it appeared that PTFE tape had been used on this joint. This is acceptable on front covers which are regularly removed for access to the Pistons and can be tightened and "pulled up". The rear covers are mounted solid to the Cylinder Blocks with the Slide Bars attached at the rear, which in turn are attached solidly to the Motion Brackets and frames. This whole structure is fixed, so it is not possible to re-tighten the Rear Cylinder Covers. The only option was to take down the Slide Bars and remove the Covers to re-make the joint correctly. Once the Covers had been removed it was discovered there was a potential issue with the castings themselves. The shape of the covers is a complicated curved form which is revolved around the centre line of the cylinder bore. This should be $\frac{7}{8}$ " (22mm) thick consistently, but it appears that one of the cores had moved in the casting process and the thickness was down to around $\frac{1}{2}$ " (12mm) in places. As this would now be a weak point in the cylinder structure if we had a hydraulic carry-over of water into the cylinders the only option is to replace the Rear Cylinder Covers with parts to correct specification. The area affected is at the bottom of a pocket almost completely covered by the Slide Bar mountings and was only spotted due to the experience of Nigel Barber's years of working on locomotives.

This one discovery confirms my belief that our selection of the PRCLT to finish 5551 is the best decision we have made in the last two years. Although to look at the locomotive compared to how it looked at Crewe 12 months ago we now have a

more complete understanding of the work involved to get a fully finished and high standard locomotive. To not follow the advice and suggestions made by PRCLT would only put us in a risky position of having constant breakdowns and mechanical issues out on the 'big railway'. PRCLT set themselves very high standards, which is the correct way forward for 5551. It is a case of short term pain for long term gain.

On the bogie the axlebox bearings are lubricated by pouring oil into the under keeps of the boxes. There is no provision to lubricate the axlebox slides, so it has been suggested we fit a small oil pot above each box with pipe feeds to the slides. This has been agreed and approved by our VAB.



The Bogie frame in West Shed, 28th August 2019.

Photo: Kevin West

At the front of the bogie is a cross bar which supports the frames. This is shown on the original drawings that the bogie was made to, but when assembled under the locomotive it fouls the Cylinder Relief Valve and Drain Cock fitted to the front of the Inside Cylinder. A modified arrangement of Relief Valve and Drain Cock gear had been designed to clear, but further investigation has shown this to be unsuitable. Following our move to West Shed it has been suggested we install a cranked stretcher similar to those fitted to the BR Standard class 4 tank locomotives, one of which is resident at West Shed. A fabricated Stretcher has been designed and drawings sent to the VAB for approval, which has been granted. Production drawings are now being finalised for manufacture.

A full alignment check of the locomotive chassis and Bogie frame will be made and will include full measurement and collation of axlebox gaps, axle centres, and clearance gaps, along with installation of datum studs on the main frame to aid future repair



The Bogie frame from BR Class 4 No. 80097 in West Shed showing the shaped stretcher. 28th August 2019. Photo: Kevin West



A Driving Axle Spring Clip showing the existing retaining bolts., 28th August 2019. Photo: Kevin West

and maintenance. This will also aid the installation of bearings into the motion to ensure we get correct centre distances.

The Steam Brake Cylinder had been removed from the Drag Box under the Cab for drilling and fitment of studs to enable final installation.

The Bogie Splashers above the rear Bogie Wheels have had an additional fixing added to the Main Frames and are now much more secure to the Frames.

The six splashers over the Driving Wheels have never been fully fitted, only just temporarily bolted in position. These are now to be fully positioned and any necessary adjustment made, before they are finally bolted into position.

The Spring Hanger Pins and Brake Hanger Pins are being replaced as we need to add a secondary retention method in place of the original single split pin. This is a recommendation from PRCLT from their main line experience. The Spring Clip fixings will also be changed from the existing bolt to studs and nuts retained by a split pin in line with existing recommendations. The final few fixing bolts in the Running Boards will be fitted at the same time.

A new drawhook is being sourced to replace the old part at present used on the front of 5551.

On the lubrication system, PRCLT will finish installation of the system and have suggested some modifications to the clipping of the pipes in line with their main line experience.

An issue with the lubricator fitted to the left hand side has been identified. The unit fitted does not have an oil warmer which is used during the winter to warm the oil and help it flow easily into the cylinder block.

We need to investigate the implications of this and make a decision on what to do.

Away from practical work, the Engineering Team, along with other board members, have been spending a huge number of hours working on some very time consuming tasks. These included the rework and rectification of work undertaken at Llangollen, which I expect will continue for some time to come before a satisfactory conclusion is reached. These tasks have meant time to undertake design work and the creation of drawings has been limited meaning the output from the design office has been much lower than planned for the last few months.



5551, West Shed. 28th August 2019.

Photo: Kevin West

MOTION

The Connecting Rods are at Statfold Engineering for replacement of the Big End bearing brasses and white metal, originally fitted at Llangollen the work has been found to be of unsatisfactory quality. The bearings have been pressed out of the rods and a number of issues previously hidden have been found.



Connecting Rod Big End Bearings following removal at Statfold Engineering, 27th September 2019. Photo: Kevin West

Similar work is expected to be required on the Coupling Rods, Radius Rods and Union Links. The Coupling Rod Knuckle Pins which join the Front and Rear Rods are also being replaced as we are unable to obtain any material specifications for the parts previously supplied. Due to the workload at Statfold Engineering we may have the rest of the motion moved back to West Shed before any further work is undertaken. This will allow a complete dimensional check of rod centres to be made in conjunction with the chassis measurement. Quotations for this work to be undertaken elsewhere to a more acceptable time scale have been obtained, but this work will be progressed under the supervision of the PRCLT engineers.

The Valve Crosshead Slides for the Outside Cylinders had suffered surface corrosion whilst in the workshop at Llangollen, and although we had made an attempt to clean these up one of the volunteers at West Shed took it upon himself to polish these parts. We are very grateful.

The Expansion Links have all been removed to finish the installation with the correct end float.

The Driving Wheels are being worked on by the West Shed volunteers to remove the paint from the rims and centre boss to allow presentation of the locomotive with these parts burnished.



Right hand Valve Crosshead Guide after cleaning and polishing by PRCLT Volunteers. 28th August 2019. Photo: Kevin West

REVERSER

The Cab Reverser components have all been moved to West Shed including the final piece required, the Reverser Nut. This piece of 12" long cast iron was proving a real difficult piece to machine the female thread to mate up with the lead screw. The block had been profiled at Harco Engineering some time ago, but progress stalled once they realised they were unable to machine the thread. The block was moved to Statfold Engineering earlier this year for Nick Noon to have a look. We left it with them for a few weeks then called to ask if they would be able to provide a quote to cut the thread. The reply came back, "I didn't want to give you a quote until I was sure I could cut it, it is almost finished!" So we finally have all the parts ready for assembly, which will be undertaken at West Shed, before being installed in the cab. PRCLT engineers have questioned the strength of the mounting structure, which has been made to the original drawing. A final assessment is required before we make any decisions about possible additions of material to strengthen the mounting.

CRANK PINS

Frustration continues

Following a long period of drawing preparation and submission to the VAB and contractor for approval we finally had an agreed solution to the Crank Pin keyway issue. The Wheelset was delivered back to West Shed in October. An initial inspection has revealed a number of mechanical issues.

So we are now back to investigating complete replacement of the Crank Pins and a quote has been obtained for this work.

COMBINATION LEVERS

The order for new Outside Combination Levers has still not been placed as a number of additions to the drawing information is required and has not been completed yet. The contractor who submitted the quotation has recently delivered some components, but the surface quality was not up to standard we expected so we will have to discuss this with the contractor before we place any further orders.

BOILER

Heritage Boiler Steam Services are making good progress on the Boiler assembly.

Installation of the firebox stays is almost complete and work is underway in tapping the Outer Firebox plates for the Transverse Stays. These stays run across the Firebox in the space above the top of the Inner Firebox to support the Outer Firebox side plates from the internal pressure.

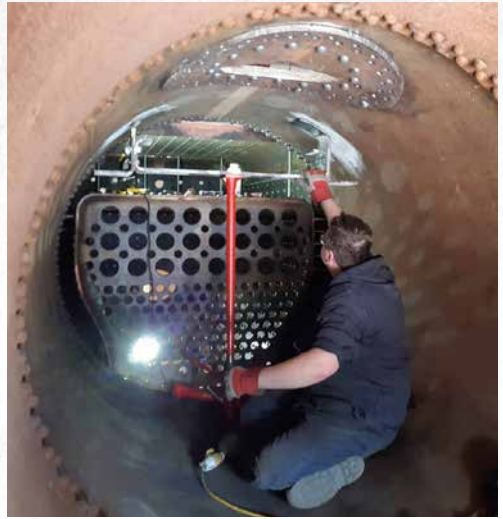
Internally the steam pipe mounting tray has been manufactured and trial fitted into the barrel.

As mentioned in the last report, we have suffered a setback as the Dome castings have been rejected due to defects. This came to light after dome castings were produced for five new boilers under construction for the Isle of Man Railway (IoM) at the Severn Valley Railway had been rejected due to casting defects. As our dome was supplied by the same foundry we had to have the casting inspected. To do this meant it had to be removed from the boiler barrel, only shortly after it had been riveted in place.



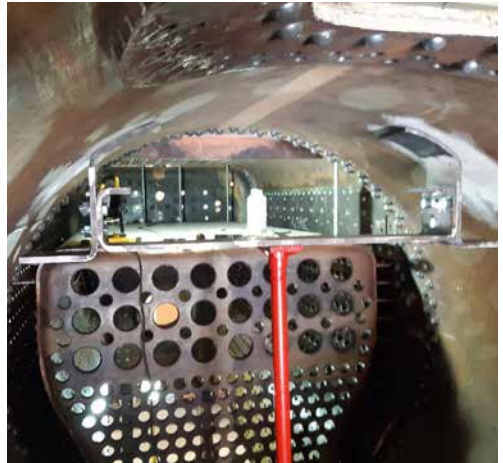
Tapping stay hole in the Inner Firebox.

Photo: HBSS



An interior view of the boiler.

Photo: HBSS



The Boiler Tray is offered up to the inside of the barrel. Photo: HBSS

Once removed it was sent away for x-ray examination, which showed up similar defects to those found in the IoM boilers. A new process to cover the casting and testing of the IoM domes and ours has been agreed between the foundry and the boiler insurers. The patterns for ours are now being manufactured with the castings and testing to follow. It will then need machining before going back to HBSS for fitting onto the barrel. The first of the replacement IoM domes has been made and passed the required testing.

The mounting pad for the Safety Valves needs to be fitted very soon, but we are in need of a reduction in

height of the pad to allow the safety valve to sit inside the lower loading gauge. At present we do not know if this can be achieved just within thickness of the pad, in the height of the safety valve or a combination of the two. Once again a number of proposals along with covering drawings need to be produced and sent to the boiler insurers for approval before we can get an agreed solution. Again a lot of work and effort for very little visible progress.

We are also investigating the supply of the boiler tubes and Superheater flues. As our boiler uses tubes of a non-standard size we have a minimum material weight we have to order, which equates to just over 300 tubes, slightly over two sets (141 required for each set). This means we will have a complete set in stock when required in the future.

The Superheater Header has been cast finally, following experience gained by the foundry on a smaller header for the Welshpool & Llanfair Railway. This now requires some initial machining to allow a hydraulic test to be carried out.



Two views of the Superheater Header casting.
Photo: Premier Patterns



ASHPAN

Following discussions with a number of owners and operators of main line locomotives we have decided to fit a fixed grate to 5551 which closely follows the original drawings we have. There are actually three original drawings that show details of the grate, fire bars and carrying brackets, which all differ from each other in minor details. The Carrying Brackets are mounted to long studs fitted into the boiler foundation ring, but the arrangement of studs shown on the boiler drawing does not match the pattern shown on the grate drawings, so a bespoke design will be required.

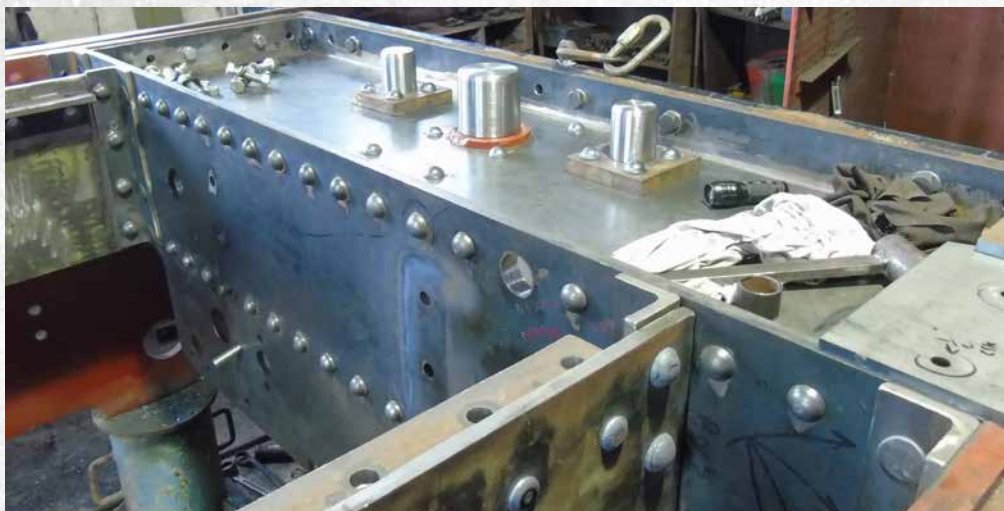
The ashpans will be fitted with a flush-out water system. Plug-in hose connections each side will feed a set of internal spray bars to douse and soak the ash before it is raked out of the ashpans. It is also normal to fit a feed to these strap bars from the injector water feed, so each time an injector is turned on a little water is directed into the ashpans to keep the ash wet.

CAD DESIGN

We have recently been talking to a young engineer involved at the North Yorkshire Moors Railway who is also a CAD Engineer about helping us with some of the drawing preparation. This we hope will speed up the production of drawings and enable a number of work streams to be active at any time. He is also conversant with the fitment of electronic systems required for main line running, so we anticipate this to be of great value.

BOILER FITTINGS

The task of searching out the boiler backhead fittings has been taken on by project volunteer Martin Breakspear. He will be contacting all parties we believe may have information, drawings, patterns or casting that will help us produce the required fittings.



The new Front Drag Box in position in the Frames. 3rd September 2019.

Photo: Kevin West

MAIN LINE RUNNING GEAR

We now have a package of information relating to the electronic fitment to a LMS Class 5 4-6-0. This information needs to be assessed to see how it relates to 5551. We will also be talking to the CAD engineer mentioned previously for any assistance he can provide.

TENDER CHASSIS

Work has continued at Leaky Finders on the refurbishment of the tender chassis. The new Drag Boxes and Frame Spacers between the Inner and Outer Frames to the original riveted design have been riveted into position.

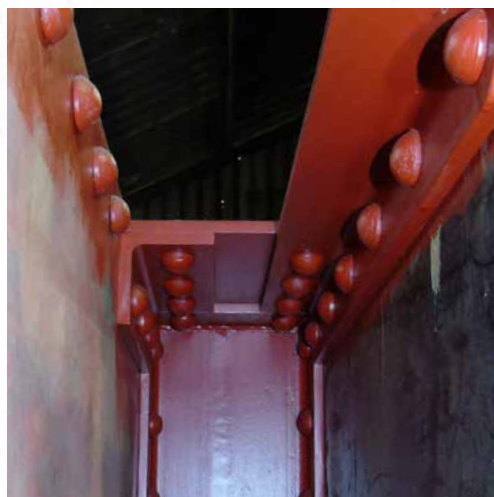
With the Drag Boxes in position and riveted in place the Buffer Beam could be finally fitted.

The Horn Guide fitting has been started. A quotation for fitting the axleboxes with bronze liners to restore the correct clearances has been received and the order raised.

A large number of required components have either been manufactured or restored ready for fitting. These include the Brake Pull Rods, Drawbar Pins, Intermediate Buffers, Spring Hanger Brackets and associated pins.

The parts for the Tender Steps have been delivered to Leaky Finders to replace those lost at Llangollen.

The next major item required will be the Brake Cross Shaft. We have the original part, but it is very worn



Inner and Outer Frame following riveting into position, 3rd September 2019.

Photo: Kevin West

and suffered severe corrosion during years of service followed by 40 plus years in a scrap yard. A decision needs to be made whether we repair or replace. Whatever the decision new drawings will be required from limited original information.

TENDER TANK DESIGN

With the information provided regarding the Main Line Running gear for the Class 5 we will be able to finalise the design of the Tender Tank and place the order for the tank manufacture.



Left and Second Left:
The New Rear Drag Box in position
in the Frames. 3rd September 2019.
Photos: Kevin West



Below:
Tender Front Buffer Beam being riveted
into position. Photo: Oakwood Visuals



Tender Horn Guides temporarily bolted in position to the Frames.
Photo: Oakwood Visuals



The Intermediate Buffers. 3rd September 2019. Photo: Kevin West



Step Backplate, Leaky Finders. 3rd September 2019.
Photo: Kevin West



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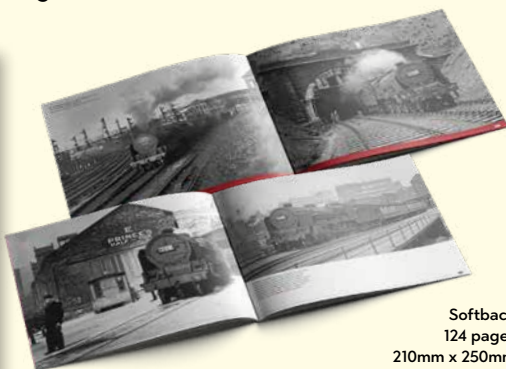
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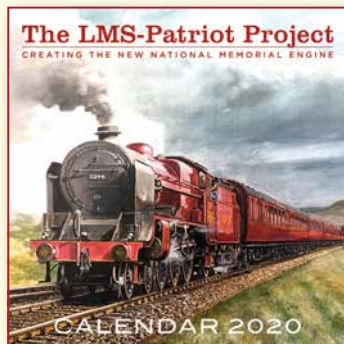
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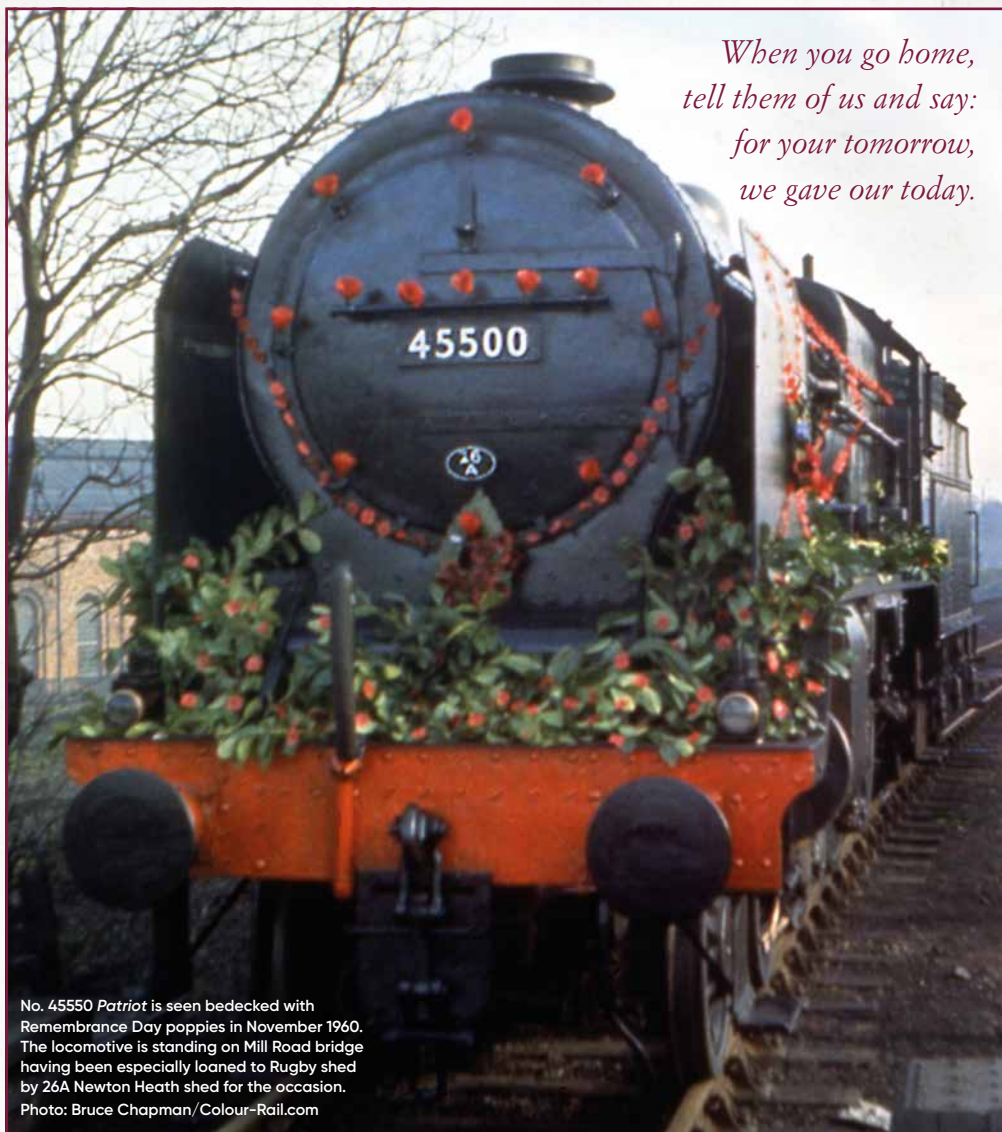
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we gave our today.*



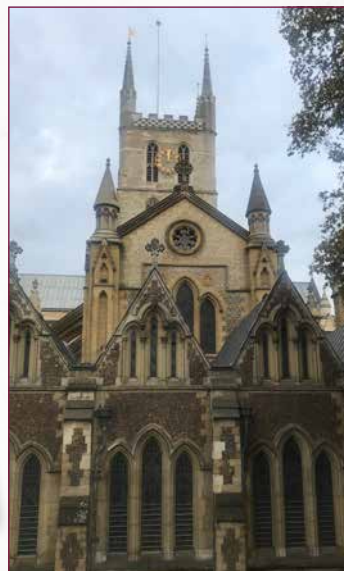
No. 45500 *Patriot* is seen bedecked with Remembrance Day poppies in November 1960. The locomotive is standing on Mill Road bridge having been especially loaned to Rugby shed by 26A Newton Heath shed for the occasion.
Photo: Bruce Chapman/Colour-Rail.com



The original *Patriot* nameplate forms part of the War Memorial at Rugby Depot.
Photo: Oakwood Visuals

Railway Workers WW1 Centenary Memorial Service

RICHARD SANT



Gavin Shell, Pete Sikes and I had all applied to attend and arranged to meet at Southwark Cathedral – unfortunately Gav couldn't it make due to work commitments. The intention of the service was to honour the railway workers who died for their country during World War 1 and to commemorate the overall contribution of the rail industry to the 'Great War'.

On 14 May 1919, in the presence of HM King George V, over 7,000 railway people and families attended a service of remembrance in St Paul's Cathedral *"In memory of the railwaymen of Great Britain and Ireland who have died in the service of their country during the war 1914-1918"*. Over 186,475 railway workers from Britain and Ireland fought in World War One – on land, sea and in the air, but it is now known that more than 20,850 were killed during the Great War...

The Reverend Canon Michael Rawson, sub Dean and Pastor at Southwark:

"We have come together today, to reflect on the sacrifice of railway workers and the pain and grief suffered by those who remained at home. Our service today is an echo of that original service of 1919, but looks also to the railway industry of today as a conduit, a channel through which a message for love, peace and reconciliation can flow."

There then followed readings and poems by members of the railway industry interspersed by hymns and prayers. There were screens around the cathedral and when they were not showing images of the service lists of those who had served with the various railway companies and made the ultimate sacrifice were shown. I was particularly interested in seeing if there were any Sants named, especially that had worked on the L&NWR, but failed to spot any.

Southwark Cathedral is one of the three remaining great monastic churches of London, along with Westminster Abbey, and St Bartholomew the Great in Smithfield. The first church was built on this site around the year 606. First a convent, then a monastery, it became in 1106 the Augustinian Priory of St Mary Overie. At the Reformation the Priory became a parish church and it remains so for the people of Bankside. In 1905, as south London was rapidly expanding, the church was consecrated as the cathedral for the new Diocese of Southwark. This church has had a momentous and proud history and has links with many famous and influential characters including St Thomas Becket, Geoffrey Chaucer, William Shakespeare and Charles Dickens.



Thank you to Nicolas Wheatley (Member No. 1277/06), who also attended the Centenary Memorial Service and kindly sent in the following article:

On Wednesday 6th November 2019 I was privileged to attend the Railway Workers World War 1 Centenary Memorial Service at Southwark Cathedral in London. I had applied as a volunteer on the Gloucestershire Warwickshire Steam Railway but my connection with the railway workers who were being commemorated was that my great grandfather, Samuel Dunsby, had worked on the London & South Western Railway throughout the Great War. In fact he was employed by them from 1887 and retired from the Southern Railway in 1935, so he was too old to serve in World War 1 though his two sons both served and survived the conflict. Neither, however, were railway employees.

The service was held to mark the centenary of an event held in St Paul's Cathedral, London, on 14th May 1919 which itself was an act of remembrance held 'in memory of the railwaymen of Great Britain and Ireland who have died in the service of their country during the war 1914-1918'. Similar services also took place on the same day at several other cathedrals around the country, promoted by different railway companies in their respective geographical areas.

Perhaps not entirely by coincidence, the following day, 15th May 1919, saw the repatriation of the remains of Nurse Edith Cavell, who had been executed by the Germans in Belgium in October 1915 for assisting wounded soldiers to escape home to the UK. She was transported from Dover to London by the South Eastern & Chatham Railway in their newly built Van 132, which acquired the name 'Cavell Van' as a result of its use for that special final journey.

Only six weeks later the Cavell Van was used again to transport the remains of Captain Charles Fryatt from Dover to London. Whilst Fryatt was not a military man he was employed by the Great Eastern Railway as captain on a steamship on a regular crossing between Harwich and the then neutral Netherlands. Having evaded capture, twice, by German U boats he was finally detained by German navy ships and executed in July 1916 for 'attempting to ram a submarine'. Apart from the two holders of Victoria Crosses mentioned below, Captain Fryatt is arguably the most famous railway employee killed in the Great War, though his sacrifice is sadly largely forgotten these days. On the centenary of his repatriation in July this year his grave in Dovercourt near Harwich was restored and the Cavell Van was displayed for two weeks at Harwich station.

Just over a year after the Cavell Van's use for the repatriations of these two famous individuals, it was used again in

November 1920 to transport the remains of the Unknown Warrior prior to his burial in Westminster Abbey on 11th November 1920. The centenary of that event will, no doubt, be marked with major commemorations in the UK. The current plan is to have locomotive 45551

The Unknown Warrior ready to take part in some of those events, though it is clear that the loco will not be certified for main line use by then. Indeed, the plans for the involvement of the locomotive in the centenary commemorations are still being developed and will be the subject of further reports in 'The Warrior' due course.

Though not specifically mentioned by name at the service in Southwark Cathedral, two railwaymen who served in the Great War deserve mention. They were Ernest Sykes and Wilfred Wood, both of whom performed acts of bravery which earned them the Victoria Cross and thankfully both survived the conflict. Locomotives were named after them, initially by the London & North Western Railway which in 1922 named a Claughton class loco after each of them and later the names were transferred by the LMS to their Patriot class locos, 5537 (later 45537) becoming *Private E. Sykes V.C.* and 5536 (later 45536) being named *Private W. Wood, V.C.*

For me one of the highlights of the Southwark Cathedral event came just after it had ended when I was introduced to Graham Wood, grandson of Wilfred, who was proudly wearing his grandfather's medals, including the Victoria Cross itself, still in the family's possession. Though Graham Wood was not able to attend the recent AGM, he attended last years' at Crewe and displayed his grandfather's VC medal against the backdrop of the locomotive after the unveiling of the new crest by Simon Weston CBE.

It was an honour to be a part of the very moving collective act of remembrance for the railway workers who made the ultimate sacrifice during World War 1. Undoubtedly when completed locomotive 45551 will be a fitting memorial both to the Unknown Warrior and to all those who gave their lives during World War 1, especially those whose bodies were never recovered or who were buried without their names being identified. They were the true unknown warriors and 'we will remember them'.



Photo: © Nicolas Wheatley



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SALES REPORT

NEIL KINSEY, SALES DIRECTOR

As is the norm the summer quarter has been somewhat quieter than others, there being fewer events generally. However web and mail order sales were significantly higher than the corresponding quarter last year, the overall result returning 43.8% of annual forecast. So we are not too far off our target.

You can help boost these figures of course by making a purchase or two from the merchandise list included in the magazine or from our website. Bearing in mind Christmas is fast approaching why not look for something to give your friends or family as a present with a little difference. These products only being available through the project.

I would now like to take this opportunity to offer thanks, both personally and on behalf of the project to Robert Wells who, for a number of years, has managed one of our sales stands and stock and is now relinquishing the role, although he will continue to man the stand on occasions. Also a big thank you to Shirley and Mike Dunn who have stood on the stand at many events over the years and are now taking a well earned 'retirement'. All three have stated how much they have enjoyed the experience, so if you would like to 'step into their shoes' please let me know and I will add your name to the list of volunteers. Thanks of course go to all those who have lent a hand at events.

Just a reminder that we have for sale a superb double classical music CD, 'The Unknown Warrior' written and produced by Alf Tubb at £10.00 plus £2.50 p&p.

SPECIAL OFFER

We have a number of Colin Wright '**A Brush With The Past**' prints for sale at a reduced price of £8 plus £5 p&p.

The print measures 20½" x 14" with an image size 16" x 10½".



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FROM THE OFFICE

OFFICE HOURS

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

**There is an answerphone on
01785 244156**

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

As usual, for the first couple of weeks after Warrior 42 was posted out, we had a very busy time in the office. There has been a great response to the raffle with ticket stubs arriving daily. Company Secretary, Richard Sant is fully proficient at separating and folding them in readiness for the draw which took place at the AGM on 9th November.

If you receive your invitation to renew your membership by email rather than through the post, it may show a very strange amount with numerous extra noughts added after the actual subscription fee of either £25 for single membership or £40 for joint/family membership. Our IT expert has spent ages trying to resolve the problem but it appears that each time there is an update to the database software, it reverts to adding the noughts again. We can only apologise if it happens again on your next renewal date.

Although it is pleasing to find that most existing members renew their membership each year, it is disappointing that we are not attracting many new members. In the last quarter we have had only a handful. One of them has however provided us with a copy of his will which shows that he has arranged to leave a third of his estate to the project. We hope that won't become effective for many years but perhaps more of you would consider making a similar bequest. Planning for the future upkeep of The Unknown Warrior will be very important once it has been completed.

A few of you did respond to the appeal for more volunteers as mentioned in the previous magazine but we still need more help. Building a locomotive from scratch is a herculean task and so far has been spearheaded by a very small group. We would love to hear from any of you who may be willing to join the team in various roles. Unfortunately there are not many members who live within easy travelling distance of our office in Stafford. If you do, and are willing to offer a few hours to help with administration for the project please let me know. Of course wherever you live, if you have other skills such as IT, CAD drawing, or have an engineering background, the team would certainly love to hear from you.

It is important that a full record is kept of all the work involved in building the locomotive. This includes all the components and necessary certification. We have a new volunteer who we are hoping will be able to help with this. Once collated, all documentation must be stored securely. At The Hub we have an allocated space in the basement, some of our financial records are already stored there. A few of the office volunteers have therefore spent some time sorting out the shelving ready for all the extra paperwork we are expecting!

A few weeks ago we had a visit from a member who wished to donate a large collection of documents and manuals from his many years working for the railways. These particular items may not be of great monetary value but could well be of interest to collectors. Volunteer David Hughes deals with any such donations and where appropriate and takes them to auction hoping to raise much needed revenue from their sale. From a recent auction we received a cheque for over £4,000 from the proceeds of numerous items of railwayana which had been donated by one of our members. If you are having a clear out and find railway related items, be it loco or wagon plates, lamps, model railway equipment etc, which you can no longer find a home for, please think about donating them to us.

Finally I must remind you that although we had always hoped to man the office for at least a few hours every day, it is rarely possible due to a shortage of volunteers. It does mean that there could be several days before we are able to respond to items received in the post, messages left on the answerphone, and also sent in by email. Thank you for your understanding.

*Linda Westerman,
Office Manager*

AGM REPORT

The 11th AGM was held in the West Shed at the PRCLT, Ripley, Derbyshire on Saturday, 9th November. There were 81 members present, with 16 apologies, and 58 proxy votes. Apologies included David Bradshaw, John Hastings-Thomson and Kevin West. Neil Collinson was elected as Treasurer for a further three years of office. A complaint was made about the lack of a PA system making it difficult to hear what was being said from the top table – we unreservedly apologise for this and promise to do better next year. For those who were there but couldn't hear too well and those not present the Chairman's speech is reproduced in full below.

Welcome to the 11th annual general meeting of the LMS-Patriot Co. Ltd. The formal part of the meeting will be relatively short and we start by introducing you to the Board Members present, they are: Kevin Finnerty, Vice-Chairman; Richard Sant, Company Secretary; Andrew Laws, Director, Marketing; Neil Collinson, Treasurer; Neil Kinsey, Director, Sales, also in attendance, accountants Baldwin (Cannock) Ltd, and our Trading Company Board Andy Collinson (Chairman), Pete Sikes and Gavin Shell who, once 5551 is up and running, will take responsibility for day-to-day operation of the engine.

Apologies from:

David Bradshaw, Neville Wellings and Kevin West.

I would also like to introduce members of our newly formed engineering team: Keith Riches, David Hughes, Neil Kinsey and Andy Collinson, The other two Steve Blackburn and Kevin West you already know.

You will already have read the Chairman's Report in your AGM leaflet which was written in October 2018. Much has happened since then. Our financial year ending 31st March 2019 was our most successful yet, more of this later from our Treasurer. The 2019/20 financial year started quite well and continues to be satisfactory though a little behind last year, possibly due to our lack of visible progress, though much is going on behind the scenes. Last year's AGM at Crewe Heritage Centre was a huge success and I would like to thank the Trustees of Crewe Heritage Centre for their hospitality. As you will all know after much soul searching we chose PRCLT as our new contractors who are tasked with finishing The Unknown Warrior. We left Crewe in rather a hurry as we occupied a space leased to LNWR Heritage and they were not prepared to allow us to stay any longer despite the fact that the space we vacated in August is still empty. During our time at Crewe, Nigel Day looked after the engine and did some excellent work putting together the lubrication system and I would like to take the opportunity of thanking him for his support during what was a very difficult time. We are currently part-way through the process of rectifying a number of issues identified whilst we were at Crewe. The cost of this work is still being calculated and a preliminary meeting with Llangollen Railway has been postponed until we have a clearer picture. PRCLT are currently preparing a quotation for the remaining work on the chassis.

With the price for the completion of the boiler to hand and that for final assembly and for the tender we will be able, for the first time to give a reasonably accurate figure for completing the loco.

Work on the tender continues at Leaky Finders in the South West and whilst progress has been delayed by the need to sort out a number of issues they inherited, ranging from bad workmanship to problems caused by the bankruptcy of a key supplier and the need to refurbish legacy items of the running gear, it has progressed satisfactorily and the standard of work I am told is excellent.

The boiler progresses well at Huyton with the only issues being increased costs and issues with supply of materials and a temporary problem with a defective dome which is being rectified. To complete the boiler in totality we recently launched an appeal for £100,000. Rather than explain why the price has risen, I thought it would be useful to read the explanatory note I supplied to Steam Railway to back up the ad we placed with them last week.

The original contract was originally let to LNWR Crewe then owned by Pete Waterman who completed the copper firebox, joined the barrels, made the smokebox and then dropped us. We eventually found a new contractor to finish the boiler (HBSS) and they quoted for finishing the firebox (inner to outer), riveting the barrels to the firebox and to the smokebox, fitting dome, regulator and safety valves and tubes, hydraulic and steam testing but not making the grate or ashpan or fitting the cladding because at the time we let the contract they didn't have the facilities at West Shed to undertake this work. They have of course now moved and have much better facilities at Huyton.

When we first discussed the boiler with our insurers, Royal Sun Alliance and LNWR Crewe they pointed out that the boiler was heavily over engineered for one requiring a working pressure of only 200lbs per square inch, commenting that the stays were thicker than those found on a GWR King. They suggested we substitute steel stays in a similar pattern to those on a LMS Stanier boiler or a GW one and of a reduced thickness. This was approved by RSA and the reduced costs of using steel was factored into the contract with Crewe and subsequently HBSS.



RSA continued to be our boiler insurer until 2015 when BES was created out of RSA and separated out. BES is a provider of premium quality engineering testing, inspection and consultancy services and they undertook a review of the boiler progress to date. They sought a re-evaluation of the design changes agreed earlier and it soon became clear that these would involve the use of an approved sub-contractor to go through all the previous calculations to ensure that these were acceptable to BES. We concluded that this could end up being rejected or revised, creating considerable time delays. As a result we concluded that the most sensible option was to revert to the original design which used all copper stays which was readily agreed by BES. The result of this was an increase of £41,000 net in cost of copper stays plus some additional reaming costs as some work on this aspect of the job had already started.

As regards longitudinal stays, the original quote had been around £12,500 but when HBSS came to acquire them, 7.5 metre bright bar was not available and a quote for material forged at this length came in at £80,000. A revised quote using the same method but using shorter lengths was £47,000 but there was the additional cost of using buckles to join the two sections together to be added. This method of joining long stays is now approved. We are currently exploring a third option which is to machine down oversize bar of approximately 4 metres length leaving sufficient material at either end to allow for a thread to be cut to the correct diameter but retaining the integrity of the bar. The alternative of swaging up at each end to allow threads to be cut whilst still retaining the required diameter of 1 1/8" is the alternative route. The base material is not expensive but there will be additional costs in either case of making and fitting buckles.

We have now had a quotation of £21,000 over the original figure.

At no time have we sought a price for the cladding as we always intended to put out an appeal once the boiler was well on the way but with the two issues mentioned above combined with the need to fund the grate and the ashpan we decided to roll it into one 'The Pressure is On!' appeal. Hence a round figure of £100,000, not a lot if you say it quickly. To date we have already received a one-off donation of £20,000 from a member towards this figure – anyone here interested in reducing it still further?

I would like to again thank all our volunteers for their outstanding commitment to the project over the past 12 months. I would again like to single out Neville Wellings and his firm Bromborough Paints who continue to provide fantastic support both financial and material. Thank you all for your tremendous support.

Now for the Accounts along with the Independent Financial Examiners Report for the year ended 31 March 2019. I mentioned last year's excellent results earlier and thought that Neil might wish to comment in a bit more detail. Hopefully the work of our finance team will receive much deserved praise from Baldwin's our Independent Financial examiners.

Item 2: To appoint Ed Hill of Baldwins (Cannock) Ltd as Independent Financial Examiner of the Company to hold office until the conclusion of the next AGM Proposer and seconder please.

Item 3: To appoint Neil Collinson as Finance Director for a further three year term.

The formal part of the meeting is now over and I can now open the meeting for general questions.

THE FULL MINUTES WILL BE SENT OUT IN TIME FOR THE 12th AGM IN 2020.

The annual raffle draw was made at the end of the AGM and the winners are as follows.

Congratulations to:

1st Prize – £500

Stephen Lord – Ticket Number 00691

2nd Prize – £250

Sarah Freeman – Ticket Number 04712

3rd Prize – £100

Mr & Mrs J A Brooks – Ticket Number 01302

4th Prize – £50

Ralf Turner – Ticket Number 01896

5th Prize – £50

Mr & Mrs J A Brooks – Ticket Number 01304

6th Prize – £50

Wayne J Jones - Ticket Number 10280

MEMBERS' DAY REPORT

ANDREW LAWS

With *The Unknown Warrior* having moved to the Princess Royal Class Locomotive Trust premises at West Shed at the beginning of August thoughts turned to holding a Members' event as we had in previous years at Llangollen. The weekend of Saturday 21st and Sunday 22nd September was set as this was also the Princess Royal Class Locomotive Trust's 'Patrons & Friends of the Duchess Weekend' so it made sense to hold our Members' event during the same weekend.

Members who attended will have seen 5551 stripped down and on jacks in the workshops with two of the driving wheelsets and bogie stripped down in front of the loco. This was a far cry from last November when 5551 looked more like a complete locomotive. But an essential task none-the-less while all the previous work undertaken on 5551 is inspected and rectified as necessary.

On both days, Members were given guided tours around 5551 with comprehensive updates from Kevin West, our CME. The opportunity was also undertaken for Members to ask questions and hear about some of the issues that the Engineering Team is resolving. Richard Sant and Neil Collinson were also giving an update on our financial position in the PRCLT library.

The Sales Stand was doing good business during the weekend, and Members and visitors also had the opportunity to view the PRCLT array of locomotives, coaches and vast collection of artefacts in their museum. However, the PRCLT flagship engine - 6233 'Duchess of Sutherland' was away on main line railtour duties at Southall, West London.

A big thank you Kate Watts and the volunteers of the Princess Royal Class Locomotive Trust who made us very welcome at West Shed during the weekend, and of course to all of our Members who attended, it was great to meet and chat to you all.



TOP: Shirley Dunn and Sue Collinson chat to customers during their stint on the sales stand.

MIDDLE: PRCLT Patrons and Patriot Project members enjoy their refreshments in the sunshine, which only appeared on the Saturday!
BOTTOM: Kev West shows a group of Patriot Project members some of the many parts from No. 5551.

All Photos: Pete Sikes

VOLUNTEER REPORT

NEIL KINSEY, VOLUNTEER CO-ORDINATOR

Since the loco has moved to The West Shed I have taken on the role of volunteer co-ordinator. First of all thanks must go to David Hughes who held the position previously, and of course to those who helped when The Unknown Warrior was at Llangollen and latterly at Crewe.

I already have a decent list of names who are willing to lend a hand when the opportunity arises, some of who have already done a stint or two. Thanks also goes to them.

We are grateful to the Princess Royal Class Locomotive Trust (PRCLT) for their warm welcome and help. They have been most accommodating. I have agreed that our volunteers can integrate with their team going forward in what I'm sure will be a mutually beneficial relationship.

Whilst the loco build is in a transitional phase we have been concentrating efforts on 'tidying up' the 12 ton stores van by replacing rotten woodwork, applying new felt to the roof and rubbing down the paintwork ready for a fresh top coat, prior to it going outside around Christmas time. If you fancy joining us drop me a line at volunteer@lms-patriot.org.uk



David Hughes (left) with the Crewe volunteer group after getting the engine ready to move to West Shed.
Photo: Nigel Day



Neil Kinsey (centre, with very fetching green marigolds) speaks to new volunteers as they get to work cleaning the front bogie. Photo: Pete Sikes



Progress is made to the door and roof of the box van to make it weatherproof before going outside.
Photos: Neil Kinsey

MILITARY LINKED LOCOMOTIVES

Railways have a great history of recognising our armed forces so Gareth Atkinson (pictured right), who many of you will know from the AGM at Crewe last year has compiled a list of locomotives and multiple units that have military linked names and also if they are operational and main line certified (highlighted in blue).

Part 1 of 2 covers Steam and Electric locos plus Diesel and Electric Multiple Units.



STEAM LOCOMOTIVES

Name	Number	Class	Main Line Certified	Working Order	Main Line TOC Operators	Location/ Allocation	Owner	Notes
<i>Gordon Highlander</i>	49 (6849/ 62277)	D40	No	No	No	Bo'ness & Kinneil Railway	Bo'ness & Kinneil Railway	Stored
<i>Major General Frank S. Ross</i>	300 (1960/ 30070)	USA	No	Yes	No	Kent & East Sussex Railway	Kent & East Sussex Railway	
	1631	USATC S160*	No	No	No	GCR	GCR	Under Overhaul
<i>Omaha</i>	2253	USATC S160*	No	Yes	No	NYMR	Peter Best	
<i>Franklin D. Roosevelt</i>	3278	USATC S160*	No	No	Yes	Mid Hants/ Swindon	Tyseley Locomotive Works	Under Overhaul
<i>Warrior</i>	4555	Class 4500	No	No	No	Dartmouth Steam Railway	Dartmouth Steam Railway	Under Overhaul
<i>Normandy</i>	30096	B4	No	No	No	Bluebell Railway	The Bulleid Society	Stored
<i>Lord Nelson</i>	30850	Maunsell Lord Nelson	No	Yes	No	Mid Hants Railway	Eastleigh Railway Preservation Society	
<i>Winston Churchill</i>	34051	Bulleid Battle of Britain Light Pacific	No	No	No	NRM York	NRM	Stored
<i>257 Squadron</i>	34072	Bulleid Battle of Britain Light Pacific	No	No	No	Swanage Railway	Southern Locomotives LTD	Under Overhaul
<i>249 Squadron</i>	34073	Bulleid Battle of Britain Light Pacific	No	No	No	ELR	Mid Hants News	Under Overhaul
<i>92 Squadron</i>	34081	Bulleid Battle of Britain Light Pacific	No	Yes	No	North Norfolk Railway	Battle of Britain Locomotive Society	
<i>RAF Biggin Hill</i>	45110	Black 5	No	No	No	SVR	SVR	Stored
<i>The Sherwood Forester</i>	45231	Black 5	Yes	Yes	Yes	LNWR Crewe	Jeremy Hosking	
<i>The Lancashire Fusilier</i>	45407	Black 5	Yes	Yes	Yes	Fort William	Ian Riley	
<i>Scots Guardsman</i>	46115	Rebuilt Royal Scot	No	No	Yes	WCRC Carnforth	David Smith	
<i>Tornado</i>	60162	A1	Yes	Yes	Yes	Stewarts Lane (VSOE)	A1 Steam Locomotive Trust	
<i>The Royal Norfolk Regiment</i>	90775	WD Austerity	No	No	No	North Norfolk Railway	M&GN Joint Railway Society	Under Overhaul
<i>Sapper</i>	WD132	1944 Hunslet	No	Yes	No	ELR	ELR	
<i>Wainwright</i>	DS 238	USA	No	Yes	No	Kent & East Sussex Railway	Kent & East Sussex Railway	

ELECTRIC LOCOMOTIVES

Name	Number	Class	Main Line Certified	Working Order	Main Line TOC Operators	Location/ Allocation	Owner	Notes
<i>Vice Admiral Lord Nelson</i>	90005	90	Yes	Yes	Yes	Norwich	Greater Anglia	Coming off lease (date unknown)
<i>Royal Anglian Regiment</i>	90012	90	Yes	Yes	Yes	Norwich	Greater Anglia	
<i>Battle of Britain Memorial Flight</i>	91110	91	Yes	Yes	Yes	Bounds Green	LNER	Class 91 coming off lease with introduction of 800 Series
<i>For the Fallen</i>	91111	91	Yes	Yes	Yes	Bounds Green	LNER	
<i>The Fusiliers</i>	91118	91	Yes	Yes	Yes	Bounds Green	LNER	

DIESEL MULTIPLE UNITS (DMU)

Name	Number	Class	Main Line Certified	Working Order	Main Line TOC Operators	Location/ Allocation	Owner	Notes
<i>The Yorkshire Regiment</i>	150275	150	Yes	Yes	Yes	Newton Heath	Northern	
<i>Driver John Axon GC</i>	156460	156	Yes	Yes	Yes	Allerton (Liverpool)	Northern	
<i>The Royal Northumberland Fusiliers (The Fighting Fifth)</i>	156469	156	Yes	Yes	Yes	Heaton (Newcastle)	Northern	
<i>RAF 100 Spirit of the Royal Air Force</i>	156483	156	Yes	Yes	Yes	Heaton (Newcastle)	Northern	
<i>Unnamed but in Victoria Cross livery</i>	185111	111	Yes	Yes	Yes	Ardwick (Siemens)	TPE (Victoria Cross livery)	
<i>101 Squadron</i>	221101	221	Yes	Yes	Yes	Central Rivers (Bombardier)	Virgin (West Coast Partnership)	
<i>Royal Air Force Centenary 1918–2018</i>	221114	221	Yes	Yes	Yes	Central Rivers (Bombardier)	Virgin (West Coast Partnership)	

ELECTRIC MULTIPLE UNITS (EMU)

Name	Number	Class	Main Line Certified	Working Order	Main Line TOC Operators	Location/ Allocation	Owner	Notes
<i>Captain William Leefe Robertson VC</i>	313054	313	Yes	Yes	Yes	Hornsey (Thameslink)	First Capital Connect	Class being withdrawn
<i>Gurkha</i>	321350	321	Yes	No	Yes	HNRC (Bombardier Ilford)	HNRC	Stored
<i>Unknown Soldier</i>	390119	390	Yes	Yes	Yes	Longsight	Virgin (West Coast Partnership)	
<i>SOME 100</i>	395016	395	Yes	Yes	Yes	Ashford (Hitachi)	Southeastern	
<i>The D-Day Story Portsmouth</i>	444040	444	Yes	Yes	Yes	Northam (Siemens)	South Western Railways	
<i>Wilfred Owen MC</i>	508136	508	Yes	Yes	Yes	Birkenhead North	Mersey Rail	

No. 45502 *Royal Naval Division* departs Leeds City station
double-headed with an unidentified rebuilt Patriot in the mid-1950s.

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OR CALL OUR OFFICE ON 01785 244156

6233 – A DAY WITH THE PRCLT SUPPORT CREW

BY PETE SIKES

(PHOTOS BY ANDY COLLINSON AND PETE SIKES)

In August the directors of the trading company (Patriot Enterprises Limited) were invited by Simon Scott of PRCLT to join the support crew on ‘The Royal Duchy’ day trip from Bristol Temple Meads to Par and return on Sunday 1st September.

Well, feeling like ‘kids in a sweet shop’ we jumped at the chance and accepted the invitation. Unfortunately this was tempered by Gavin Shell not being able to join us due to work commitments.

Andy Collinson, Kev West and myself made ourselves available and met up at Bristol Temple Meads on a beautifully sunny Sunday morning. We made our way over to platform 10 where the Duchess was already waiting with its rake of nine coaches. We were welcomed by Simon Scott, Nigel Barber (both firing the loco on behalf of West Coast Railways, Simon on the outward journey and Nigel on the return), Graham, Glynne and Declan. We had a quick look around the loco then climbed aboard the support coach for the day, the whistle blew and we made a minute early departure at 08.47.

After a smooth departure we picked up speed as the train headed through Bedminster towards our first stop to pick up passengers at Yatton. Meanwhile back in the support coach we thought it would be a good idea to start the proper way and make a brew for our hosts.

The BCK serves as day/night accommodation, kitchen and workshop. Two of the compartments have been converted into one to serve as a communal area and this gives a spacious area for the crew to relax (nod off!), eat and chat between servicing stops. Two compartments remain that serve as sleeping accommodation. Departing Yatton at 09.08 a smooth run through to Taunton saw us arrive a minute early at 09.41, where we were booked for a twenty minute stop over. These breaks are where the team spring into action with driver and fireman having a deserved tea break, the bearings are checked to see if they are not too hot and oil pots topped up where needed, the footplate is tidied up, the fire is kept fed and everyone has a chance to discuss whether the loco is running as expected. We depart Taunton two minutes early at precisely 10.00 and head towards the first challenge of the climb towards Whiteball Tunnel. The line starts to climb from just north east of Wellington, Somerset until its peak at Sampford Arundel, where it enters Whiteball Tunnel, there’s a slip just before entering the



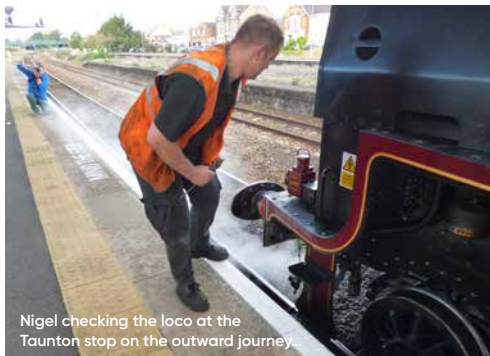
No. 6233 looking resplendent at Bristol Temple Meads on a beautiful, sunny Sunday morning, the class 47 can be seen ahead.



Three happy chaps pose for the camera before experiencing their day on the support coach, from the left: Andy, Kev and Pete.



Catering facilities.



Nigel checking the loco at the Taunton stop on the outward journey...



Mobile workshop.



...and reporting back to Simon while Kev and Andy listen in.



The communal and dining area.

tunnel but the driver handles it well, into the darkness under the Blackdown Hills we go, onwards to Exeter St. Davids which is reached eight minutes early.

There's a full hour here and once again the team get to work, there's a fire brigade bowser next to Exeter Panel Signal box with a hose ready to attach to the filling up point on the tender. As ever at these stops the attention is on the loco from the passengers on the train, railway enthusiasts and happily many families

with young children who have come along to see a 'proper train'. Some of the team are on hand (while drinking more tea) to answer questions and many people have their photos taken next to the engine. There are several requests to climb onto the footplate and when safe to do so, and with at least one of the support crew on board, people steadily climb up to view the controls. They all climb down with big smiles on their faces and plenty of photos of their experience.

Departure from Exeter St. Davids is slightly delayed by a late running GWR service train and we leave at 11.40, four minutes down on our booked time of 11.36. The Exe Estuary soon comes into sight and we pass through Starcross and run by the sea wall towards Dawlish at a speed approaching 75mph, the weather is absolutely beautiful, as is the view as the sun glints on the sea, all of the available windows are occupied as we take in the stunning view. What could be better than being hauled at speed behind a superb steam engine on one of the most iconic stretches of track on the network?

The loco receives plenty of attention at Exeter St. Davids.



Nigel tops up another oil pot at the Exeter stop.



The hose is attached to the tender for a top up outside Exeter Panel Signal Box.



Another brew for Graham and Nigel, no prizes for guessing the missing letter!

Teignmouth is passed seven minutes down and we turn inland and follow the shore of the River Teign towards Newton Abbot. The Duchess breezes through the station and heads towards the first of the South Devon Banks*. Leaving Newton Abbot station the line is near level until Aller Junction, where the route towards Torbay diverges to the left. The climb proper begins at Stoneycombe, where there was a signal box and quarry siding, and continues through Dainton Tunnel a distance of around 2 miles. Dainton Bank is the third steepest main line bank on the British mainland, with two miles varying between 1 in 36 and 1 in 57. The loco is being put through its paces, as are the driver and fireman (Simon Scott is firing on the outward journey) and being in the fortunate position of first coach behind the engine the sound coming from the Duchess is wonderful. We approach Totnes at speed and before we pass through on the centre road there's a pull on the whistle for those watching and waving at South Devon Railway's Littlehempston station.

Leaving Totnes station, the line immediately climbs past the site of Tigley signal box and on to the site of Rattery signal box, a distance of around 4½ miles. Rattery Bank is the seventh steepest main line bank on the British mainland, with a constant ¼ miles initially between 1 in 45 and 1 in 70 before easing to 1 in 90 and then increasing to 1 in 65. There's a bit of slipping along the way but the Duchess handles the climb admirably and with little fuss and we pass through Ivybridge and down Hemerdon Bank before arrival into Plymouth station at 12.52 which was 10 minutes down against the working timetable.

This is where things became even more interesting. At Plymouth the Duchess and support coach were detached from the train and proceeded out of the platform, we were then set back towards the centre road between platforms 4 and 5, with the loco

*The South Devon Banks are a series of steep inclines on the ex-GWR railway line linking Exeter and Plymouth in Devon. These two cities are separated by the rocky uplands of Dartmoor forcing the early railway surveyors to propose that the line skirt the difficult terrain of the comparatively sparsely populated moorland. Isambard Kingdom Brunel, in surveying the South Devon Railway, opted to push a line along a coastal strip between the Exe and Teign valleys, and then to climb the southern outliers of Dartmoor making for the head of the Plym estuary. From Newton Abbot, the line climbs Dainton Bank, and from Totnes it climbs Rattery Bank, reaches a peak at Wrangton summit, and then descends Hemerdon Bank to reach Plymouth. These three are collectively known as the South Devon Banks.

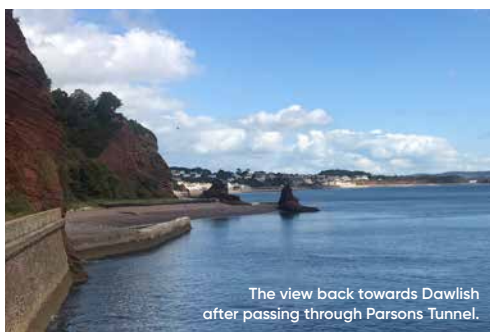
propelling the support coach. A West Coast class 47 was then manoeuvred onto the front of the charter coaches and departed for Par at 13.38. Once 'The Duchy' had left No. 6233 was then detached from the support coach and proceeded out of the centre road and then passed through platform 7 tender first heading towards Lipson Junction where it would use the triangle formed with Mount Gould Junction and Laira Junction to turn. The loco then made its way back tender first to Plymouth and once again passed us to gain the centre road and hook up to the support coach. After a short wait we got the green light to proceed forwards toward Mutley Tunnel where we would then reverse back into the Down sidings for the engine to be serviced. The crew set to work and immediately found that there was a problem with the fire. After raking it through most of the fire went into the ashpan, this was then cleared but by the time this had been done the fire left above was almost dead. Thus ensued a frantic search for firewood, there was a small stock in the support coach but not enough, fortunately the team found plenty of scrap wood that had been discarded next to the siding and this was duly put into the firebox, with expert nurturing within twenty minutes a new fire was blazing away, all we had to do now was wait for the correct pressure on the gauge. While the rescue of the fire was taking place 5½ tons of coal had been delivered and loaded into the tender.

The team had let the signallers know of the situation, but we were informed that the train we would have to wait for was 15 minutes late therefore delaying our departure. The team were carrying on with their duties, the really messy job being done by Graham who was on his knees underneath the engine cleaning out the ashpan. All the ash has to be collected into a wheelbarrow and then deposited into an industrial-sized sack and then stored neatly at the trackside to await disposal. The crew had completed their work and put in another call to the signaller who informed them that the service we were waiting for was now 30 minutes down and after a brief conversation it was agreed to let 6233 out of the siding to head south towards Par.

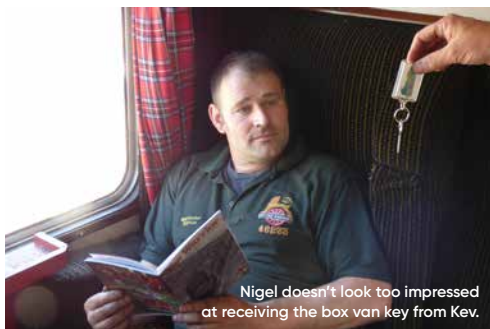
Before describing the rest of the outward journey the explanation for the locomotive having to drop off at Plymouth is due to the ban on using the turntable at Par, therefore necessitating the turning of the engine



Exmouth viewed from Starcross across the Exe Estuary.



The view back towards Dawlish after passing through Parsons Tunnel.



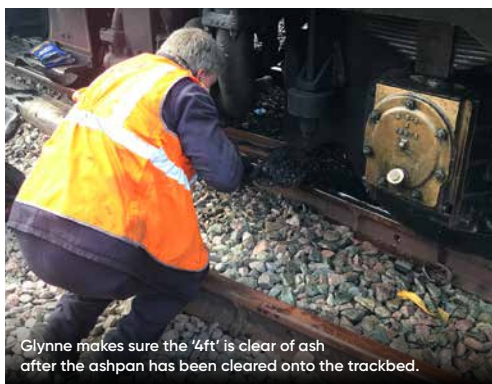
Nigel doesn't look too impressed at receiving the box van key from Kev.



6233 reverses through Plymouth station on its way to turn on the triangle at Laira.



The support crew get to work servicing 6233 in the Down siding at Plymouth station.



Glynne makes sure the '4ft' is clear of ash after the ashpan has been cleared onto the trackbed.



Nigel and Declan discuss the next part of the trip and Pete looks happy because it's lunchtime!

the Tamar and the excitement of crossing over Isambard Kingdom Brunel's famous bridge, trains here are limited to 15mph which is understandable when you realise how little room there is between the inside of the bridge and the train. The view through the windows of the support coach was stunning. Our journey was a sedate one with the maximum speed in reverse being limited to 45mph. We asked at the first opportunity about reverse travel and how it affected the footplate crew, the main difference to forward travel was that the fireman had to sight the signals and pass the information onto the driver. We reached Liskeard running half an hour down but still in good time for the return journey, that is until we were held in the loop just short of Lostwithiel station for approximately 25 minutes to enable the late-running GWR service that allowed us to leave Plymouth when we did to pass us. We eventually left Lostwithiel at 16.51 and arrived into the Newquay platform at Par station at 17.02 against the timetabled 16.10.

This is where a bit more fun was had, the Duchess was uncoupled from the support coach to run round

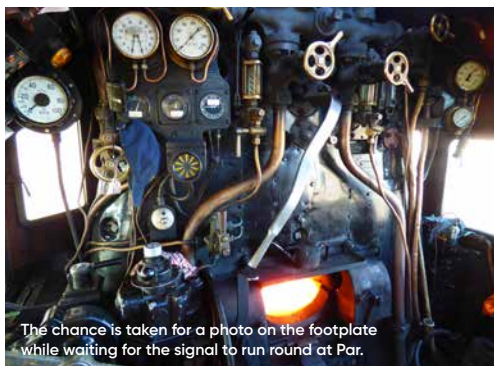


...the next you're in Cornwall.
Two magnificent views of the famous bridge across the Tamar.



at Plymouth Laira and the onward journey with engine and support coach being tender first.

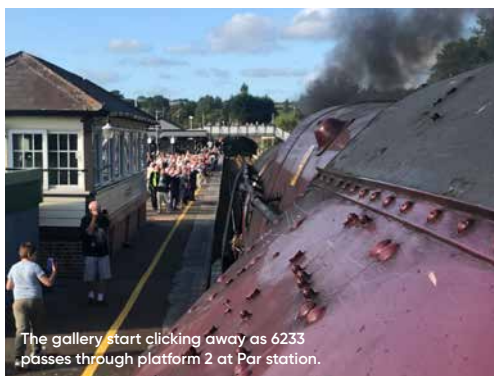
At 15.33 (against the booked time of 14.55) we got the right away from Ground Signal 120 and the loco proceeded to push the support coach out of the Down siding and onto the Down main. The green light was received and we made our way through platform 5 and headed towards Cornwall. We were soon closing in on



The chance is taken for a photo on the footplate while waiting for the signal to run round at Par.



The crowds flock to Par station as the 'Duchess' undergoes the first of its many positioning moves!



The gallery start clicking away as 6233 passes through platform 2 at Par station.



The driver leans out of the cab window waiting for the whistle to depart back to Bristol.

through platform 2 and reverse back on to the support coach but although there was 19 minutes before the next service train arrived at Par the signaller decided to hold us in the platform until that train had been and gone. The time was spent well by the watching crowd and plenty of photos taken and questions asked and the crew making sure all was good with the loco. The service train came and went and we were given the signal to run round, so through platform 2 we went ready to receive the signal to reverse and pick up the support coach, or so we thought. The signaller had instead put the loco into the adjacent road to pick up the coaching stock, a few loud shouts of STOP! and the driver applied the brakes, a quick call was made to the signaller to tell them of their mistake and within a couple of minutes we had received permission to head back out onto the main line and reverse back into the platform to pick up the support coach. Forward we went again and then reversed back to pick up the charter stock. Out of the siding we went again with the radio being used by the West Coast guard to tell us

when the rear carriage had cleared the points, permission was then given to reverse back into platform 2 and pick up the passengers for the return journey. The viewing gallery certainly got their money's worth and at 17.54, 14 minutes late we got the whistle to depart on the return journey. Although one passenger who was still taking photographs didn't realise the train was about to depart and had to jump onto the support coach to avoid being left behind. He was duly led through the coach and the door to charter coaches was unlocked to let him through.

We made steady progress as the line climbs at 1 in 64 towards Treverrin Tunnel, we were probably travelling at somewhere between 40 to 50mph when all of a sudden the brakes came on and we ground to a halt, Simon Scott who was now in the support coach, radioed through to the footplate to see what was happening and it transpired that due to the epic noise of the exhaust the driver hadn't heard the AWS horn (there's approximately 2 seconds to acknowledge the warning) and the AWS/TPWS did it's job and applied



A quick chat to the driver at Plymouth to ask about the unscheduled stop, I think the second word was 'off'!



Kev and Andy look happy with their work laying the hose out, not too sure Nigel does though.

Plympton and continues all the way to the site of Hemerdon signal box which closed in December 1973. 6233 was being driven superbly and after Dainton Tunnel we started to claw a bit of time back and by the time we were travelling by the coast the sun was setting and we passed through Dawlish only 10 minutes down, arrival into Exeter St. Davids was at 20.21. More water was taken and a quick turnaround enabled the train to depart at 20.48, just eight minutes behind schedule. Although it was now dark there were still plenty of enthusiasts out to greet the engine at every stop and despite a long tiring day the crew were only too happy to answer questions as they had done throughout the journey. The train now headed back towards Taunton where passengers would start to disembark and make their way home. We were booked for a 30 minute stop at Taunton but this was cut back to 19 minutes and we departed from there six minutes early at 21.39. The crew could now sit back and relax for the next three quarters of an hour before the next stop to set passengers down at Yatton.

The 'Duchess' purred along nicely and there's something quite magical about night running when you see the warm glow of the fire reflected in the exhaust as it streams above the loco and the sound of the engine echoes in the still night air, lovely stuff! Yatton was reached early but we were held a short while and left four minutes down, but another spell of fast, smooth running meant we arrived back at Bristol Temple Meads at 22.46, just one minute down against the booked arrival time.

So for the three of us a wonderful day in the company of a great bunch of lads who know their stuff,



Journey over for the three of us as we arrive back at Bristol Temple Meads at 22.46, what a brilliant day.

the brakes and brought the train safely to a halt. This meant that there was a tricky restart on the gradient but it was handled with a great amount of skill by the driver and we were soon back up to speed heading towards Lostwithiel. We crossed Saltash Bridge once again and made our way into Plymouth at 18.49 meaning that we were 19 minutes down. When we reached Plymouth we took the opportunity to ask the driver why we'd had an unscheduled stop. I think you can guess the answer!

A top of water was required and we were to use the fire hydrant on platform 8, as this was not a trackside top-up (where PTS certification is required) Andy and Kev helped get the hoses rolled out and hooked up to the tender, unfortunately the water pressure from the hydrant was not good so only a partial fill-up was possible. Andy and Kev then rolled up the hoses while I observed for the purposes of this article!

We departed Plymouth 26 minutes late and everyone was in good spirits for the next piece of hard work up Hemerdon. Hemerdon Bank is the fourth steepest main line bank on the British mainland, with a constant 1 in 42 for 2½ miles. The climb begins at

have a great work ethic and team spirit, each one of them knowing exactly what to do and when to do it through experience and good communication. We now have an idea of what it takes to run on the main line, first stage for us is to gain our Personal Track Safety certificates (PTS) to enable us to work lineside, this comprises a two day course and exam. It must be explained though that for the PRCLT crew their preparation started three days before the tour. On Thursday 29th August one of the crew travel down to Southall to carry out general maintenance and to get a fire lit to gently warm up the engine in readiness for a 'fitness to run' exam and a positioning move on Friday 30th August. This duly takes place with the loco departing at 14.30 travelling to Greenford West Junction arriving back at Southall at 16.07. The remaining members of the crew make their way to Southall and on Saturday 31st the 'Duchess', a WCRC class 47 diesel, support coach and the charter stock comprising eight Mk1/Mk2 coaches depart at 12.30 for the trip to Bristol, arriving at 16.00. The steam loco and support coach are detached at Bristol East Depot and make their way to Bristol St Philips Marsh HST Depot

at 16.49 arriving at 17.05, where the loco will be serviced and stabled overnight.

Sunday 1st September, the day of the charter, sees the loco and support coach depart St Philips Marsh at 08.03 and run through Bristol Temple Meads to Bristol West Junction and reverse back onto the stock which has been brought into Temple Meads from Bristol Kingsland Road by the class 47. The tour then takes place as described and once all passengers have disembarked at Bristol Temple Meads the train departs for Kingsland Road to drop off the stock, the loco then returns to St Philips Marsh, arriving at 23.53, an extremely long day.

Monday 2nd September and the last day of the charter operation. No. 6233 is off-shed at 10.06 to Kingsland Depot to pick up the stock and diesel, which subsequently depart at 11.10 for Southall. The train is routed via Bath Spa, Salisbury, Andover, Woking, Clapham Junction, Willesden, Acton and finally arrival at Southall at 18.07, a 10 hour return journey. No doubt there's then plenty of work to do on the loco, dropping the fire, clearing the ashpan and leaving it in a good condition ready for the next charter.



And to finish, a superb shot of No. 6233 *Duchess of Sutherland* passing through Par station before the return journey – thanks PRCLT!



WESTMINSTER ABBEY

Westminster Abbey, formally titled the Collegiate Church of Saint Peter at Westminster, is a large, mainly Gothic abbey church in the City of Westminster, London, just to the west of the Palace of Westminster. It is one of the United Kingdom's most notable religious buildings and the traditional place of coronation and burial site for English and, later, British monarchs. The building itself was a Benedictine monastic church until the monastery was dissolved in 1539. Between 1540 and 1556, the abbey had the status of a cathedral. Since 1560, the building is no longer an abbey or a cathedral, having instead the status of a Church of England "Royal Peculiar" – which is a Church of England parish or church exempt from the jurisdiction of the diocese and the province in which it lies and subject to the direct jurisdiction of the monarch.

Construction of the present church began in 1245, on the orders of King Henry III.

Since the coronation of William the Conqueror in 1066, all coronations of English and British monarchs have been in Westminster Abbey. There have been 16 royal weddings at the abbey since 1100. As the burial site of more than 3,300 persons, usually of predominant prominence in British history (including at least sixteen monarchs, eight Prime Ministers, poets laureate, actors, scientists, and military leaders; and the Unknown Warrior). Westminster Abbey is sometimes described as 'Britain's Valhalla', after the iconic burial hall of Norse mythology.

THE WESTERN FAÇADE

In the floor, just inside the great west door, in the centre of the nave, is the tomb of The Unknown Warrior, an unidentified British soldier killed on a European battlefield during the First World War. He was buried in the abbey on 11 November 1920. This grave is the only one in the abbey on which it is forbidden to walk.

When the Duke of York (later King George VI) married Lady Elizabeth Bowes Lyon in the Abbey in 1923, as she left she laid her wedding bouquet on the grave as a mark of respect (she had lost a brother during the war). All royal brides married in the Abbey since then have sent back their bouquets to be laid on the grave (as also have some royal brides who were married elsewhere).

Richard Sant



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SECOND WORLD WAR LOCOMOTIVES NAMED AFTER VICTORIA CROSS AWARDEES

Reading the various mentions of locomotives named *Private E. Sykes V.C.* and *Private W. Wood, V.C.* caused me to wonder whether any Second World War locos had been named after V.C.s. There do not seem to be any in British Railways stock, but I recalled that the War Department had had some, mainly latterly working on the Longmoor Military Railway.

I looked at the details in a list of WD locomotives existing after their 1952 renumbering (in a book titled 'British War Department Locomotives 1952-1960' published by the Birmingham Locomotive Club) and found that there were indeed two Stanier 8F 2-8-0s with V.C. names: No. 501 *Lt. W.O. Lennox V.C.* and No. 511 *Sgt. J. Smith V.C.* However the details are rather curious as these gentlemen were from an earlier era. *Lt. W.O. Lennox* won his V.C. as long ago as 1854, in the Crimean War, while *Sgt. J. Smith* won his in 1857 during the Indian Mutiny. There is no apparent railway connection with these two people and so why two locomotives were given such names during the Second World War is a mystery to me. However, inasmuch as they were decorated British military heroes, I think they still fall within the general purview of the principles behind The Unknown Warrior.

No. 501 was later sold to BR, becoming No. 48774, but its nameplate was removed prior to the transfer. No. 511 remained with the War Department, being transferred to the Cairnryan Military Railway in Scotland and scrapped in 1959. An image of its full nameplate can be found in an auction catalogue on the internet and this shows that the complete wording was *Sgt. J. Smith V.C. Bengal Sappers and Miners*. Since the Longmoor Military Railway was run by the Royal Engineers (Sappers) this may indicate the reason for the name.

It may be of interest to list the other locomotives, named after people, that remained with the War Department after the 1952 renumbering:

- 300 *Major General Frank S. Ross* (USA 0-6-0 tank loco)
Frank S. Ross was Chief of Transportation, European Theatre of Operations, U.S. Army, in WW2.
- 400 *Sir Guy Williams* (Riddles WD type 2-8-0)
Sir Guy Williams was General Officer Commanding-in-Chief, Eastern Command, in WW2.
- 401 *Major General McMullen* (Riddles WD type 2-8-0)
This appears to refer to Major General Sir Donald J. McMullen of the Royal Engineers, who served in both World Wars.
- 600 *Gordon* (Riddles WD type 2-10-0)
This was obviously named after General Gordon of Khartoum: a very early example of a military railway was started in the Sudan with the aim of relieving the siege where Gordon was killed, so this may be the connection. This loco is now, of course, preserved on the Severn Valley Railway.
- 601 *Kitchener* (Riddles WD type 2-10-0)
Obviously named after General Kitchener, so a connection with World War 1.
- 700 *Major General Carl R. Gray Jr.* (USA 2-8-0 type)
Carl R. Gray Jr. was head of military railways in Africa and Europe for the U.S. Army in WW2 and afterwards became vice-president of the Chicago and North Western Railway.

Thank you to all who contributed their articles that appeared in Warrior 42, we are grateful so many of you decided to contact us. Remember that you can send anything Patriot, memorial, war or railway related and photos are always good to receive (if you do send photographs please supply an address so they can be returned to you). Please send them to us at memberscorner@lms-patriot.org.uk or post to: **Richard Sant, The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**

I attach pictures of 400 *Sir Guy Williams* and 601 *Kitchener* that I took at the Longmoor Military Railway in 1967. By this time, they were both in a sorry state as number 400's boiler had been condemned, while number 601 had been withdrawn earlier but had been used as a test piece in re-railing exercises to train troops. It had latterly appeared in a 'St. Trinians' film and that is why it is wearing a bogus BR number '90152' in my photograph! They were both scrapped soon after.

PETER EXCELL, PROFESSOR EMERITUS,
WREXHAM GLYNDWR UNIVERSITY, WREXHAM, WALES, UK. (MEMBERSHIP NO. 404/04)



PRCLT CONTRACT

Dear Pete

Just an aside on the contract going to PRCLT. I met a volunteer from the West Shed on a UK Railtours trip to Buxton. He accosted me as I was wearing my Patriot polo shirt. It seems they are over the moon that we have placed the contract with them and are keen to meet our timescale. It gives them good publicity and increased exposure in the industry. Good for us and an added bonus that they have track for a bit of running in when the time comes.

LES MOSS, MEMBER AND VOLUNTEER (MEMBERSHIP NO. 1147/07)

PHOTOGRAPH COLLECTION

Dear Mr Westerman,

Having sent my 'Patriot' photos to you, I decided to send the rest of my collection which could produce some funds for your Project. I have no one in the family that is on the same wavelength as me regarding steam, so I have enclosed some books which may generate a few pounds on your sales stands. I am still an active steam follower and looking towards the near future when The Unknown Warrior could possibly run the "North and West", Crewe-Cardiff and return climbing Llanvihangel Bank in Abergavenny. I shall contact your office about how to leave my large collection of steam DVDs and books to the society.

JEFF EDWARDS (NEW MEMBER! NO. 1756/06)

A MEMORY FROM THE FIFTIES

One of my childhood memories relates to a journey as a small boy with my parents from our home station on the Furness line at Ulverston to Liverpool to stay with my gran. The journey to Liverpool Exchange was generally in two stages, starting with a train through to Preston, where we would cross over to the East Lancs side of the station to join a local on the ex-L&Y line to Exchange via Ormskirk, stopping at many stations on the way.

On this occasion we had to change at Carnforth, which was unusual as most Furness line trains continued further south on the main line, so I suppose we must have gone on the 10.52 from Ulverston which terminated at Carnforth. The 1956 timetable shows this train as leaving Barrow at 10.26 and arriving at Carnforth at 11.33 where it would have connected into the 1100 Windermere to Crewe, which was due out at 11.50.

Anyway, we went through the subway to the main line platform at Carnforth. It was announced that there had been a derailment at Milnthorpe causing delays and so we, along with many of the other waiting passengers, went into the waiting room which of course, but unknown to me at the time, had featured in the 1940s film *Brief Encounter*.

Being a child I was bored and went to and from the platform to check for the arrival of our train. At last a train appeared arriving from the north headed by a big passenger engine and I rushed into the waiting room shouting 'It's Here! It's Here!' Everyone was delighted and dashed out – only to see 45502 *Royal Naval Division* enter the platform and run through with one of the many fitted freights for which Upperby provided power in the 50s and 60s. For the passengers their elation turned to irritation with this annoying little boy who had given them false hopes.

I don't remember anything about the aftermath so presumably our train did arrive quite soon, and was probably headed by a Black Five.

STEVE SATTERTHWAITE (MEMBERSHIP NO 719/09)

No. 45502 *Royal Naval Division* working a freight on an unspecified date and at an unknown location.

Note the young lads train spotting on the embankment.

PHOTO: MIKE BOLTON. © THE TRANSPORT TREASURY.



KENNETH FIELD PHOTOS

Dear Peter,

Many thanks for the latest Warrior magazine, and nice to see the Kenneth Field photo on the front cover. I'm fairly sure that this is a Leeds to Manchester train heading up the hill to Standedge rather than going toward Leeds though. I guess that the photo is mid-1950s and the loco appears to have a Carlisle Kingmoor shedplate. Kenneth took many good quality photos in the Huddersfield and wider area and I look forward to more in the future.

This was also my home territory, and by 1960, age 11, I had seen around 18 of the original Patriots, mostly at Huddersfield. It's worth remembering that the Manchester to Leeds direct line was ex-LNWR and even into the 1960s locos seen at Huddersfield were mostly from ex-LNWR or L&Y sheds, quite rarely from ex-MR sheds.

So, although the Patriots were mostly seen on the West Coast and connecting lines, they were commonplace working through to Leeds. In 1962 there would also be the brief period when the last of the original Patriots were working into Leeds from the Skipton direction on an ex-MR line.

KIND REGARDS, DAVID SMITH (MEMBERSHIP NO. 609/02)



2020 CALENDAR

Dear Peter,

Many thanks for the 2020 calendar which you kindly sent as a thank you for using my painting of 5544, not only for July 2020 but also the front cover. Prior to receiving the calendar you sent I had previously purchased two, one for myself, the other for a friend. I hope the sale of these will be good. I have instructed my son to give the picture to the 'Patriot Society' when I leave this world as I would hate the painting being given to anyone else.

Looking forward to the day when the 'Patriot' is completed.

BEST WISHES, RAY WAKE (MEMBERSHIP NO. 606/11)

DUKE OF SUTHERLAND AT NOTTINGHAM MIDLAND

Further to the short report about 8A Patriots visiting Nottingham in the November 2017 Warrior, I recently came across another photograph dated 22nd June 1955 showing No. 45541 *Duke of Sutherland* at Nottingham Midland on the same working.

MIKE DEAN
(MEMBERSHIP NO. 804/04)



THE PHOTOS OF GORDON COLTAS

Dear Peter

There was the article on **ILLUSTRIOUS** in the last issue of the **Warrior**. I must say this is a superb magazine and I must commend you on your role as editor. The article included a photograph from the Gordon Coltas Trust. In the period 1975 to 1987 I worked with Gordon and we soon became very good friends when we discovered our passion for trains!

One aspect of his prolific output of pictures and words was the publication in the local evening paper, the Derby Evening Telegraph, of railway photographs of LMS locos in and around Derby and beyond. I have retained copies of the newspaper and extracted all pictures of Patriots. The quality of the reproductions is wanting in several cases. The following paragraphs follow the story of my friendship with Gordon.

It was 1975 when a shortish fellow came into the office which adjoined Manchester Piccadilly Station and we started chatting about the goings on in the station next door. We soon realised we shared a passion for railways particularly the former LMS.

Over the next two decades we developed a close friendship swapping news about trains and probably boring other staff in the office!

I happened to mention I was a train spotter in my younger days and could well remember spotting Johnson's ex-Midland Railway 0-4-4T No. 1428 hauling the evening service from Derby to Wirksworth. The very next morning Gordon popped in the office with a whole plate photograph of the very train! This was typical of his generosity.

In the years we worked together Gordon produced hundreds of photographs of LMS motive power under his 'Locofotos' trademark using several Minolta cameras. We would go out at lunchtime to get a photograph of an engine in an unusual location.

His knowledge of locomotive movements was incredible but where he got his information I never knew! It was a fair bet he knew more about engine movements than BR managers!

I suggested he should contact the editor of the local evening paper in Derby to see whether there would be any interest in some pictures of locos built in the town. This led to a long series of supplements in the paper covering all the former regions and BR together with their infrastructure. It also led to a series in the Gloucester Citizen and Western News.

Gordon lost his wife some time before I met him but he had a delightful daughter who continued her father's passion and became heavily involved in the heritage railway scene. After retiring from the NHS in the late 1980s our friendship continued for many years. Gordon was a very generous, warm hearted, knowledgeable, cultured and intelligent person. His contribution to the history of locomotives in railway photography cannot be measured.

REGARDS, ROGER BROWN (MEMBERSHIP NO. 45/10)

We are very fortunate to have been given permission to use many of Gordon's Patriot photographs by the Manchester Locomotive Society (MLS). Their secretary and Project member Chris Tasker explains:

"Gordon, or to give him his full name, James Alfred Gordon Hill Coltas was an MLS member from 1984 until his death in 2006. His photos were acquired by a Trust (Gordon Coltas Trust) which is administrated by three MLS members, Eddie Johnson, Mike Bentley and Jeremy Suter.

I have supplied some of his photos to you for the Project's use with their blessing. Many copies of his photos have found their way into the MLS collection."



A small selection of Derby Evening Telegraph Special Publications, produced between 1987 and 1991, featuring Gordon Coltas' work. Two of the images featured in the supplements there are reproduced below.



45506 *The Royal Pioneer Corps* is seen at Bangor in 1955 waiting for a clear line to the depot's turntable where it will be turned in preparation for its return working to Crewe. It will be serviced there and remain overnight before working an early morning parcels train to Carlisle.

PHOTO: GORDON COLTAS TRUST.
© MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.



No. 5540 *Sir Robert Turnbull* departs with a Down express from Rugby (Midland) in 1938.
PHOTO: GORDON COLTAS TRUST.
© MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.

Thanks to Malcolm Paul for sending in the two images below from his collection.



No. 45505 *The Royal Army Ordnance Corps*, allocated to Carlisle Upperby (12B), waits on the centre road at Carlisle Citadel station on 14th June 1961.

PHOTOGRAPHER UNKNOWN. © M. R. PAUL (PHOTO NO. 767).



No. 45506 *Royal Pioneer Corps* waits to depart south from York station, circa 1960. At this time the loco was allocated to Bristol Barrow Road (82E).

PHOTOGRAPHER UNKNOWN. © M. R. PAUL (PHOTO NO. 582A).

PICTURE QUIZ

JOHN BARROWDALE (MEMBERSHIP NO. 50/10)

Congratulations to Mike Lane (Membership No. 894/10) for his answers to the picture quiz in Warrior 42. His answers are reproduced in red below with John's answers in green:

1. What are these structures for?

The structures are to divert blow down steam up into the atmosphere and not at workers passing by.

They are blow down shelters. More information to follow below.

2. What country was it taken in? (big background clue!) The country is South Africa. South Africa

3. If you are really clever, where was it taken when I took the photograph in 1976?

As to where, it could be any of a great many places to go on, I will have a guess at Germiston. Beaconsfield locomotive depot at Kimberley.

Regarding question 1, some readers may perhaps not know that steam locomotives are fitted with blow down apparatus to remove impurities from the boiler contents which is operated under high boiler steam pressure. Regular use is largely dependent on the quality of water obtained in the areas where the locomotives are used and in the south of England chalk areas, this can be quite frequent. On the Mid Hants Railway it was often a common occurrence, but much reduced now that we have a water treatment plant which was installed about 15 years ago. We used to do the blow downs in Ropley shed yard until the 1990s, but the force used caused ruts in the ground, stones and ballast to move about as well as knocking down any undergrowth in the way. Whilst every precaution was made to make sure no members of staff or public were in the way, it was probably not the safest idea to do it there. We then started doing it when on light engine out in the country usually on an embankment when either heading to Alresford or Alton for the first trains of the day. The driver would stop the loco, leaving the fireman in the cab to watch the water gauge glass, whilst he donned ear protectors. He would first go one side of the loco to remove the cap if fitted from the blow down outlet pipe, then to the other side to pull the lever to start the operation. The fireman would then watch the water until it reached half a glass then signal to the driver with his arm to stop the process as using the whistle against the noise caused by the blow down cannot always be heard. The cap is then replaced and the loco is ready to go. It takes about 3 to 5 minutes depending where the level of the water in the gauge glass is to start with, although we usually aim for a full glass before we start the operation. On some engines the blow down lever is inside the cab, as it is on all South African engines. The outlet pipe is usually between the driving wheels on UK locos which means the driver needs to stop the loco without the coupling rods blocking the pipe. On South African locomotives there is an outlet on both sides which is why the shelters have openings on both sides of the track, so the locos are placed where the pipes line up. Whilst the locos are blowing down the steam escapes up the chimneys of the shelters. Unlike the UK, South African locomotives can blow down on the move as the attached photograph of a Class 25 Condensing Locomotive 4-8-4 shows. This happens in other countries as well when locos are moving, but I don't recall seeing blow down shelters anywhere else on my travels, but that does not mean nowhere else had them.

The picture was taken in November 1976 between Bloemfontein and Kimberley at some back of beyond place where they watered locos and cleaned the fires. I think it was called Petrusburg. To me the engine always looked like it was spraying the crops!



PHOTOS FROM MICKLEOVER MRG

Dear Pete

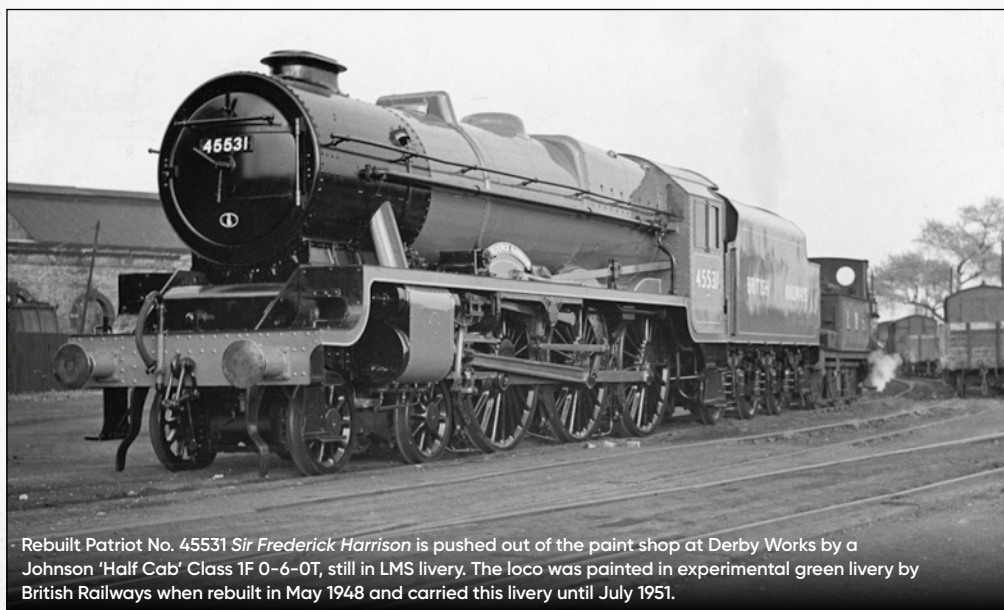
Please find enclosed photos which may be of interest to you.

They were among a batch of old photographs which were donated to Mickleover Model Railway Group. I hope you may be able to use them in a future edition of The Warrior.

KIND REGARDS, JOHN KELSEY (MEMBERSHIP NO. 818/12)



No. 5534 E. Tootal Broadhurst departs from No. 1 platform at Derby. Although the supplied print has faded over the years it's well worth reproducing here because of the interesting scene the train is passing through.



Rebuilt Patriot No. 45531 Sir Frederick Harrison is pushed out of the paint shop at Derby Works by a Johnson 'Half Cab' Class 1F 0-6-0T, still in LMS livery. The loco was painted in experimental green livery by British Railways when rebuilt in May 1948 and carried this livery until July 1951.

LOCO SPOTTING LNWR ENGINES

Dear Sir

Reading the letter and photos submitted by Alan Cliff on the subject of the LNWR 'Claughtons' in the May issue of The Warrior brought back memories of my one and only sighting of 6004.

As a fourteen year old, myself and two or three other avid loco spotters, spent many evenings and weekends on Oxenholme station on the West Coast Main Line.

It was an early evening in June 1948 at this station when a down freight was slowly approaching the water column at the north end of the station. We thought "not another 12B Upperby Patriot". It had blinkers (smoke deflectors), but wait! There was no numberplate on the front but an 8A Edge Hill shed plate. On coming to a stop at the water column all was revealed, it was No. 6004 in faded LMS red. This had us hastily looking in our ABCs. What a cop!

Although the engine was off the platform end we asked the driver for a "look on" which was granted, he told us the train was a banana special from Garston Docks, Liverpool and heading for "somewhere up north". The engine was withdrawn about nine months later.

This got me quite interested in ex-LNW engines. An afternoon at Penrith produced no less than eight 0-6-0 'Cauliflowers' plying to and from Keswick and Workington, some still sporting wooden brake

blocks and buffer

beams! Super D

0-8-0s were

commonplace at this

time through

Oxenholme with

examples from Springs

Branch, Patricroft,

Preston, Crewe South

and Carnforth with the

odd one from Bescot.

We knew the class as

'Duck Eights'. Visits to

Springs Branch and

Edge Hill sheds in

August 1949 gave

sightings of

0-8-2 and 0-8-4

LNW tank engines

on shunting duties.



An example of a Webb designed London & North Western 'Cauliflower' class 2F 0-6-0.

The highlight of my ex-LNW loco memories occurred in December 1948 when my friend and I made a day trip to Chester from our home town of Kendal. Catching the 8.10am Windermere-Manchester (a Preston 'Patriot' job), the rear two coaches of which were for Liverpool Exchange, arrived at 10.30. A quick walk to Pier Head for the ferry to Birkenhead Woodside followed by a run from there to Chester behind an ex-GW 2-6-2 tank. After doing the GW shed we carried on to 6A, the LMS shed.

On the ashpit there stood the lone surviving LNWR 'Precursor' class 4-4-0 No. 25297 *Sirocco*. An elderly fire dropper invited us onto the footplate saying it had just come in from a passenger turn from Corwen and Denbigh. A few months later we were sad to note it on the list of withdrawals.

YOURS FAITHFULLY,

JOHN PROCTOR (MEMBERSHIP NO. 1492/10)



No. 45517 at Crow Nest Junction on 24th February 1962. Crow Nest Junction is on the Manchester to Southport route, just east of Wigan. As a point of interest if you look at the embankment to the left of the loco there's seven chickens making their way to the top of the bank, no doubt they've been disturbed by the bark of the loco.

Now that's what you call free range!

PHOTO: A. C. GILBERT.
© MANCHESTER LOCOMOTIVE SOCIETY/
THE LMS-PATRIOT PROJECT.



MY PATRIOT EXPERIENCES

Dear Pete Sikes

I have enclosed two photographs of Patriot locos. The first is of No. 45548 *Lytham St. Annes*, taken at Birmingham New Street station certainly after 21st May 1949 as this was the first time I had recorded seeing her. This was taken on a Kodak Brownie Box Camera on a Saturday morning while the loco was waiting to depart with the 11.15 Birmingham–Glasgow service, having worked in from Crewe on an ex-works running-in turn on the overnight Glasgow–Birmingham train. The loco was in a spotless, newly-painted condition (I believe green, my favoured choice!) as the film was a monochrome 620 film.



The second photo is of No. 45509 *The Derbyshire Yeomanry* shown on the "promenade" at Monument Lane shed, circa 1961 on a Sunday. All my photographs taken there between 18th February 1960 and 1962 when the depot closed for steam, seemed to have always been taken on gloomy damp days.



I spent all my working life on the railway – except from 11th February 1958 to 18th February 1960 when I was in the R.A.F. I started at Aston and returned to Monument Lane after my 2 years National Service, having transferred there while I was still serving my apprenticeship.

When Monument Lane closed on 31st December 1966 I opted for Birmingham New Street station duties and from there to Tyseley, Bescot and Oxley until I took early retirement finishing on 4th February 1995.



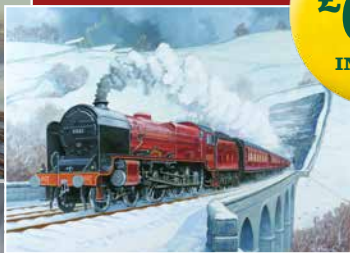
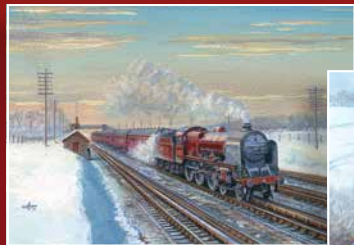
I have just read the latest *Warrior* and was surprised to see the photograph of No. 45508, the only Patriot loco I ever worked on. This was after it failed while working a train into Birmingham. The loco was brought onto Aston shed for investigation for the cause of the failure, this was found to be due to a badly corroded smokebox. The loco was shopped for repairs and came out with a new smokebox and the terrible stovepipe chimney, as displayed in the photograph.

I have some other photographs and negatives including some of the last three Compounds (one of them pictured above) being marshalled on Monument Lane ready to be hauled away for scrapping. They were allocated to us but had been in store until their departure on a damp and dismal day.

YOURS SINCERELY, NORMAN BALL (MEMBERSHIP NO. 196/07)

WINTER WARRIOR CHRISTMAS CARDS

Packs contain three Christmas cards each featuring an image of 'The Unknown Warrior' in a winter setting.



ORDER FROM OUR WEBSHOP AT
WWW.LMS-PATRIOT.ORG.UK/SHOP OR CALL 01785 244156

N GAUGE PATRIOT?

Dear Pete,

Has the Project management considered approaching the model railway manufacturers, Graham Farish or Dapol, to produce an N-Gauge Patriot? (There is an OO gauge model already.)

The LMS/London Midland Region is very well represented by N Gauge models – we have Coronations, Royal Scots, Jubilees, Black Fives, Crabs, Fairburn Tanks etc. from Graham Farish but no Patriot.

It seems obvious to me that filling this critical gap would be a sound commercial move by the company. If either of the manufacturers were interested they could probably be persuaded to offer the Project a small percentage of all sales. Whilst the money might not be substantial, the publicity would raise awareness and encourage modellers to join the Project thus providing additional income.

BEST WISHES

ALAN GOMERSALL (MEMBERSHIP NO. 1738/03)

As Bachmann are producing a model of 5551 we will ask them if there are any plans to produce an N gauge Patriot by their Graham Farish team.

Sirs,

Not Patriot related, although somewhat of a tenuous link with railways and The British Armed Forces. I was on the BMT memorial train a few years back. All travellers and relevant museums were given a brochure with reminiscences about the train. I wrote an article for them which was published in the brochure. I travelled on all three military trains but I was only guard on The British Train. A little piece of railway history which people may not be aware of.

WITH THE QUEEN'S OWN HIGHLANDERS TO BERLIN

HON. SEC. LIVERPOOL SCOTTISH REGIMENTAL ASSOCIATION, HON. SEC. VETERANS ASSOCIATION, CASE WORKER, THE ROYAL BRITISH LEGION (SOUTHPORT)

In 1966 our Battalion moved to Spandau, Berlin and I remained there until 1968. It was 'verboden' for military personnel to visit East Germany/Berlin except on official duty or on organised recreational tours and in any case I wasn't taking much notice of the local railway scene during my misspent youth. I was, however, fortunate enough to travel on the three military trains belonging to the Allied powers, the American Military Train to München, and then on to Mittenwald; the French train to Strasbourg and on to Paris; and The British Military Train to Braunschweig.

In 1967 I was further fortunate to be part of the guard on this train. The British Military Train connected with a service train to The Hook of Holland (for the ferry to Harwich) and returned to Berlin later in the day after connecting with the train from The Hook. Passengers were advised of other connecting services to other garrison towns and training areas. If I recall correctly there was a through train to Warsaw from The Hook and one which I had travelled on to and from Osnabrück which also connected with 'The Berliner'.

I spent another four years in Osnabrück between 1971 and 1974. The British train departed from Berlin Charlottenburg Bahnhof at 08.36 and its first stop was Potsdam where the loco would be changed for a DR one. This would take us through to Helmstedt where a further loco change would take place. At Marienborn there was a large gantry spanning the tracks with a watchtower in the centre; Soviet guards would patrol the outside of the train and inspect the underframe for escapees. Arrival at Braunschweig Hbf was at 12.28. The British Army guard would have a soldier positioned at either end of the train – inside – and one patrolling the corridor.

The carriage doors had a handle inside and outside and, to prevent escapees trying to board the train, a piece of hardwood batten with a notch cut either end would be wedged under the door handle. The battens would be removed as the train entered the western Sectors. The return train to Berlin departed Braunschweig Hbf at 16.00 and arrived in Berlin at 19.45.

The Soviet guards, like all soldiers, would be on the scrounge for anything they could lay their hands on and they would make gestures with their hands requesting cigarettes, biro pens and petrol lighters. Petrol lighters we could pick up cheap from the NAAFI, although it was a rare occasion when we would hand out fags as these were rationed. In return we would be given Russian cap badges, a small red star with the hammer and sickle in brass. 'The Berliner' also had a Royal Military Policeman on board who could speak fluent Russian. Part of his role was to take our documentation to the Russian Checkpoint. I have been given to understand that our passage was made easier by the handing over of 'girlie mags' to the Russian officials.

My spell guarding on this train was on Remembrance Sunday 1967 and I recall the train stopping at Potsdam on the return journey in the dark and with an icy mist swirling around the train. My position was at the rear of the train and out of the mist I could make out the shadowy figure of someone

approaching slowly. As the figure came closer it was evidently a female wearing a knee length skirt, an escapee I thought, but as she came closer I became aware that she was carrying a sub-machine gun. I gave her the British Army regulation wink and smile and this was returned with an East German Army regulation smirk.

The West German Government paid for the cost of running 'The Berliner' and they were also the owners of the rolling stock, with the Union Flag at the left side end and the Berlin Divisional sign at the right hand end with the legend ROYAL CORPS OF TRANSPORT in the centre. The rolling stock was painted in the blue colour of the RCT.

Meals were served on the train and for which you handed over a ticket to a waiter. All catering staff on the train were provided by Wagon Lits (CIWL) and it was to an exceptionally high standard.

BEST WISHES

COLIN HUGHES, SOUTHPORT (MEMBERSHIP NO. 326/02)



Clockwise from top left:

A photo taken from the French Military Train as it was leaving West Berlin and entering East Germany.

The author on train guard at Braunschweig Hbf in November 1967.

Exterior and interior views of a Wagon Lits Restaurant Car and the Dinner Ticket allowing you to dine on the British Military Train.

ORDER YOUR BESPOKE MEMBERSHIP NUMBER

You can now change your membership number to any of the Patriot loco numbers – either LMS or BR – for a donation of £80. We will then issue you with a new membership card and a certificate with your chosen number, plus the donation you make goes towards your ticket for the first train. (Please note: 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.

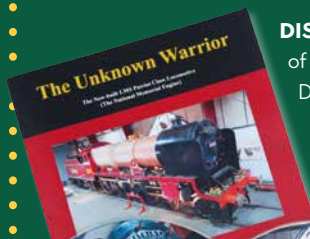
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THE UNKNOWN WARRIOR

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DISC 1. 1. March: 'The Unknown Warrior'. 2. Memorial to the victims of Quintinshill, May 1915. 3. Symphony in four movements. Dedicated to all railwaymen who served in both wars.

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WORD SEARCH 19

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



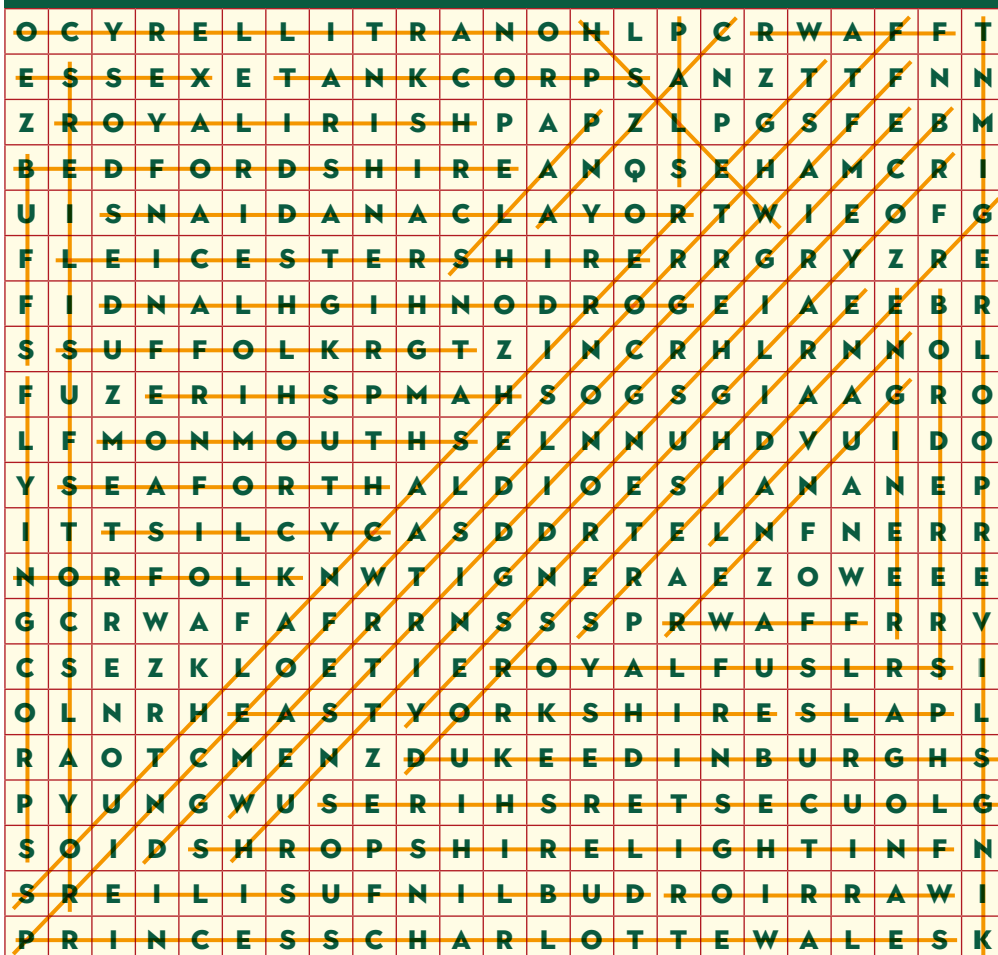
WORD SEARCH 18

ANSWERS: REGIMENTS (PART 2)

ANZAC • BORDERERS • BEDFORDSHIRE • BUFFS • COLDSTREAM GDS • CYCLIST(S) • DORSETSHIRE
DUBLIN FUSILIERS • DUKE (OF) EDINBURGH'S • EAST YORKSHIRE • ENGINEER(S) • ESSEX
FLYING CORPS • GLOUCESTERSHIRE • GORDON HIGHLAND • GRENADIERS • HAMPSHIRE
HUNTINGDONSHIRE • HON ARTILLERY CO • KINGS LIVERPOOL REGIMENT • LEICESTERSHIRE
MONMOUTH'S • NAVAL/GUNNER(S) • NORFOLK PALS (x3) • PRINCESS CHARLOTTE WALES
PRINCE OF WALES • RWAFF (x3) • ROYAL CANADIANS • ROYAL FUS'LS • ROYAL GUERNSEY
ROYAL IRISH • ROYAL SCOTS FUSILIERS • SEAFORTH • SOUTH LANCASHIRE REGT • SUFFOLK REGT
SHROPSHIRE LIGHT INF • WEST RIDING REGT • WELSH (GUARDS) • TANK CORPS • WARRIOR

What does RWAFF stand for? Can you find ZINC FUSE?

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



The LMS-Patriot Company Limited

Creating the new National Memorial Engine – ‘The Unknown Warrior’

Patron Simon Weston, CBE

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6502248

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Registered Charity No: 1123521

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Shortly after arrival at West Shed the loco was disassembled enabling the PRCLT to carry out a thorough check on the chassis.
Photo: Pete Sikes.