

No. 45547 arrives at Llandudno Junction on 13th May 1961 on the 3.40pm Liverpool-Llandudno and passes Black Five No. 45144 which is working an up goods.

PHOTO: FRANK CASSELL

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



MAY 2020
Issue 45 • £2.50



CONTENTS

Chairman's Thoughts	4
Notice Board	5
Treasurer's Report	6-8
Boiler Appeal	9
Engineering Update	10-17
From the 'Home' Office	18-19
Sales Report	20
Neil Kinsey Art	21
The Manchester Locomotive Society	22-23
Online Membership	25
Fury: The LMS High-Pressure Experiment	26-31
The Cotton Mill Express	32-33
Picture Gallery: 5541 at Euston	34-35
A Life of Railway Photography	36-37
Starting out on a photography career	38-41
Members' Corner	42-60
Picture Gallery: 45537 at Springs Branch	62-63
Obituary: Wayne Jones	64
Word Search 21	65
Project Contact Details	67



2020 AWARD FOR COMMUNICATIONS

FRONT & BACK COVER: No. 45547 arrives at Llandudno Junction on 13th May 1961 on the 3.40pm Liverpool-Llandudno service and passes Black Five No. 45144 which is working an up goods.

PHOTO: FRANK CASSELL

Editorial

COMMUNICATION IS KEY

Welcome to the latest edition of The Warrior. Hot on the heels of winning the HRA Communications Award we found ourselves in the strange atmosphere of 'lockdown', where almost everything came to a grinding halt.

After the shock of having to adapt quickly to a new way of life the word 'communication' became an important one for all of us. Just as we all thought about keeping in touch with friends and family, we as a Project had to think about how we could carry on as best as possible and communicate with our membership to give you news of what (or wasn't) happening. Our first hurdle to overcome was the Board Meeting on 25th April and it was decided, with the help of a trial run the week before, to do this via Zoom, a video conference tool that enables everyone to be online and talk to each other as though they were all sat in the same room. As you can see from the photo below all who joined in had a smile on their face (well, almost everyone) and there I am, top centre, taking the photo you're looking at! The meeting went very well.

Modern technology is often derided but it surely has come into its own during this pandemic.



The Board Meeting was a successful one with our Chairman laying out the ground rules before we began so it all ran smoothly, people were invited to talk by the show of their hand, so 'old school' and 'new school' working together in harmony – a bit like building a steam loco in the 21st century.

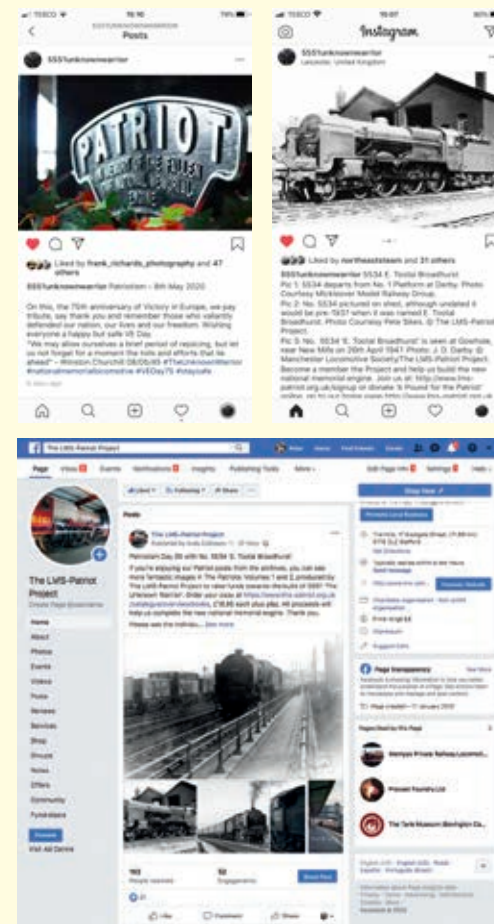
We have also been communicating with you on a more regular basis via monthly updates that you receive by email, these are also posted on the website so the wider railway community can also see what's going on. We hope that you are finding these useful for keeping you up-to-date with progress on 5551. There are a couple of letters in Members' Corner appreciating this small, but significant step forward. This edition sees a record number of articles and photos sent in by you, so the communication is working both ways. There are some really interesting articles and excellent photos so make sure you keep sending your material in for me to use in The Warrior.

If you're a Facebook or Instagram user you may have noticed a daily presence during April and May. Andy Collinson and I have been posting three Patriot images a day under the title 'Patriotism' and we're pleased to say that these have been getting plenty of attention for the Project. If you don't use these two social media platforms I would encourage you to do so and support us in a different way by liking our posts and making positive comments to promote the Project – I've just joined Facebook myself and there's some wonderful railway material on there.

Talking of support for the Project, we've had a few donations accompanied by the comment, 'money I've saved during lockdown'. This is great news for us and thank you to those members for thinking of us. So I would like to encourage as many of you as possible that were possibly thinking of going on a rail tour, visiting a preserved railway for a gala or just finding yourself with a healthier bank balance than usual to follow suit and make a donation that enables

Send your comments to:
warrior-editor@lms-patriot.org.uk

To volunteer contact:
volunteer@lms-patriot.org.uk



us to hit the ground running when the country opens for business. This in turn helps our wonderful contractors at PRCLT and the supply chain that they and our Engineering Department use to manufacture parts for your engine.

Best wishes, stay safe and I hope you enjoy this edition of The Warrior.

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

Chairman's Thoughts

MAY 2020

Just now I re-read my offering in the February Warrior (a good idea to make sure you don't repeat or even contradict yourself). What struck me immediately was that it's the 'unknown unknowns' that find you out. I said in that issue that 'a lot can happen in three months between issues'. At the time of writing, coronavirus was all just something happening a long way away, with minor personal implications for a long awaited family trip to the Antipodes.

I never for one moment thought, that we would find our beloved heritage steam movement stopped in its tracks by the national emergency. Nobody wants to read me going into all this in detail; after all, we in the Project are one step removed from that hard world where heritage operators and suppliers have lost their income at a stroke.

Although West Shed had to close in March, it was good news that our boiler contractors HBSS have managed to keep going with work, along with Leaky Finders who have practically finished their work on the tender frames.

Spare a thought for our administration volunteers in Stafford, who were locked out of the community offices at The Hub in March, complicating essential administration tasks. This Warrior issue comes to you thanks to the home working and improvisation of our office manager.

It has been an empty Spring for our sales stand volunteers, and I know that they are sorely missing the buzz that contact with interested people of all backgrounds brings. One major London event that I was on the rota to attend has been provisionally rescheduled for August, but we will see.

The positive note is that we are all in this together, and I fervently hope and believe that we will all be able to dust ourselves down and go forward eventually.

For our part we are very keen to support our contractors with funding, where their other income streams have dried up, be it main line or heritage railway operation. As reported in our new monthly progress report (the fourth went out at the end of April), we expect West Shed to reopen early in July and we want them to hit the ground running.

Our Treasurer Neil explains elsewhere in this issue that our donations are holding up quite well, and we are very grateful for that, but even with that planning assumption, our locomotive build budget is much reduced for this year for various reasons. So I would value anything you can do to help us secure the employment of our contractors at this time.

I leave you with one bit of good news: I was heartened by the step forward with our crank-pins approval by Ricardo, closing out a two year saga for these key engineering components. You will find more on that in Kevin West's engineering report.

On a lighter note, we managed our scheduled April Board meeting thanks to Zoom, albeit with one or two odd sound effects. Some have said it was much faster than previous conventional meetings thanks to better preparation!

Best wishes and please keep supporting us.



COLIN HALL, CHAIR
chairman@lms-patriot.org.uk

NOTICE BOARD

CURRENTLY WE HAVE NO ACCESS TO OUR OFFICE AT THE HUB IN STAFFORD, SO PLEASE NOTE THE TEMPORARY CONTACT ADDRESSES BELOW AND USE THESE UNTIL FURTHER NOTICE:

The temporary mailing address for written correspondence and cheques:

LMS-Patriot Company Limited
c/o 19 Highfield Road, Hixon, Stafford ST18 0LY

The temporary office phone number for enquiries, membership renewals and donations by debit or credit card: **07801 945689**

Merchandise purchases can be made as normal via our website or you can send the enclosed order form directly to

Sales Director, Neil Kinsey at:
LMS-Patriot Company Ltd.,
102 Alfreton Road, Westhouses, Alfreton, Derbyshire DE55 5AJ.

Contributions to this magazine can be sent as usual to:
warrior-editor@lms-patriot.org.uk or by post to:
Peter Sikes, 12 Holmdale Road, Syston, Leicester LE7 2JN.

Any direct enquiries to directors should be sent to their email addresses which can be found on page 67 or at the end of their articles.

TREASURER'S REPORT

Update for Quarter 4, and the full year (ended 31st March 2020)

NEIL COLLINSON, TREASURER

First thought for the quarter
Apologies and a correction to my report from last quarter.

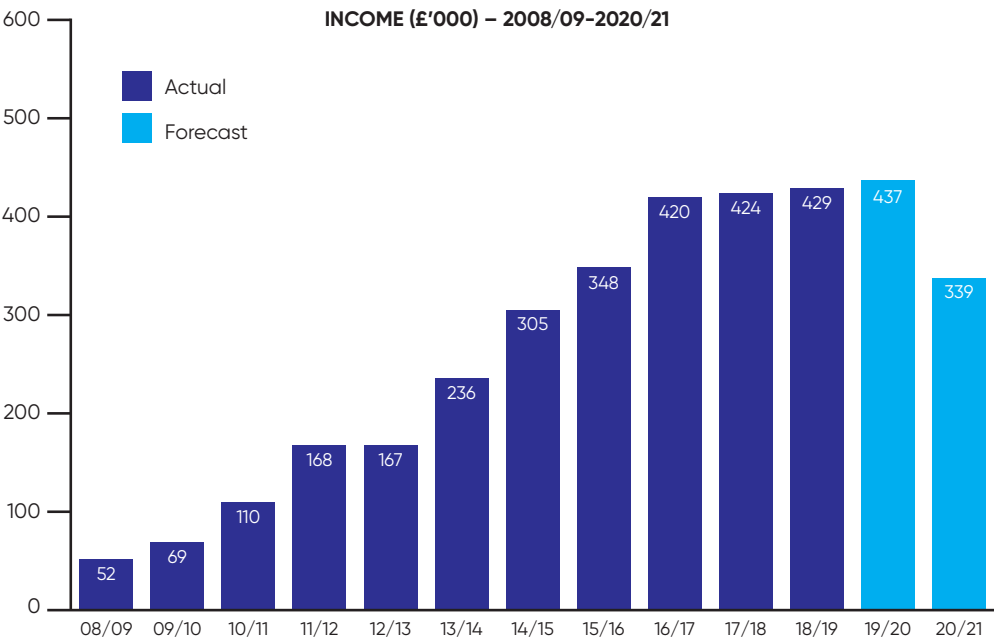
INCOME

Before I give you a double-header (helping) of the results I wish to correct something I wrote in the last Warrior. It concerned the auction of donated items, including relics (none of the board members I hasten to add!) I mentioned Staffordshire Railway Auctions. That was wrong. We have absolutely no connection with them whatsoever. It was Great Central Railwayana Auctions where we placed the latest donated items. In addition, I am assured that we carefully consider whichever auction house we use gives us the best outlet for the donated goods.

Total income for the quarter was £77,800. (£417,900 for the year.) This is a provisional figure

presented at the board meeting. It could be subject to some minor amendments when the accounts are finalised and our accountant has inspected the books. Restricted funding for the quarter (specific sponsorships) was £16,000. Budget set was £437,000 so we achieved 95% of that set figure. However, included in this figure are the two loans totalling £70,000 that we received in December, without which we would have fallen well short of our target income.

Second thought for the quarter
A member who is also an accountant wrote to me after the last Warrior and wondered whether I could do some charts. Well here's a start showing the income each financial year since we started (see below). I am working on others I can include in the future.



MEMBERSHIP

Total membership income (annual in brackets) £5,811 (£31,026) including Gift Aid of £1,067 (£5,699). This was 78% of the annual budget forecast. We still have an issue with the number of new members coming on board. However, as usual, renewals of existing memberships are as expected £4,606 (£22,307) This was 99% of the forecasted amount and we are very grateful for the additional donations that accompany these renewals.

Third thought for the quarter
The bad news. The worst quarter for one-off donations for 12 months.

DONATIONS/SPONSORSHIP

Total donations/sponsorships were just over £70,000 (£285,607) including Gift Aid. Last quarter I reported that total donations were the highest we had received since quarter 1 of 2015. Now I am reporting that we have had the worst quarter for one-off donations for 12 months.

REGULAR

The amount received from regular donations was £19,115 (£77,218.) The average regular monthly amount per donation increased in quarter 4 by 3p to £16.89 from £16.86. We had a net loss of two regular donors again this quarter so we have gone from 389 to 387.

However, we still do have the company sponsorship of £5,000 per month which currently has been promised until December 2020.

Fourth thought for the quarter
The good news. Our boiler loan lenders' donations of the interest payments we are making to them has really exceeded my expectations.

ONE-OFF DONATIONS

The income from one-off donations was £16,000 (£94,000). However, and I repeat, that with the disappointing first half year we had, we are only just over 62% of what we budgeted for. However,

here is the good news. As at the end of March we paid out £2,573 in interest on boiler loans, but we received or were promised donations of £2,200, including Gift Aid. If you add the amounts so far promised in April, we will have donations and Gift Aid amounting to 100% of the amount paid out and I am still awaiting a response from three lenders. In addition, one loan has been converted to a donation. **Thank you so much to all.** By the time you read this I will have written to all the lenders who have interest due in May and will give you an update in the next Warrior.

Fifth thought for the quarter.
Last quarter I said that I was thinking of abandoning my donation comparison chart. The response I had from you was 'Please continue' so by popular demand it continues.
Let's see if we can hit that magical £20,000.

2019/20 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	6	5	8	£19,229
Q3	5	6	6	£19,181
Q2	4	5	4	£19,201
Q1	19	9	5	£19,298

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

Sixth thought for the quarter.

The sale of merchandise does not build an engine but the loss of income when we can no longer attend events is substantial.

SALES AND EVENTS

Total sales income was £1,897 (£31,263) which was 76% against forecast. Let's have a look at the difference not attending events in the final quarter has made to the figures and not having a member's day during the year has made by doing a comparison to the previous year. Do remember that our online shop is still open. TC sales was our separate trading company's initiative and we showed our in-house pictorial book sales separately to assess its profitability.

	2018/19	2019/20
Advertising	100	350
Sales	19,178	26,832
TC Sales	11	848
Book Sales	8,385	12,571
Prize Draw	3,519	4,208
Members day @ £30	0	5,650
Other fundraising (e.g. train raffle)	70	435
Total	31,263	50,894

EXPENDITURE

OVERHEADS

Overall, the spend is well within the budget set and the board have looked at seriously cutting our overheads for 2020/21.

LOCOMOTIVE AND TENDER

Engineering Expenditure. A record amount of £240,000 was spent on engineering for this financial year.

- Total spend - £2.6m
- Breakdown -
Engine and boiler £2.4m, Tender £200,000

BOILER LOANS

As already mentioned, we commenced paying interest on the first of the boiler loans in January. I will firstly email all boiler loan providers provided we hold an email address and that we have permission to communicate in this fashion. Otherwise I will use snail mail.

Bank Account. We started the new year with £38,000 in the bank. However, with Gift Aid and a VAT refund having been credited we now have a balance of £73,000 at the time of writing this report (3rd May).

Seventh thought for the quarter

Make no mistake this money will not go far.

Next quarter I am hoping to provide an income/expenditure forecast. How far into the future it will go remains to be seen as there is nothing more unpredictable than building a new steam locomotive especially as the majority of the original drawings are not available.

Final thought for the quarter

I am forever the optimist and the following statement is a personal one and not necessarily the views of the Board of the Project.

At the board meeting in April we had to make some serious decisions on the budget for 2020/2021. As already mentioned, we have cut our expenditure on overheads and had to take into account all things that the railway heritage movement is going through at this moment in time. However, I do not think we will be as badly affected as those railways who need the public to attend their running days and galas. Let us go forward together and hope that the railways come through this as there may be some of them who will struggle to survive this situation.

BEST WISHES AND STAY SAFE

NEIL COLLINSON, TREASURER

treasurer@lms-patriot.org.uk



We are appealing for general funds to help us and our contractors get back on our feet when life returns to some form of normality.

Labour costs at West Shed (chassis), Leaky Finders (tender) and HBSS (boiler) are a key part of our funding requirement and your donations not only help the project, it helps our contractors too. Your support dictates the speed at which we can proceed at all three sites.

All funds donated go straight towards the build costs.

If you would like to sponsor a part there are plenty to choose from.

Please use the sponsorship leaflet included with this issue of The Warrior or go to www.lms-patriot.org.uk/sponsorship for a full list of parts available.

ANY AMOUNT YOU CAN GIVE IS WELCOME

IF YOU ARE A UK TAX PAYER YOUR DONATION WILL ATTRACT 25% IN GIFT AID.

Please send your donation to:

LMS-Patriot Company Ltd., c/o 19 Highfield Road, Hixon, Stafford ST18 0LY
or to donate by card call us on 07801 945689.

You can also donate online, go to www.lms-patriot.org.uk/how-you-can-help
or simply look for the **DONATE** button on the home page.

ENGINEERING UPDATE

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

MARCH–MAY 2020



A vision of the future, 5551, 6233 and 6203 outside the West Shed. Drawing by Neil Kinsey

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

Physical work on 5551 has been very slow since the last report as can be expected due to the onset of the Coronavirus pandemic. Virtually all our suppliers have had to close down or if they are still open they are working with reduced staffing levels and only working on safety critical or key work projects. Unfortunately for us, whatever we think of 5551 we do not fit into these categories!

The West Shed has been closed for most of April, although a limited amount of machining work has been possible in private workshops on certain small parts. It is hoped that the West Shed will be opening up on a limited basis in the near future to allow some work to re-start, but we are in the hands of the Government and scientists.

On a personal note, the first four months of this year have been interesting to say the least for your CME! My daughter and her husband moved home at the

end of January, so dad was invited to help them move. Distance was not great from old home to new, Quorn to Mountsorrel alongside the Great Central Railway. The main move took place on the Friday to accompaniment from whistles at the GCR Winter Gala. I was given the day off on Saturday to attend our project board meeting at West Shed before we started ripping the house apart on Sunday for the required renovations!



The following week I found out my own house move was to go ahead at the end of February. Jo and I were moving from Towcester to Hinckley, a distance of about 40 miles. Not only the standard house contents but my full engineering workshop and large steam models had to be transported. Payback time for my son-in-law who offered his works van for a couple of trips to move the workshop which I didn't want to trust to the removal company, while I moved my models shuttling back and forth in my car over a week.

Ten days after moving in the workshop was fully up and running ready for some running repairs on a couple of model locos required for an exhibition on 14th March. So most of February and early March were taken up with these house moves and meant little time for Patriot work. Finally, at the end of March my daughter gave birth to my first grandchild. George was six weeks premature and born on the day before lockdown was announced, so as yet I have not met him. Thankfully he is strong, doing well and back home with his mum and dad after a couple of weeks in hospital. I look forward to being able to introduce him to the delights of steam locomotives and particularly 5551 in the future. With a name like George he could be just the sort we need to keep locos running after our time is up!

PAPERWORK

The one area where progress can be made in these difficult time relates to office based paperwork collation and record keeping.

Our accounts team have retained electronic copies of purchase orders back to the start of the project. These are archived in the financial year to which they relate, but there was no central register of orders raised. Our Treasurer, Neil Collinson has sent me copies of all the orders and I started creating the register. This is now being outsourced to my second daughter who has been furloughed from her work with The Prince's Trust. This has freed me up to use the information on the order register to populate the Locomotive Master Parts List.

This important document will contain information on every component on 5551, including every work item required to manufacture and fit it to the locomotive. The relevant works orders are an important link in identifying what was done by whom and when.

I have always maintained a parts list as part of my own work to try and keep track of progress. The master parts list has been developed from this to include details of each order and operation. Later we will be able to expand it even further to include hyperlinks to the material certificates and other paperwork so everything is in one database. It is one task I did not sign up to do, but without it we will never obtain the required approvals. It is very time consuming, incredibly taxing and will take months to complete fully. Thankfully, my workshop is only a few paces away, so when I can't face trying to work out the meaning of another badly written order I can spend an hour making another part for my new model loco!



5551 and 6233 in West Shed. Photo: Andy Collinson

LLANGOLLEN PAPERWORK MOTION TESTS

We have re-established contact with Llangollen Railway, particularly regarding whatever paperwork they have relating to 5551. We understand they have significant issues regarding the financial security and future of the railway, even before the pandemic hit, but we have pressed them to look again in their archives for any documentation they have. Once again the search for our papers is a time consuming process and the resource of manpower is limited at normal times, but even more scarce at present. We are mainly talking about material certificates for parts manufactured for us or test certificates for parts inspected whilst at Llangollen. If this documentation cannot be found there are ways to get parts tested, but this has manpower, time and cost implications. We will be looking for the recovery of any costs relating to paperwork that cannot be provided.

PTS TRAINING

The training is obviously on hold until the current conditions are lifted.

CHASSIS

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

Work has continued on a limited basis at West Shed on various aspects of the locomotive chassis.

BOGIE

Drawings need to be finished and submitted to Ricardo Certification for the proposed modified Bogie Stretcher. Once this is done we can progress getting the parts cut and the new Stretcher fabricated.

BOGIE WHEELS

The Bogie Wheelset is still at Ian Riley's to have the replacement tyres fitted. We anticipate this will be done shortly after the lockdown has been lifted.

SNIFTING VALVES

The Snifting Valves are mounted on the main steam inlets to each cylinder. Their purpose is to allow air to pass through the cylinders when the locomotive is moving with the regulator shut. Without this air a vacuum can be created in the cylinder chambers and act as a brake on the locomotive movement. With the regulator open the positive pressure in the steam pipes closes the valve and no air is admitted. When the regulator is shut and the pressure in the steam pipes falls below normal atmospheric pressure, the valve open and admit air to pass through the cylinders.

We obtained three valve bodies in the early days of the project. We believe these are original ex-locomotive parts, but they all are showing signs



Tapping the cover holes.



A Valve Head in process of turning.



The three Snifting Valve Bodies following machining.



A Valve Ring sits on the finished bodies. All photos: PRCLT

of wear and there were no internal valve parts. PRCLT have a full set of casting patterns for these valves, they are standard on many LMS classes of locomotive including the Duchess. So castings for three completely new valve assemblies and some spares for the Duchess have been obtained and are in the process of being machined. The bodies are cast iron with bronze valves.

The castings for six new Drain Cock bodies are ready to collect from our suppliers. These will be moved shortly to allow machining.

OUTSIDE CYLINDERS

The replacement Outside Cylinder Covers have been cast and await movement to be machined. This will most likely be done at the Great Central Railway works in Loughborough.

BRAKES

Work is to be undertaken on the Drag Box under the cab to fit the mounting studs for the Brake Cross Shaft Bracket and the Steam Brake Cylinder.

AIR BRAKES

PRCLT engineers are working on the design and specification for the air braking system. Drawings are being prepared to submit to Ricardo for approval.



Drain Cock Castings and patterns.
Photo: Premier Patterns

MOTION

Transport to move the motion parts from Statfold Barn to West Shed had been arranged for Tuesday 24th March, but West Shed was closed for lockdown that morning, so the parts remain at Statfold for the moment. Movement will be rearranged as soon as lockdown is lifted.

Corrective work on the Axleboxes is ready to start once West Shed re-opens.

CRANK PINS

As reported previously, Ricardo Certification are happy with the material specification and the methods to be used for assembly. We just wait for Ian Riley's to return to work for the assembly to be undertaken. Once complete the Wheelset will move to Tyseley Locomotive Works for the axle journals to be polished

BOILER

Heritage Boiler Steam Services (HBSS) continue making good progress on the Boiler assembly.

HBSS have been doing the final fitting of the crinoline and also fitting the firebox cladding sheets, marking them out with the positions of the screws and tapping them. The holes have also been drilled for the washout plugs. Cladding bands should arrive soon.

The replacement castings for both the Dome and Cover have been fully tested and approved. They will be dispatched for machining once lockdown restrictions are lifted before passing back to HBSS for fitment to the boiler barrel.

New castings for the Palm Stays to a revised design have been delivered ready for machining.

The Superheater Header has been machined to allow the casting to be pressure tested.



Firebox and Backplate Cladding in progress at HBSS.
Photos: Heritage Boiler Steam Services





Firebox top. Photo: HBSS

BOILER FITTINGS

Work continues on sourcing the various fittings we need for 5551.

MAIN LINE RUNNING GEAR

Work continues on various elements of the provision of the main line running gear.

TENDER CHASSIS (PICTURES 1-8)

Work has continued at Leaky Finders on the refurbishment of the Tender chassis.

All the Horn Guide fitting and riveting has been completed.

The final major task on the Frame structure is to finally rivet the new Rear Drag Box into the Frames. This is not possible at the moment due to the staff having to social distance.

The chassis is being painted to protect all the major work undertaken, with everything in undercoat and a single top coat almost complete, apart from the area where the Rear Drag Box will be riveted in the future.

Brake and Spring components are also being painted to provide surface protection.

TENDER TANK DESIGN

No progress since last report.



1. The Tender Chassis nears completion at Leaky Finders workshop.
 2. The left side Leading Horn Guide.
 3. The Tender Trailing Dragbox waiting for final riveting.
 4. The Tender Leading Dragbox with the Drawbar Pins in position.
 5. The front end of the Frames and Leading Dragbox following painting.
 6. A view of the Tender chassis looking back to the Trailing Dragbox following painting.
 7. The Spring Links following painting.
 8. The new Handbrake Screw and Nut with the original worn part behind. The new screw still has to be screw cut and the old has had the top of the shaft cut off.
- All photos: Leaky Finders

FROM THE 'HOME' OFFICE

At the moment 'the office' is my dining room table! My husband David and I got back from our holiday in South Africa just before full lockdown. Fortunately, Company Secretary, Richard Sant managed to retrieve a small amount of stationery and the franking machine from our office before the building was closed. Thankfully I can access the database and emails using my laptop and also have the option of taking payments for your membership and donations by credit or debit card. As I don't have a laser printer at home, I am not able to produce membership certificates or cards. Instead, I send a letter or email by way of acknowledgment.

So far, we have not been able to retrieve any post addressed to The Hub as we, and all the other charities based there have no access to the building. If you wrote to us around the time of lockdown and have not received a response, it is likely that your letter is still there awaiting our return. To reduce further problems, Richard hastily arranged a temporary address and we have a spare mobile phone which has a number we have been able to use. A message was added to the website to let everyone know how to contact us. You can also find these details on page 5.

Though not as busy as usual, we are seeing regular membership renewals coming in, and several donations, some with a message that it is from funds saved through not going out during 'lockdown'. This continued income is invaluable to ensure that as soon as the present restrictions are lifted, work can recommence on building The Unknown Warrior.

An exciting new option which only went live towards the end of April is that application for membership can now be made online without the need to print a form and send in a cheque. We had one new member within three days of the system going live.

Thank you to all those who have responded to our requests to allow contact via email. This has

**SEE NOTICE BOARD
ON PAGE 5 FOR REVISED
CONTACT DETAILS**

**TEMPORARY PHONE NUMBER
07801 945689**

meant that we have updated your preferences which you indicated on the GDPR form sent in 2018. I am sure that you will now enjoy the monthly updates ensuring that you are kept up to date with the news between issues of this award winning magazine.

Due to the lockdown, we had to think about ways we could still send this magazine. The printing company could have arranged distribution but obviously the cost of that is something we wished to avoid, as the funds are better spent going towards building the Unknown Warrior. The usual team of volunteers was very keen to help, but social distancing meant that this was not really an option. Although you may receive this a little later than usual, we decided the best and most cost effective option was for David and me to deal with the whole process from home. If you are reading this, I guess we managed it!

*Linda Westerman,
Office Manager*

office@lms-patriot.org.uk

On the opposite page you will see messages from two organisations who will contribute to our charity. As many of us are shopping from home during 'lockdown' please consider using these two methods of raising extra funds for the LMS-Patriot Project, it won't cost you a penny extra to use these services.

YOU SHOP. AMAZON GIVES.

We have joined Amazon Smile as a registered charity.

Amazon will donate 0.5% of the net purchase price (excluding VAT, returns and shipping fees) of eligible purchases to the charitable organisation of your choice.

AmazonSmile is the same Amazon you know.

Same products, same prices, same service.

Support us by starting your shopping at smile.amazon.co.uk

Follow this link: <https://smile.amazon.co.uk/ch/1123521-0>



There are three easy steps:

- Go to www.easyfundraising.org.uk, search 'LMS Patriot Project' and sign up for free. Now you have your account and you have chosen what good cause you are supporting you can do the second thing.
- Start shopping. Every time you shop online, head to **easyfundraising** first. They have over 3,000 retailers on board, so simply pick the one you want to visit and start shopping.
- Now the third and best thing, after you've checked out, the retailer will make a free donation to the project and it won't cost you a penny extra!

All you need to do is remember to go back to www.easyfundraising.org.uk before you shop to keep collecting donations.

It doesn't cost you a penny extra. When you shop online the easyfundraising way with one of our 3,300 shops and sites they give us a commission for your purchase. We turn that into a donation and give it to your good cause.

Donate to The LMS-Patriot Project the easy way

easyfundraising makes it simple for you to raise funds for the project.

www.easyfundraising.org.uk/causes/lmspatriotproject

SALES REPORT

NEIL KINSEY, SALES DIRECTOR

So here we are living in unprecedented times, and I am, as I'm sure you are, wondering just what longer term ramifications this situation will have.

It could be argued that there are far more important things than building a steam locomotive at this time but we must try to retain some semblance of normality through all this. I'm quite sure that some of our more senior members will remember the restrictions of the Second World War and it's lingering after effects with rationing etc. But with our true British spirit we can now, as then, recover and be the stronger for it. I guess none of us know why we like the things we do, in our case steam railways, but having any sort of interest is good for one's health and wellbeing. Something that is all the more important at this time.

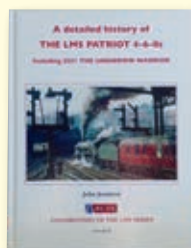
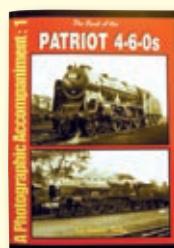
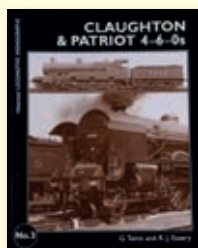
I'm sure our little project will come through relatively unscathed, though somewhat delayed after this pandemic dies down. In the meantime we are still working away in the background to raise funds and to keep the build moving forward. Please be aware that the shop is always open and that you can help by making purchases. If you intend to use our merchandise leaflet to order please note the temporary change of address (also shown on page 5), please do not send to The Hub. Talking of merchandise, while we're all at home a bit more than usual why not take a look at our range of books at www.lms-patriot.org.uk/catalogue/overview/books plus we still have our own pictorial books for sale which are featured on page 24. Please note though that delivery of items may take a bit longer than usual as we are only making trips to the post office on a weekly basis, if needed.

As you can see there is little to say on the sales front. All events have been cancelled, so the sales stands are tucked away in storage until we can safely get out and about. We have a few events provisionally booked for later in the year but I'm afraid that's it for now.

Please try to stay safe and well and hopefully we'll all come through this.

BEST WISHES,
NEIL KINSEY

sales@lms-patriot.org.uk



PLEASE SEE ENCLOSED LEAFLET FOR THE FULL RANGE OF LMS-PATRIOT MERCHANDISE AVAILABLE.

NEIL KINSEY ART

I have practised artwork in various media over the years – for those of you who have purchased this year's calendar, see May.

In recent times I have been producing Pencil Crayon Drawings, mostly A4 size. I'm finding this most rewarding and therapeutic, especially now being confined to the house for much of the time.

Much of my work has been either steam locos or animals, both domestic and wild. Indeed I have taken on a number of commissions which I'm pleased to say have all been well received. To see more of my drawings go to my Facebook page **Neil Kinsey Art**.

If you would like a portrait of your favourite pet or indeed locomotive, please get in touch through sales@lms-patriot.org.uk or you can phone me on **07999 769849** and I would be happy to discuss your requirements.

Generally speaking a single A4 size pet image would cost £25 + £3 P&P whilst a drawing of a loco comes in at £40 + P&P. A donation of 25% of the price will be made to the project. They are A4 size and are easy to frame and hang, not taking up too much wall space!

Neil Kinsey



The Manchester Locomotive Society

CHRIS TASKER

Hi, my name is Chris Tasker, I've been involved with The LMS-Patriot Project from the very beginning back in 2007, joining as member no. 11. I am also a member of the Manchester Locomotive Society and have made available to the project a large number of Patriot photographs from the society archive. You would have seen many of these in the pages of *The Warrior* and both volumes of our Patriot pictorial books.

Let me tell you a bit about the MLS. We were formed back in 1935 at an inaugural meeting held in the waiting room at Manchester Mayfield station on the evening of the 6th December. There were 19 local railway enthusiasts in attendance, the Society was founded, and the rest as they say is history. The first organised event was a trip to Crewe on the 1st January 1936 with permits for the works and both North and South sheds.

As well as Shed visits, indoor meetings were held at public meeting rooms or licensed premises. A big change took place in 1955 when we acquired our own meeting room. An old parcels account office at Manchester Central was rented from British Railways and we remained there until the station closed on 5th May 1969. Another room, the former Station Master's Office, at nearby Sale Station was next until that line was converted into the Metrolink Tram network in 1992. Fortunately we soon found accommodation at Stockport station where we now have expanded from our original three rooms to a total of 11. These include a meeting room, library, three photographic rooms and two archive rooms.

In the 1950s and 60s we ran our own rail tours in partnership with the Manchester branch of The Stephenson Locomotive Society. Membership peaked in the late 1950s at around 180 but slumped to under 100 after the 'End of Steam' in 1968. However, it has risen greatly in the last 10 years, having our own club rooms being a big draw, and now totals a record 220 members.

We produce a Society magazine, *The Mancunian*, six times a year. Meetings are held three times a month throughout the year. Further details can be found on our website: www.manlocosoc.co.uk

Chris sent a in few of his favourite photos that he could put his hands on and they are reproduced here for you. All photos © Manchester Locomotive Society.



No. 42776 at Stockport Edgeley with what is probably a local train for Buxton in 1953.
The first floor windows above the tender and first coach are the Manchester Locomotive Society club rooms.



Black Five No. 44747 at Crewe North on 6th May 1962.



Jubilee No. 45596 Bahamas at Crewe North on 6th May 1962.



Princess Royal Pacific No. 46207
Princess Arthur of Connaught pictured at
Mauldeth Road, Manchester with a local
to Crewe (ex-works on a running in turn)
on 22nd May 1957.



No. 46106 Gordon Highlander at Heaton Chapel in the mid 50s.



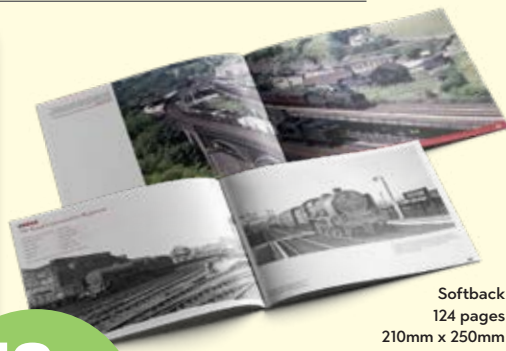
No. 70032 Tennyson leaving Stockport on an
express, probably to Euston, on 3rd April 1953.

BUY YOUR COPY
AND SUPPORT
THE PROJECT

THE PATRIOTS

A PICTORIAL RECORD

VOLUME ONE 45500-45525 • VOLUME TWO 45526-45551

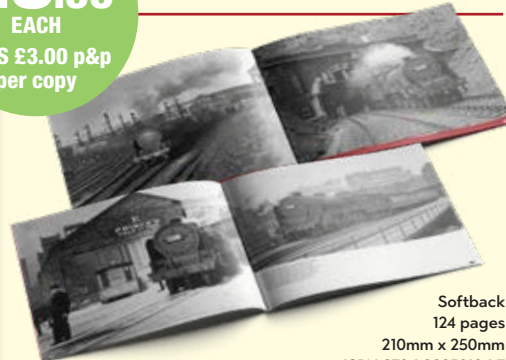


Softback
124 pages
210mm x 250mm
ISBN 978-1-9995818-0-0

Published by: The LMS-Patriot Company Ltd.

£18.95
EACH

PLUS £3.00 p&p
per copy



Softback
124 pages
210mm x 250mm
ISBN 978-1-9995818-1-7

Published by: The LMS-Patriot Company Ltd.

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

All profits will go directly towards the completion of **The Unknown Warrior**.

To order online go to www.lms-patriot.org.uk/shop
or alternatively call the office on 07801 945689

MEMBERSHIP NOW AVAILABLE ONLINE

New members can now easily join The LMS-Patriot Project using the new sign up page on our website.

To join simply click the **JOIN HERE** link on www.lms-patriot.org.uk, then choose the required membership type which starts from £25 for a single membership, then fill in the form on the screen with all your details. Once completed you will be directed to our secure PayPal page where you can pay your membership fee with optional donation to the project. If you know of anybody who might be interested in joining then please pass this information to them.

Members receive our award winning quarterly magazine – The Warrior – a membership card and certificate, plus an invitation to our Members' Day to view the latest progress with the engine.

MEMBERSHIP RENEWALS

You can also use the website to renew your own membership, to do this you must log in first before renewing. We thank you for your continued support and hope that you find it even easier to renew your membership online.



A look back to November 2018 when the boiler was trial fitted before the AGM at Crewe Heritage Centre. PHOTO: ANDY COLLINSON

FURY:

THE LMS HIGH-PRESSURE EXPERIMENT

Potential economy attracted both the LMSR and LNER to the idea of high-pressure steam locomotives. **DAVID CULLEN** considers the tragic experimental locomotive built by the LMS.

LONDON, OCTOBER 1928

“There is no doubt that there is a general tendency through the locomotive world to move in the direction of much higher steam pressures, and I am of the opinion that if the proposal is looked upon in the lines of research, it would be advantageous for us to make a trial of some type of high pressure locomotive.”

This recommendation was made to the board of the London, Midland and Scottish Railway by Mr. Henry Fowler; Chief Mechanical Engineer. ‘Advantageous’ in Fowler’s report referred to the economics of such an engine. High-pressure steam is used in shipping boilers and power stations. Having special properties through which it effectively generates its own heat, this results in a lower rate of fuel requirement compared with regular boilers.

Fowler’s intention was to cut coal use through the adoption of such a boiler on LMS locomotives. Eager to explore the feasibility, the board approved a project for an experimental locomotive using steam at pressures never before contemplated. Due to its advanced design, the construction cost was estimated at £8,750; a £1,000 increase over any previous LMS machine.

It was expected though, that this would be offset by a £130-£140 annual reduction in fuel costs. If the prototype proved successful, this would be further multiplied by the number of additional engines built.

The locomotive resulted from a collaboration between the LMS, The Superheater Co. Ltd., largely responsible for design work, and Glasgow-based North British Locomotive Co. Ltd., for its construction. The latter arrangement stemmed from the LMS simply not having the facilities to produce

anything of this size and complexity. Built in 1929, it was given the running number 6399 and the name *Fury*, originally carried by a Fowler ‘Royal Scot’ class 4-6-0. This had relinquished the name to take that of a British army regiment. *Fury*’s outline bore a close resemblance to the ‘Royal Scots’, although certain differences were apparent, including external recesses accommodating sundry equipment, and the firebox; built to the maximum height permitted by the LMS loading gauge; its top surface extending forward over the boiler some 10ft beyond the flat side panels.

Fury was given a water-tube boiler based upon the ‘Schmidt-Henschel’ concept; a highly complex piece of engineering compared with a regular fire-tube boiler. This had been pioneered to advance German steam, which using conventional technology had reached its peak within the confines of the country’s loading gauge. ‘Bigger’ was no longer an option; ‘alternative’ had to be explored.

Fury’s boiler comprised three sections; each using an individual process to generate its own specific pressure. The first; located just ahead of the cab, comprised an arrangement of vertical water-tubes forming a self-contained, closed circuit. This was charged with distilled water to avoid scale build-up.

The lower ends of the tubes were set in a foundation ring and the base of the combustion

chamber. Forming the walls of the firebox, the tubes would be subjected to immensely high temperatures, producing within them steam at 1,400-1,800psi, and at around 350 degrees centigrade, depending on the intensity of the fire. So potentially hazardous was this, it has since been queried how it ever gained approval in the first place.

This ultra-pressure steam was not used to power the locomotive. Instead, it provided a heating medium for generating the operational steam within the second section located above. Here, the upper ends of the tubes expanded into two cylindrical equalising drums, some 12ft in length by just over 13in diameter, one located horizontally on each side. From these, coils carried the ultra-pressure steam to evaporation elements set within a third, much larger drum. Supplied by the specialist boiler firm John Brown & Co. Ltd. of Sheffield, this was a machine-forged unit 15ft 2in in length by 3ft 7½in diameter. Never in direct contact with the fire, this was constructed of nickel-steel. It occupied the space above the equalising drums; its lower portion between their tops. The elements turned water in this drum into operational steam at 900psi, unprecedented in this country and double that used in another high pressure locomotive being tried at the same time by the London & North Eastern Railway – Gresley’s ‘hush-hush’.

The third section comprised a regular locomotive boiler, which together with its smokebox formed 6399’s front half. Measuring 5ft 7½in by just over 13ft in length, the boiler had a nickel-steel barrel with mild steel front and rear tube-plates and normal fire-tubes. Steam was generated within this at a comparatively modest 250psi. A pump supplied the high-pressure drum with water from this boiler which was itself fed by live and exhaust steam injectors fitted on the driver’s and firemen’s sides respectively. Steam was generated more rapidly in the HP drum than in the low-pressure boiler, so a special valve was fitted to transfer any excess in the former to the latter, rather than let it be wasted through the safety valves.

To make optimum use of its HP system, *Fury* was built as a ‘compound’ locomotive. Used extensively on the Continent and elsewhere, only a very few different types of compound were built in this country. In the compounding process, steam was used twice; firstly at boiler pressure to power one or more cylinders, then having lost some pressure, it was fed to operate low-pressure cylinder(s) before discharge from the chimney. No. 6399 operated on a single HP cylinder at 11½in in diameter by 26in stroke. Set below the smokebox between the main frames, this drove the engine via a crank web in the leading coupled axle. Two LP cylinders; each 18in by 26in, were located externally and connected to normal crank-pins on the middle coupled wheels. Each cylinder was fitted with an individual set of Walschaerts valve gear.

Just as the boiler was complex compared with that of a regular locomotive, so was the process through which the steam was utilised. The regulator handle operated both high and low pressure valves. When opened, 900psi steam from the large drum passed via a superheater to operate the single HP cylinder. Simultaneously, the 250psi steam was released from the conventional boiler, although not flowing straight to the LP cylinders, but into a special mixing chamber. Where it would combine with the exhaust steam from the HP cylinder. This ‘mixture’ then passed through a LP superheater to power the external cylinders before final discharge.

The boiler tubes gave an evaporative surface of 1,335sq.ft. A further 218sq.ft were provided by the firebox, which contained a grate area of 28sq.ft. The HP superheater elements provided 274sq.ft of heating surface. These were located in the lower boiler tubes. The LP elements gave 355sq.ft and were fitted in the upper tubes. *Fury* was 64ft 3in long over the buffers and just over 13ft 2in from rail to chimney crown. The six coupled wheels were 6ft 9in in diameter and the bogie wheels 3ft 3½in. In full working order, No. 6399 weighed 130tons 6cwt; the locomotive 87tons 2cwt and the tender



Fury pictured inside Derby Works in 1933.
© Rail Archive Stephenson

43tons 14cwt. Weight of adhesion was reckoned at 63tons 2cwt and tractive effort calculated as 33,200lb. Set on six, 4ft 3in diameter wheels, the tender carried 5½ tons of coal and 3,500 gallons of water; smaller quantities than a 'Royal Scot' tender due to the foreseen economies of the high-pressure system. In appearance, it was old-fashioned and far less impressive than the true 'Scot' version.

The locomotive was presented to the LMS in December 1929. Scheduled for work in Scotland, it was sent to Polmadie depot in Glasgow on Thursday 6th February 1930. Unfortunately it was to have the shortest operational period of any locomotive before or since, and was never to head a revenue-earning train. It was withdrawn just four days later, following an outing to run-in its wheel bearings, when its ultra-high pressure system led to the name *Fury* being tragically appropriate. Four men were on the footplate that day; Driver Hall, Fireman Blair, Inspector Louis Schofield from designers The Superheater Co. Ltd., and a Mr Pepper, another inspectorate official.

Passing Carstairs station in Lanarkshire, a jet of superheated steam laden with burning coals erupted from the firebox. Standing directly in its path, Inspector Schofield received terrible scalds and burns. Fireman Blair sustained scalding to an arm, followed by cuts and abrasions after leaping from the footplate. Inspector Pepper used a handrail to hang outside the cab, avoiding the worst. At his driver's station to the cab side, Mr. Hall was also relatively unscathed. The blast subsided, when showing great courage and professionalism, he brought *Fury* to an emergency stop. Medical assistance was summoned and the men were all taken to the Glasgow Royal Infirmary. The most seriously injured, Inspector Schofield died the following day. Fireman Blair was treated for scalds, serious but not life threatening. Driver Hall and Inspector Pepper were treated for shock and minor heat-related injuries. Both made good recoveries. Some 30 years after the incident, Mr. Pepper was made Assistant to the CME of British Railways.

Fury was taken out of service and an investigation ordered. The engine was duly stripped down and examined. The circumstances of the incident were deemed as follows: A 5in longitudinal split in an ultra-high pressure tube of the closed-circuit had caused the eruption. Failure of natural circulation within the tubes had led to the tube weakening through local overheating. This had probably been due to a flaw in the metal, so minute as to have avoided detection by even the most stringent examination. This tube was a component in a sealed system of modest volume. Its contents had thus discharged rapidly. The other two sections of the boiler were uncompromised; their water and steam remaining safely contained. Accordingly, though devastating, the eruption had been brief, enabling Driver Hall to quickly bring the engine to a halt.

The damage was rectified and further operational testing commenced in July 1932, but Carstairs was still a terrible memory, and the project's cancellation was ordered soon after. Following a final test run on 14th February 1933, No. 6399 was quietly despatched to the LMS workshops at Derby. Here it languished until 1935, when Mr. William Stanier; the railway's new CME, scrapped the Schmidt boiler and compound cylinders, and used the salvaged frames to begin construction of a brand new locomotive. Given the name *British Legion* and the running number 6170, this was the first of the rebuilt 'Royal Scot' class with the new tapered boiler and of conventional simple-expansion type.

Having invested some £20,000 in *Fury*, the Superheater Co. Ltd., bore the greatest financial loss from the accident. They attempted to retrieve this, or at least a reasonable percentage, but Henry Fowler had included in their original agreement a clause restricting LMS liability to £1,500. Furthermore, this was only payable if the locomotive "was found to be satisfactory in its service".

It was successfully argued this was not the case. Following lengthy negotiations, an *ex-gratia* payment of £3,000 was agreed; this being paid to the company in July 1934.



A rear three-quarter view of *Fury* inside Derby Works in 1933.
© Rail Archive Stephenson

From a cost point of view, the use of high pressure steam in locomotives was a sound idea, and as stated, *Fury* was not the only such experiment in this country. However, theory has the tendency to be far removed from practical reality, and it was never to prove the success hoped for. It may have had modest success cutting fuel consumption, but this is just one aspect of railway operation. Using highly complex equipment, these locomotives required specialist maintenance; more complicated and expensive than with regular ones. Revenue loss during such services would have been disproportionately excessive. These factors tended

to cancel out; even outweigh any fuel saving.

Further, experiments involve things untried. In steam locomotives, this tended to result in a high degree of mechanical failure, with attendant needs for investigation, repair, modification and testing, in attempts to 'get it right'. In the case of *Fury*, the Carstairs incident took this far beyond inconvenience. Although further advances were made across Britain's railway companies; and subsequently under British Railways, the Schmidt-boilered No. 6399 remained a one-off on the LMS. For reasons both economic and moral, no such experiment was ever again carried out.



Our thanks go to author, David Cullen and Steam World for allowing us to reproduce this article. It was first published in the June 2012 edition.

Visit www.steamworldmag.co.uk for more information about the magazine.

Thanks also to Brian Stephenson of Rail Archive Stephenson for supplying superb photos of No. 6399.

BOYS OUTING ON 'THE COTTON MILL EXPRESS'

BY ANDY COLLINSON

The day dawned at 6am on the 29th February 2020 at a Travelodge in Lancaster. Gavin Shell, Pete Sikes, Kevin West and I rendezvoused the night before for a quick tour of the city and to check out the local hosteli-ries of course!



Alberta arrives at Lancaster with the empty stock for the tour. Photo: Pete Sikes

After sampling breakfast at Lancaster station, we headed over to Platform 4 in plenty of time to see ex-LMS Jubilee No. 45562 *Alberta* arrive with its ten coach train at 08:06am. No. 45562 *Alberta* is of course No. 45699 *Galatea* in disguise and we were all looking forward to seeing it in ex-works condition having been repainted into BR lined green at Carnforth in 2019.

'The Cotton Mill Express' was to take us around the cotton mill towns of Lancashire and Yorkshire on two circuits via the Standedge route, one via Copy Pit and Blackburn and the second via Rochdale. It is believed the last time this rail tour ran was back in 2010 so this was to be a unique and rare experience. With an ambitious itinerary covering 286.75 miles, all-in-all a 12½ hour journey behind steam, we settled down to enjoy a brisk sprint up the West Coast Main Line topping 74mph just after Garstang before calling at

Preston and Wigan. Turning left at Golborne Junction we reached Eccles for our first water stop leaving bang on schedule for a steady run into Manchester Victoria. With the final passengers on board, it was time for No. 45562 to tackle the 1-in-47 climb up Miles Platting Bank, the roar coming from *Alberta's* chimney telling us she was being put through her paces! We were due to call at Diggle Junction Down passenger loop for pathing purposes but as this was out of action we had a non-stop run through to Stalybridge, the pathing stop being taken in the platform there instead. Once we had allowed the service trains to head east, No. 45562 made a spirited departure up to Standedge tunnel topping 38mph. We then glided through Huddersfield station to see waiting passengers looking on in awe and after taking the chord line onto the Calder Valley Line, we stopped at Sowerby Bridge for water, replacing the booked stop at Hebden Bridge. This gave us the first chance to stretch our legs and see No. 45562 up front in the midst of the crowds! It was now time for the 1-in-65 climb up Copy Pit, No. 45562 doing all the talking whilst taking in the stunning views of the countryside. We then arrived at Blackburn for a water stop where the locomotive was detached and we adjourned to Morrisons to pick up lunch and liquid refreshments for the second part of the journey.



Alberta tops Miles Platting and takes the junction towards Stalybridge. Photo: Andy Collinson



Alberta pictured at the first pathing stop for water at Sowerby Bridge. Photo: Andy Collinson



External and internal views of Sowerby Bridge station. Photos: Andy Collinson



Departing Blackburn 16 minutes down at 14:26, we rejoined the West Coast Main Line at Farington Junction for just 2¾ miles where we came to a halt for 12 minutes at Euxton Junction waiting for a late running TransPennine Express to pass. Now running 27 late, it was our second foray through Manchester Victoria and our second go at Miles Platting Bank, it was equally as impressive as the first if not seemingly better. A slightly different route took us via Guide Bridge before coming to a stop at Stalybridge once again. We departed 15 minutes down and No. 45562 wasted no time in trying to make up time over Standedge, through Huddersfield, onto the Calder Valley Line and stopping for the second water stop of the day at Sowerby Bridge. This gave us the opportunity to take a quick look in the superb

Jubilee Refreshment Rooms but sadly we didn't have time to sample a cask ale! Leaving Sowerby, our return was via Rochdale passing the main line connection to the East Lancashire Railway at Castleton where we arrived at Brewery Junction having recovered to just 5 minutes down for our last water stop. With darkness falling and the arrival of Storm Jorge, a longer water stop meant we departed 14 minutes down. Dropping passengers off on our third foray through Manchester Victoria, we retraced our outward steps via Chat Moss and Wigan to Lancaster with yet another spirited and echoing run from this fine locomotive. Arrival time back at Lancaster was at 20:38, just 5 minutes down. We all agreed that this tour was right up there with the best, No. 45562 *Alberta* had worked relentlessly all day putting in a thrilling and ear splitting performance. Amazingly there were three rail tours out on this day in total. However, 'The Cumbrian Mountain Express' had encountered major difficulties and was running two hours late. So before heading home, we decided to wait and see No. 35018 *British India Line* pass through Lancaster at speed heading back to Carnforth with its support coach, before our long journey home. It was indeed an excellent day out.

Do we recommend this railtour? Yes we do! And would we like to do it some day with *The Unknown Warrior* up front in what was a regular stomping ground for a Patriot? Hell yes we do!



45562 makes its second stop at Sowerby Bridge. Photo: Andy Collinson



LMS Patriot 4-6-0 No 5541 *Duke of Sutherland* on arrival at Euston in c.1937. Photo: J. N. Hall. © Rail Archive Stephenson

A LIFE OF RAILWAY PHOTOGRAPHY

BY JOHN STRETTON (MEMBERSHIP NO. 079/00)

As I write this, I am approaching completion of 64 years of railway photography, with my first image of Garratt No. 47982, at Syston North Junction, Leicestershire (top right), being on 1 June 1956. I 'fell in love' with Garratts on my first sight when I began spotting in September 1955, from the train on my journey from Syston to school in Loughborough.

The slow lines between these two locations were then full of freight trains, largely Toton to and from Cricklewood and mostly consisted of Garratts and Stanier '8Fs', nose to tail. I also had likewise affinity for Gresley's 'A3s' (seen on 'The Master Cutler' expresses at Loughborough Central station), Johnson's 4-4-0 three cylinder Compounds and unrebuilt Patriots. The latter I first saw at Rugby, intrigued and attracted by their 'old-fashioned' shape, compared to 'Jubilees', 'Scots' and 'Semis', as the 'Coronation' 4-6-2s were known to us. I enjoyed snapping these 'Patriots' whenever possible and one attempt was to teach me a very stern and valuable lesson.

By 1960, in company with friends David and Les, I would cycle from home at Thurmaston, just north of Leicester, to Rugby for a day's spotting and on 6 May that year, I was sitting on a wall alongside the north end of the station, recording the numbers and snapping the odd train, including D212 (bottom right), then unnamed. Looking south at one point I could see an unrebuilt Patriot coming towards me, on the station avoiding line, closest to the wall. I prepared myself to photograph it and was delighted to see that it was 45503 *The Royal Leicestershire Regiment*. A click of the shutter, in glorious sunshine and I watched it pass, confident that I had it on film. I was happy as we cycled home later in the day. Just a few days later, back in my usual haunt, a road overbridge at Thurmaston, I was equally delighted to snap 61880 on a train to Leicester from Peterborough, as 'K3s' were not exactly common here on the Midland main line. The sun again shone and I was happy, but... when the film was eventually developed, I discovered an image showing both of these trains together. I had forgotten to wind on the film after my shot at Rugby! I stared in some disbelief at the unusable result.

Having learned my lesson, I was more careful in future. I began wanting to improve my railway photography, in line with progressing to better cameras and I studied such well published names as Brian Morrison and Dick Riley. I studied what made them successful with their images and, happily, my work gradually improved. There was another lesson, however, when I moved onto colour slides in 1964. A friend had recommended Kodak film, so I bought a roll and tried it out on my next trip with Thurmaston Railway Society, to Horwich Works on 9 February 1964. My only ever shot of 0-6-0ST No. 11305 was sharp enough and the composition reasonable, but the colour was not to my satisfaction, an overall blue tint, not helped by the poor weather conditions of the day. Other friendly advice was for Agfa and so I swapped allegiance.

The next 40 years saw me with colour and b&w, until I succumbed to the inevitable and moved to digital in 2003. Initially, still taking slides if the sun shone, this ended within five years, not least as, with increasing self-employed railway photography after my early retirement in 1994, more of my images were becoming time critical. Magazines did not want to wait for news items dependent on slide film processing. So it has been for the past 12 years that I am now digital only, again improving with upgrading cameras and appreciating the constant improvement in technology. Dad was a photographer for the RAF during the War and his tips and help with darkroom work, early on, have stood me in good stead for my career, being paid for what I enjoy doing. Helping to sponsor the creation of *The Unknown Warrior* now makes me ever more keen on eventually renewing my love of photographing an unrebuilt Patriot... and this time in colour!



STARTING OUT ON A PHOTOGRAPHY CAREER

BY CHRIS AINSCOUGH

In my spare time I help out with the sales stand for the Project as well as being volunteer in the steam department at the East Lancashire Railway. Aside from volunteering, I am a freelance photographer/cinematographer with a degree in Film Production. Over the years I've tried developing my skills through railway photography and this has helped me a number of times from College right up to getting my university degree.

I started all this through uploading amateur videos onto YouTube just for fun. I remember my first video was of Princess Coronation No. 6233 *Duchess of Sutherland* which was on a tour to Carlisle. It was after a good couple of years that I decided to take a Media course at Wigan & Leigh College where I studied for three years.

At college I ended up learning a lot about the techniques of using a DSLR camera, it gave me an insight of how they worked and what the best settings would be for certain environments and even to this date I'm still learning new things about them. I even ended up buying the same camera we used to learn with which was a Canon 700D. It was only on my final project in my last year that I ended up making a railway documentary with a fellow student, Josh. So whilst I was a volunteer at the ELR we had been given permission to film around Baron Street. That short film started the foundation for my new YouTube channel – *Ainscough Productions* – where I now show some of the photography skills taught to me.

I was very unsure whether to go to University when I was at college, originally I wanted to try and get an apprenticeship with Riley & Sons, but with about a month to go before the deadline I took the decision to do a three year Film Production course at the University of Central Lancashire (UCLan) in Preston. When I went to University, I felt that my photographic skills expanded, I started seeing more opportunities and scenarios to film, plus my accommodation overlooked the West Coast Main Line in my first year and the railway station was only 10 minute walk from me in my second and third years.

One thing I do regret is the amount of railway short films I made at University, I felt that making railway films blocked my creativity to make different style films during our given modules, however it did build on and expand what I think I am good at. There had been photos I had seen posted constantly on Flickr and they were low shutter speed shots, until University I had never attempted taking this type of photo before, and now I love them. For example, I went to Hellifield station to photograph LMS Jubilee No. 45699 *Galatea*, which now carries the identity of No. 45562 *Alberta*, after the engine had been on a tour to Carlisle (see right). Having the shutter speed low brought out colours that I couldn't physically see until they came out on camera, the sky looked pitch black to the naked eye but on camera it brought out various shades of blue/purple which then worked well with the warmth coming from the station lights.



Chris pictured during a firing turn on the footplate of his favourite loco, Black Five No. 44871. Photo: Liam Barnes

In July 2019 I graduated from UCLan with a 2:1 degree in Film Production and since leaving University I've become a freelance photographer. To date I have completed a couple of advertisements with an independent company called 'Ascension Creative', with a few friends I made in UCLan. Most weekends will find me down at the East Lancashire Railway with my cameras getting photos and videos of numerous events the railway hosts, as well as standard timetabled weekends. I have also worked on a couple of short films, one being '*Il Classico*' in which I was a behind-the-scenes camera operator (the film hasn't been released yet), and now I'm looking to sell some of my photographs.

On the following pages there's a selection of my still photography taken out on the main line and at the East Lancashire Railway, you can check out the videos on my YouTube channel plus there are a few more photos on my Flickr profile.

If you're interested in purchasing any of my work, please drop me an email for more information:

Email – ainscoughproductions@gmail.com

YouTube – [Ainscough Productions \(search my username\)](#)

Flickr – [Ainscough Productions \(search my username\)](#)

Instagram – [@ainscoughproductions](#)

Twitter – [@Ainscoughprodu1](#)





MEMBERS' CORNER

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

IDENTIFYING THE TRAIN ENGINE ON THAT DOUBLE-HEADED DEPARTURE FROM LEEDS

If Graham Lawrence's comments about the light and time of day are accurate, without doubt the train is a Newcastle–Liverpool express leaving Leeds at 13.01.

Most of the Newcastle–Liverpool expresses were double-headed to cope with the climb up from Huddersfield into the Pennines, and the combination in the photograph was fairly common.

The train locomotive is a Royal Scot – it carries a battery-box or tool-box on the running plate close to the cab which the converted Patriots did not have.

It is very unlikely that the train locomotive is a Holbeck Scot as they were never used on the Newcastle–Liverpool trains. Until the early/mid 60s they spent their time slogging up to Ribbleshead, Carlisle and Glasgow on the Thames Clyde Express.

Many of the photographers active in the 1950s took similar photos of this train, and various combinations appear in *Pennine Steam* by Kenneth Field and Brian Stephenson (Ian Allan 1977). These include photos of a 2P and No. 46124 *London Scottish*; another 2P and No. 45581 *Bihar and Orissa*; somewhat bizarrely a B1 and No. 45581 again; a Black 5 and 45600 *Bermuda*; another Black 5 and No. 45534 *E Tootal Broadhurst*; and finally another Black 5 and 45515 *Caernarvon*.

Other double-headed Newcastle Liverpool express photographs appear in the magazine *Steam Days*, October 1996 and September 2003. These include various combinations of rebuilt and original Patriots, Jubilees and Black 5s, Royal Scots and converted Patriots. But perhaps the photograph which Graham Lawrence is hoping to find is in the 2003 magazine on page 573 with No. 45501 *St Dunstan's* and No. 45534 *E Tootal Broadhurst* bursting out of Leeds City station heading for the hills. The perfect combination of original and rebuilt Patriots!

ALAN GOMERSALL, MEMBERSHIP NO. 1738/03

Pete

After reading the reference to Robert Newcome's book, *The name beneath the stone*, in your pages, I was moved to buy a copy. It is an intriguing mix of fact and fiction, superbly woven together and I thoroughly enjoyed it. Without your mention, I would have missed a real treat, so thank you for covering something not exactly of the loco!

JOHN STRETTON, MEMBERSHIP NO. 079/00



Thank you to all who contributed their articles that appeared in *Warrior 44*, 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 a return address). Preferably send your contribution by email to memberscorner@lms-patriot.org.uk or post directly to the editor: Peter Sikes, 12 Holmdale Road, Syston, Leicester LE7 2JN.

Double-headed departure from Leeds

I was very interested in the above article above (page 50 – Issue 44). I believe I can shed some further light on the train and identification of the train engine Royal Scot locomotive.

The train is almost certainly the 9:00am Newcastle–Liverpool. Both engines would have been attached at Leeds to take forward this express using the LNWR route over the Pennines which passed through Huddersfield (my home town) at approximately 1:30pm and my school at 1:40pm. This was one of the most eagerly awaited trains for spotters in the 1950s particularly because the pilot engine was nearly always a “stranger”.

If the above is correct the train engine would be a Liverpool Edge Hill (8A) Royal Scot. The engine would have worked the earlier 9:00am ex-Liverpool–Newcastle as far as Leeds and passed our school at 10:40 am. The regulars on this train in the mid-50s were shared between Royal Scots. (46114/24/30/32/42/52/57/64) and rebuilt Patriots (45521/25/27/31/34/35).

The double-header pilot engine was provided by Manchester Longsight (9A). I believe the pilot engine used was regularly a “visiting engine” to Longsight, and would have worked into Manchester the previous day. This visiting engine was used on an overnight freight to Leeds and then became the pilot on the Newcastle–Liverpool between Leeds and Manchester. Most days the pilot engine was either an original Patriot or a Jubilee and just occasionally, a Royal Scot or a rebuilt Patriot. At Manchester the pilot engine was detached and returned again to Leeds working a Manchester–Leeds all stations stopping train, passing through Huddersfield at 5:15pm. It probably then worked back to Manchester overnight. It was rare for the same pilot engine to work this diagram on successive days. I hope this sheds some light on the featured train above.

Your magazine is an excellent read. Please keep up the good work.

REGARDS, GERRY WOOD, MEMBERSHIP NO. 1474/10

INTERIM UPDATES

Hello

I was very pleased to hear that you intend to send out interim updates. Most of us wait to see the build progress but after the disgraceful engineering that happened at Llangollen tended to wonder if ever we would see our locomotive run. It was quite worrying to me, having spent 50 plus years in engineering, mainly on heavy machining and toolmaking that looking at the standard of work that was produced at Llangollen that a failure could occur on main line running which could radiate through the industry.

It was a breath of fresh air to hear that we decided to regroup at West Shed. Anyone that has been in the industry can see that we are among friends who take pride in their work. I'm certainly looking forward to Members' Day to see some **REAL PROGRESS** possibly with the boiler in place.

I'm 80 – will I see it run? I hope so.

D. TALLENT, MEMBERSHIP NO. 530/07

Claughton and the LNWR

Dear Mr. Sikes ,

I was very pleased to see a photograph of LMS No. 6004 (the Claughton) on page 55 of issue 44. One hardly ever sees it mentioned these days in railway publications. It was definitely my favourite engine in those far off days – mainly I think because in the late 40s it was the only LMS locomotive on which you could still see red paint (I think). A long time ago!

Living in Liverpool, with Edge Hill station being the best viewing spot – especially after 5.00pm – which required a quick bus trip down from Childwall after school to see what was going to be on the 5.25pm up London express that evening. A 'Princess Royal' or a 'Coronation'? Of course there was also the chance of 'Turbo'. Why oh why did they rebuild her as a 'Princess Royal' instead of putting her back in her unique turbo design?

Regarding Mr. Phillips' letter on the same page, I also had fond memories of the remnants of the once mighty LNWR which were still around in those days.

My first sighting was I suppose at around the age of twelve. My class from school had been invited to a birthday party in Huyton at a house which backed onto the Manchester main line. We were playing football in the garden of the house when we heard the distant signal going 'off' from the railway and the sound of an approaching train. Everyone dashed to the fence and through the gaps we had an excellent view of a fast travelling locomotive with red coaches. On the engine, on a curved nameplate was a strange name – *Seahorse* – LMS No. 5705.

Not long after *Seahorse's* passing, the distant signal went 'off' again so we all stopped our game and dashed to the fence once again. This time, instead of a large express train there was a small ancient looking engine with only a few coaches .

Instead of the smart nameplate of *Seahorse*, there was a nameplate with an even stranger name on it, seemingly stamped on with a metal punch. This was LMS No. 25373 *Ptarmigan*.

That started me on collecting train numbers. Shortly afterwards I talked my mother into purchasing my first Ian Allan 'ABC' for me. *Seahorse* and *Ptarmigan* were the first two entries .

Once again, why weren't a 'Precursor', a 'George V' or a 'Prince of Wales' saved when we still had a few in every day use in the Liverpool area?

YOURS SINCERELY,
BRIAN HOLLMAN, MEMBERSHIP NO. 1388/06



Pete,

As many will know, the LMS Patriot Class was officially considered to be a rebuild of the LNWR Claughton Class although most believe that this was for accountancy purposes and they were all completely new-builds apart from the wheels of 5500 and 5501.

I have just discovered that a film showing the building of a Claughton at Crewe in 1913 still exists. It can be seen on YouTube at <https://www.youtube.com/watch?v=FeojYgI5GFE>

The process has been shortened to just over 6 minutes so is well worth a look.

Perhaps you would like to pass this on to any one who you think might be interested.

CHEERS, DAVE WESTERMAN, MEMBERSHIP NO. 45544/00



NUNEATON RAILWAY CIRCLE

Dear Richard,

It was good to meet you again last Thursday – it being more-or-less ten years to the day since your previous visit – and thank you so much for being our speaker for that evening. With having to cancel the rest of our programme you, in fact, rounded off our season.

I have pleasure in attaching a copy of the photograph taken on my camera of our handing you the cheque for the LMS-Patriot Project. Do feel free to pass this on to 'The Warrior' if you wish as encouragement for other societies to support you as we have.

BEST REGARDS, KEN JOHNSON, CLUB SECRETARY.



Committee members in the photo are (left to right): Steve Nikols, Graham Walker, Richard Sant (LMS-Patriot Company), Ken Johnson, Eric Ryland.



Branches throughout the North West

Contact your local branch:

Bromborough	0151 334 1237	Lancaster	01524 383780
Abergele	01745 824533	Liverpool	0151 236 1971
Birkenhead	0151 647 0805	Northwich	01606 786333
Carlisle	01228 525312	Padiham	01282 771011
Cheadle Hulme	0161 486 0777	Preston	01772 726894
Chester	01244 373020	Shrewsbury	01743 467246
Frodsham	01928 733314	Stoke-on-Trent	01782 323711
Kendal	01539 722431	Trafford Park	0161 872 0648
		Wigan	01942 231300

Shop where the professionals shop

www.bromboroughpaints.co.uk

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

MAJOR SPONSOR OF 'THE UNKNOWN WARRIOR'

LOCOMOTIVES WITH WW2 NAMES AT CHATHAM DOCKYARD

Just after the end of World War II, Chatham Royal Naval Dockyard (Kent) took delivery of three new 0-4-0 saddle tanks, made by Andrew Barclay of Kilmarnock.

The last of them was named *Invicta*, the symbol of the county of Kent, but the other two were named *Victory* and *VEDAY* (no full stops, but the intention was to commemorate V.E. Day): since we are so close to the 75th anniversary of VE day, I thought this might be of interest, and I attach some pictures, taken during a visit on 2nd of April 1966. Regrettably, *VEDAY* was scrapped in 1972 and *Invicta* is also no longer with us, but *Victory* still exists, now preserved at Whitwell and Reapham Station in Norfolk.

In addition, the dockyard also had a Hawthorn Leslie 0-4-0 saddle tank named *Singapore*, built in 1936. This was delivered to Singapore Dockyard and survived the Japanese occupation: it was repatriated from Singapore to Chatham in 1953. This is now preserved at the Rutland Railway Museum (now rebranded Rocks by Rail), where it has been adopted as a registered War Memorial, supported by the Far East Prisoners of War Association (British Legion please note!).

PETER EXCELL
MEMBERSHIP NO. 484/04



MEMBERS' DAY 2020

In the last edition of The Warrior we mentioned that we were in the early stages of planning a Members' Day weekend, possibly on the 11th and 12th of July. Unfortunately due to the current pandemic we have had to cancel any ideas we had, as have the PRCLT with their Patrons Day.

We may be able to arrange something later on this year but there are no guarantees and we will have to wait until information is given by the government regarding gatherings.

GAVIN SHELL, EVENTS MANAGER
events@lms-patriot.org.uk

Double-Header from Leeds

This subject may have run its course but I will add 'my penny's worth' ...

I fired both Rebuilt Royal Scots and Rebuild Patriots during the early 1960s. As a fireman, the difference for me was based on the cab. The Royal Scot retained the original Fowler cab whilst the Patriots were rebuilt with a Stanier cab. The Royal Scot cab had one glass window and then a curved open area with an upright metal rod that acted as a back rest. The Patriots had two windows, one of which slid open and then a wooden arm rest was folded over the edge. When one was sat on the seat and leant out the cab of the Royal Scot, your position was fairly upright. However, in the Patriot cab, the window was slightly lower and ones position was more slumped.

Having looked at the photograph of the two engines (page 50, Warrior 44), I think that the little of the driver that is showing on the train engine, indicates a more upright position, similar to the driver of the pilot engine.

My money is on the train engine being a Royal Scot.

REGARDS,
RAY SHARRATT, MEMBERSHIP NO. 1131/06

WE HOPE YOU ARE ENJOYING READING THE INTERESTING INFORMATION AND ARTICLES IN THIS EDITION OF THE WARRIOR, ESPECIALLY DURING THE LOCKDOWN PERIOD WHERE THERE'S NOWHERE OPEN TO GET YOUR RAILWAY FIX!

PLEASE CONSIDER MAKING A DONATION TO US AT WWW.LMS-PATRIOT.ORG.UK OR CALL 07801 945689

Good afternoon Peter,

First congratulations for the HRA award for best magazine, no doubt due to the efforts put in by yourself to its production – rather than my odd articles and occasional photographs!

In the last week I have just scanned and cleaned up these photographs which you might like for a future Warrior. I appreciate I will have missed the deadline for the latest issue (W44), but you might like them for a future issue.

The first one of 5690 *Leander* was taken near Church Stretton and the second of 5593 *Kholapur* near Llanvihangel on the same rail tour on the 29/03/86. Photos 2, 3 and 4 were taken on the 9th June 1984 and show 46229 'Duchess Of Hamilton' first at Carlisle, then at Ribbleshead viaduct and about to enter Ribbleshead Railway Station where it did two run pasts for the benefit of passengers. It was the fourth trip and last I did over the S&C and the only one in sunny conditions. I doubt if we will ever see this again, as it is entombed in the NRM in original upturned bath tub condition. In my opinion in this form they were nearly the finest locomotives ever built apart from Bulleid pacifics. Please feel free to use if you want.

JOHN BARROWDALE, MEMBERSHIP NO. 50/10



Hello Pete,

Richard Greenwood has just sent a batch of pictures from years ago and it includes a nice one of No. 45517 at Castleton station on a Leeds–Liverpool train being passed by 2P Class 4-4-0 No. 40588 on a Liverpool–Rochdale stopper. The date is given as early May 1959.

I wasn't able to isolate this image from the others but hope you can do so for possible inclusion in a future edition of the Warrior. I know that Richard won't mind a bit. (As you can see I've also included another fantastic shot at Castleton, this time of Fowler 7P 0-8-0 No. 49508 – Ed).

Best wishes, Graham Bentley



Dear Editor,

I am not sure if this is a suitable contribution to your very excellent and informative magazine but as the Midland LMS line was involved and it was an extremely long time ago – mid 1950s – hopefully it will amuse or be viewed as teenager foolhardiness. (Or, it could be worse, of course.) Your decision to publish or not, I fully understand as final.

Around the mid-fifties, when steam engines were dirty and ill kept, not as today proudly looking as they really should be, a gang of us found dare-devilling amusement under a long bridge/ short tunnel just some 2 miles or so north of the St. Albans station. The bridge contained wide arched 'refuges' between the two fast lines and the two slow lines – precisely between the fast up and slow down. I guess really they were good engineering design for strength and economy.

These holes could just about take five bods, so trying to time when the fast up and slower down passed through the bridge at the same time, or at least very closely overlapping, would have us needing to make quite an effort not to be blown out from either end. Giggles all round!

However, I had to, as a recent newcomer to the band, go through an initiation. To the outer sides there were, (still are, I would assume) similar such alcoves which could just take two lads. This was next to the fast down and I would estimate some 60mph or so would be the speed through – today it's more like 90mph. So I was 'instructed' to join the two in such a space, being hung onto by them and me hanging on for dear life to them. (I believe they were in the Scouts as I was, same group, if memory serves.)

So the down express approached round the curve at 60mph plus for sure, and there I was praying that we all held our nerve until it passed. I'm here, so obviously survived. Anyhow, I had passed the initiation following a little discussion and agreement, democratically arrived at I suppose, and patted on the back for the accomplishment. Of course, my parents never knew of any of this as we did visit the site several times. These days the five-ways junction has been widened right to the parapet whereupon we did have an overview of the rails, a small group of houses built where there was a copse next to the LMS designed fencing overlooking the cutting. Today it would be nigh on impossible to do, so I just think of the luck then. Some ten years later I did a spot of motorcycle racing, although frightening, the earlier experiences may have helped settle the nerves a little.

BEST REGARDS,
DAVE MEASURES, MEMBERSHIP NO: 1787/12

P.S. I believe we met when I turned up for my first volunteering job on the box van, you were on the roof with Kevin.

March 2020 Monthly Bulletin

Many thanks for this latest news and congratulations on keeping going under the most difficult of conditions. To help you on your way I am making a further donation (Gift Aided) online today of £250.

VERY BEST WISHES,
NIGEL MUSSETT, MEMBERSHIP NO. 021/09

DOUBLE HEADING A NAMED EXPRESS ON THE WCML

Hi Peter,

My family were in the habit of spending the two-week 'Wakes Holiday' break in Morecambe and being a 'Train Spotter' I spent most of my holiday on Lancaster Castle or Hest Bank stations.

I always wrote to the LMS Region MPD prior to these holiday occasions to ask for shed permits that would allow me (in the company of my Dad) to visit the MPD's in our holiday area. My requests were always kindly granted and so in the summer of 1958 I asked for permission to look around the sheds at Carnforth plus the two big Carlisle sheds of Upperby and Kingmoor.

Carnforth was the first MPD we visited and on a sunny July morning we made our way across the tracks to the shed foreman's office. I remember a friendly reception and being told to basically wander around where we wanted to and to "stay safe".

We came across a gleaming Black Five (pretty confident it was 45212) that was clearly being prepared for imminent action. The amiable crew invited us onto the footplate and ran through the various controls of the loco. I recall the driver telling us the loco was booked to assist an up express around lunchtime and that they were piloting to Preston.

When it came out in conversation that Dad and I were travelling back to Lancaster around lunchtime the Black 5's driver (whose photo I am trying to find) said that we would probably be the train he was due to pilot.

To cut a long story short it transpired that sometime later Dad and I found ourselves in the cab of the Black 5 reversing slowly into Carnforth station on the Up main line. Clearly this was very irregular but very exciting. I was advised not to look out of the cab because the 5's crew did not want anyone on the platform to see Dad and I. The driver told us the express we were assisting was the up 'Lakes Express' and No. 45533 *Lord Rathmore* was the train engine.

Although the offer was there to ride footplate to Lancaster (and much to my frustration!) Dad decided we would get in the way of the engine crew and we decamped to the first coach behind *Lord Rathmore*. I hung out of the first window in the first carriage all the way to Lancaster with Dad firmly holding onto my jacket.

Both locos were immaculate and must have made a fine sight getting the heavy express underway from Carnforth. From my position it seemed as though the '5' was doing all the work but nevertheless I reckoned coming up to Hest Bank we were touching 70mph. No. 45533 picked up water just before Hest Bank and I ducked back into the carriage to avoid getting wet through in case the fireman 'overcooked' it, which he certainly did!

At Hest Bank 45533 was really opened up for the short run to Lancaster where Dad and I left the train.

We walked up to the 'Mickey' and thanked the crew for their kindness and also had a word with the driver on *Lord Rathmore*. I remember him saying he preferred unrebuilt Patriots to the rebuilds... "great pullers" was (I think) one of his comments.

The southbound 'Lakes' got away from Lancaster Castle station with a roar of exhausts and clouds of smoke. The climb, Preston bound, out of Lancaster is quite a pull but the two locos seemed to make light work of it.

Whilst waiting for the electric train back to Morecambe we saw plenty of WCML trains pass through Castle station and I distinctly remember 45502 *Royal Naval Division* in filthy condition trundling north on a fitted freight.

I was lucky enough during the period 1955 to 1961 to see all the Patriots – some countless times – and travel behind many of them.

Somewhere I have some photos taken on the day but I cannot find them despite constant searching.

I hope the above is of interest.

DAVID COLLINS
MEMBERSHIP NO. 285/11



Happy memories for David of 'Patriot' No. 45533 *Lord Rathmore*, seen here at Preston with 4.20pm local to Wigan.
PHOTO: BILL ASHCROFT. © THE LMS-PATRIOT PROJECT.

A PATRIOT AT GLEDHOLT ONCE AGAIN!

Hi Peter,

It was back in 1956, aged 7, that I was given my first Ian Allan spotters book, a shed book with the complete list of loco numbers with shed allocations. Over the next three years I underlined the numbers seen mainly in and around Huddersfield along with occasional visits to Leeds, York and Scarborough.

By 1959 I'd seen seventeen of the original Patriots and was particularly familiar with the Edge Hill ones such as *Caernarvon*, *Bradshaw*, *Blackpool*, *E C Trench*, *Fleetwood* plus the last three – Nos. 45549, 45550 and 45551. My very last sighting of an original Patriot was July 1962 at Colwyn Bay, No. 45550. My photography didn't start until 1963, so I never did take a photo of one, although a friend took a photo of Patriot no less at Gledholt Junction in summer 1960 which I have a copy of.

Around fifteen years ago I started to model Gledholt and other areas near Huddersfield and so I can now photograph an original Patriot, No. 45503 *The Royal Leicestershire Regiment*, on one of its occasional visits to the area. So, these five photos show No. 45503 drawing to a halt with a local train at Golcar station whilst a double-header overtakes on a Newcastle express. Five minutes later No. 45503 crosses Longwood viaduct, then shortly afterwards heads past Gledholt Junction signal box. Finally, after stopping at Huddersfield station No. 45503 heads past Hillhouse loco shed with an unusually large number of locos in the yard.

Please use any of the photos which you think good enough, bearing in mind that my layout is far from complete when it comes to ballasting and finishing touches.

KIND REGARDS
DAVID SMITH, SHEFFIELD, MEMBERSHIP NO. 609/02



A BRIEF HISTORY OF UNREBUILT PATRIOTS ON THE MANGOTSFIELD TO BATH LINE

BY ALAN HIRESO (with thanks to Mike Archer-Smith, Membership No. 1619/10).

The Mangotsfield to Bath line was opened in 1869 by the Midland Railway and was connected to the Somerset and Dorset line a few years later. The line closed to passenger traffic from 7th March 1966 but I am happy to relate that steam continues to flourish in the shape of the Avon Valley Railway Heritage Trust which runs between Oldland Common and Avon Riverside.

I was born and grew up next to the Mangotsfield to Bath Green Park line and, inevitably, became a trainspotter as many of my contemporaries did from the mid-1950s. The daily 'Pines Express' and the Summer Saturday trains on their way to and from the Somerset and Dorset line resulted in the passage of many locomotives from distant depots. The unrebuilt 'Patriots' fell into this category, but I am afraid I only remember seeing one, and the identity has long been forgotten.

The following list of workings on the Mangotsfield to Bath line came about as a result of a remark by Mike Archer-Smith, a member of the Avon Valley Railway Heritage Trust and supporter of 'The Unknown Warrior' project. It was originally intended for publication in *Semaphore*, the journal of the Avon Valley Railway. It is based purely on information available to me and I have no doubt that it is incomplete. Hopefully, more will come to light subsequently and information concerning any further confirmed sightings will be welcome. Details of workings of the rebuilt series, or any visits to Bristol are not included in this list.

Much of this information was taken from issues of the Mangotsfield Railway Circle Bulletin (later 'The Mail') with the permission of Editor, the late Richard Strange, and this article is dedicated to his memory.

No 'Patriots' were allocated to Bath Depot, but four were stationed at Bristol Barrow Road for a time:


No. 5511 was allocated to Bristol during week ending 1st December 1934. There is a bit of a mystery about No. 5511's departure, the next reported move in the LMS transfer sheets is during week ending 2nd February 1935 from Camden to Crewe as part of an exchange of 'Claughtons' and 'Patriots' between those sheds. It is possible that a move from Bristol to Camden took place in January 1935. Other sources state the move of 2nd February was from Bristol to Crewe North, or that the official reallocation was on 20th April 1935.^{1,2}


Nos. 45504, 45506 and 45519 were transferred from Carlisle Upperby to Bristol Barrow Road during week ending 15th November 1958. All were withdrawn on 15th March 1962. Between those dates No. 45506 was transferred to Shrewsbury on 19th November 1959, returning on 4th March the following year.¹ Strangely enough, I am unable to find any notes of 45504 visiting Bath.

From late 1951, No. 45509 was a frequent visitor to Bristol when this locomotive was based at Derby. Two visits to Bath are noted below. The engine was transferred to Newton Heath, Manchester on 30th August 1958.²

The list is in number order; names and depot allocations are not included.

Number	Date (if known)	Train Service and other information
45500	22/06/52	Reported at Bath Shed that weekend. ²
45500	20/08/53	Reported at Bath Shed for two days around this date. ²
45500	21/08/54	8.16am Bournemouth to Liverpool Possibly worked in on the Friday night 10.39pm Manchester to Bournemouth. ²
45501	30/06/51	10.38am Manchester to Bournemouth. ²
45501	13/09/51(?)	Possible sighting Bath Shed. ²
45502	1951	An up train from Bath on a Summer Saturday. ²
45502	1952	An up train from Bath on a Summer Saturday. ²
45504	June 1961	<i>Royal Signals</i> pictured on a freight working at Mangotsfield North Junction where it can be seen to be taking the Bristol route. But did it visit Bath? <small>PHOTO: JEFF EDWARDS COLLECTION. © THE LMS-PATRIOT PROJECT.</small>
45505	04/09/54	Light engine Bristol to Bath, then up Pigeon Empties. ²
45506	05/04/60	Sent from Bristol Barrow Rd to Bath Shed on loan for one day. The reason for this move is not known. ²
45506	06/08/60	A note of working a portion of the northbound 'Pines Express' in Steam World for April 1999 is incorrect; that date the engine hauled the 8.50am Paignton to Leeds. ² (See further remarks below.)
45506	13/08/60	07.35am Nottingham to Bournemouth 12.20pm Bournemouth to Nottingham. ² (See further remarks below.)
45506	20/08/60	W220 Southbound 'Pines' observed at Cheltenham Spa 57 minutes late. Returned to Bristol on 7.25pm from Bournemouth West. ^{2,3}
45506	03/05/61	Noted as "used" on Bath Shed records. ²

Number	Date (if known)	Train Service and other information
45506	04/05/61	Put on 9.15pm Goods Bath to Birmingham Lawley Street. Locomotive subsequently returned to Bath as a consequence of a derailment at an unspecified location. Engine then ordered to Barrow Road by Control. ⁴
45506	12/09/61	Again on the 9.15pm Goods ex-Bath. Reported 38 minutes late at Bromsgrove – “short of steam and/or dirty tubes”. ²
45506	13/10/61	Visitor to Bath Green Park Shed. ²
<p>No. 45506 <i>The Royal Pioneer Corps</i> makes a robust effort up Lickey Incline with the Fridays Only 10.20am Bristol Temple Meads to Sheffield service on 5th August 1960. At this time 45506 was allocated to Bristol Barrow Road (82E) along with 45504 and 45519. PHOTO: COLIN WALKER. © MARTIN WALKER.</p> 		
5509	–	Down Leicester Parcels as related by (then) Passed Fireman Arthur Turner. The date is not quoted but could have been when the locomotive (as No. 45509) was allocated Derby (see above). Many old-hand railwaymen habitually dropped the leading ‘4’ when discussing former LMS locomotives. See also No. 5535 and 5538 below. ²
45509	15/07/55	3.20pm Gloucester – Bournemouth. ²
45515	11/08/56	9.25am Bournemouth to Manchester and Liverpool; Possibly worked in on the Friday night 10.39pm Manchester to Bournemouth. ^{2,5}

Number	Date (if known)	Train Service and other information
45515	13/06/59	<p>10.20am Liverpool to Birmingham extended to Bournemouth as part of Summer Relief train requirements. Train reporting number W242.</p> <p>The loco presumably worked from Liverpool to Bath as it was noted on Bath Shed the following day still displaying W242.^{2,6}</p>  <p>No. 45515 <i>Caernarvon</i> awaits departure time at Liverpool Lime Street on the service described above. PHOTO: © BEN BROOKSBANK.</p>
45516	August 1949	Up train. ²
45516	51, 52 or 53?	Up train (anecdotal evidence). ²
45518	06/04/55	Arrived at Bath with an unspecified special. ^{2,7}
45519	26/06/54	Northbound ‘Pines’. ^{2,8} (Note: The RCTS book quotes 28/06/54)
45519	August 1959	Reported has having visited Bath Shed. ²
45520		Unconfirmed report as having visited Bath. ²
5534	19/08/39	Arrived tender first at Bath on a Pigeon Special. The first ‘Patriot’ to visit Bath. ⁹
5535	–	Down Leicester Parcels as related by (then) Passed Fireman Arthur Turner. Date not specified and might have been after the locomotive was rebuilt and renumbered 45535. (See also 5509 above and 5538 below). ²
5538	–	Up Derby Parcels (8.25pm Templecombe to Derby) as related by (then) Passed Fireman Arthur Turner. Once again it is difficult to put a date on this. Arthur Turner returned from RAF duties in 1942 and this chapter in his book ¹⁰ covers from then until about 1955. (See also 5509 and 5535 above).

Number	Date (if known)	Train Service and other information
45538	28/07/51	10.38am Manchester to Bournemouth. ^{2,11} (One source gives the date as 28/05/51 which was a Monday, but this train was a Summer Saturday only Service).
45539	28/08/54	8.16am Bournemouth to Liverpool. ² (Possibly worked in on Fridays 10.39pm Manchester to Bournemouth).
45543	June 1951	Early June train from Manchester to Bournemouth. ^{2,11}
45543	May 1957	At Bath mid-day but out of steam. ²
45546	03/04/58	Southbound 'Pines'. ²
45548	July 1950	Several visits to Bath. ²
45548	04/08/51	10.38am Manchester to Bournemouth. ²
45548	11/08/51	10.38am Manchester to Bournemouth. ²
45548	13/08/51	Northbound 'Pines'. ²
45549	23/05/58	Pigeon special to Bath. ¹²
45551	04/09/54	Noted at Wickwar at about 12.50pm, believed to be the late-running 11.10am from Bath. Apparently "enveloped in steam at every joint". Actual train service not known. ²

Further remarks

On Summer Saturdays in 1960, the locomotive on the 7.35am Nottingham to Bournemouth was normally entrusted to a Nottingham-based locomotive as far as Bath, returning on the 12.20pm Bournemouth to Nottingham. So how did Bristol-allocated No. 45506 end up on this turn on 13th August 1960? It worked the 8.50am Paignton to Leeds from Bristol on the previous Saturday 6th August, then went missing. It turned up at Annesley on a freight thought to be from Woodford (9th). Then on the 10th it was on the St Pancras to Edinburgh 'Waverley' from St Pancras as far as Nottingham. It is believed that Type 2 diesel No. D5090 was taken as pilot from Bedford. So Nottingham, having this locomotive on hand turned it out for the 7.35am on Saturday 13th. Bath kept the locomotive on its booked job and returned the engine to Nottingham. At some point Control must have intervened; Bristol got their engine back on the following day off the 2.55pm from Newcastle.²

Notes

1. Steam Archive Services 2006.
2. Mangotsfield Railway Circle Bulletin/'The Mail' various issues.
3. A detailed history of the LMS Patriot 4-6-0s (RCTS).
4. *Organised Chaos!* compiled by Brian Macdermott (Somerset and Dorset Railway Trust).
5. *Trains Illustrated* October 1956.
6. *Steam World* April 1998.
7. *Trains Illustrated* June 1955.
8. *Trains Illustrated* August 1954.
9. Colin Roberts in Avon Valley Railway Heritage Trust magazine *Semaphore*.
10. *Careering with steam* by Arthur Turner (Millstream Books 1996).
11. *Trains Illustrated* September 1951.
12. *Trains Illustrated* July 1958.

ALAN HIRESON, MAY 2020



STEAMING AHEAD

with the Bachmann Collectors Club

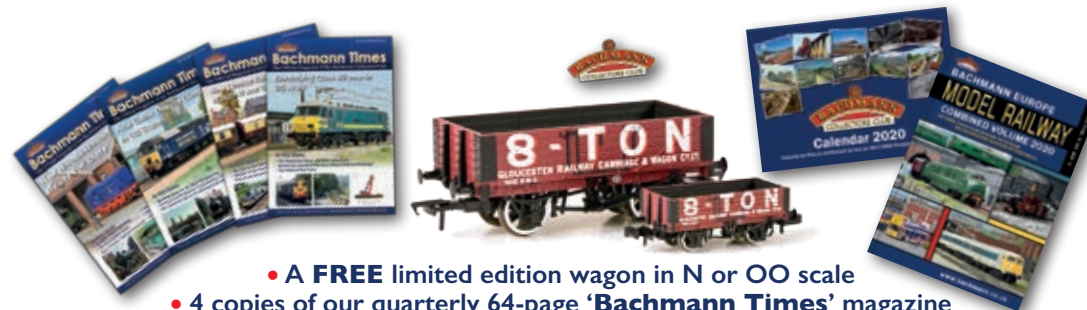
Indulge in your passion for model railways by joining the official **Bachmann Collectors Club** today!



EXCLUSIVE CLUB MODEL

J72 Tank No. 69023 'Joem' in Lined Green livery (31-060K)

ANNUAL CLUB MEMBERSHIP INCLUDES:



- A **FREE** limited edition wagon in N or OO scale
- 4 copies of our quarterly 64-page 'Bachmann Times' magazine
- A monthly 'TrainMail' e-newsletter
- A specially commissioned calendar
- Be the first to receive future catalogues
- Membership Card & Pin Badge
- Invitations to attend member events, including the **FREE** annual 'Members Day' held at a heritage railway or preservation site
- **PLUS** the chance to purchase limited edition club exclusive models - not available to buy in shops!

ALL OF THIS FROM JUST £32 PER YEAR

Call us on **01455 245565** or visit
www.bachmann-collectorsclub.co.uk to join today!





No. 45537 *Private E. Sykes, V.C.* pictured at
Springs Branch MPD in 1959.

PHOTO: TONY LLEWELLYN. © THE LMS-PATRIOT PROJECT.

WAYNE JONES – 26.6.1953 to 3.4.2020

Wayne Jones and Partners had been set up following rail privatisation to provide an inspection and approval service for locomotives and rolling stock for operation on the main line. They became one of the major organisations undertaking this work for the heritage rail industry and for most main line operators.

We selected Wayne Jones & Partners to be our Vehicle Acceptance Body in the early days of the project and they provided us with approval on replacement material specifications, technical advice on manufacturing and assembly methods and inspections of work in progress.

Wayne had been a life member of the Project since 2014. The obituary below is from Wayne's cousin, Barry Eagles, a friend of Project volunteer and member John Barrowdale who kindly contacted Barry for the obituary below.

The LMS-Patriot Project sends its condolences to Wayne's family.

My cousin Wayne Jones was born in Southampton on the 26th June 1953 to Bill and Mary Jones. He was the eldest of three children, a brother Dean and a sister Deborah. He spent his early years in our maternal grandparent's house in Southampton. This large house backed onto the railway line near Millbrook station. It is still in the family today with our Uncle Ernie living in it. Living with the then steam railway just beyond the back garden gave Wayne his interest in railways as it did myself. Wayne attended Freemantle Infant school whose most famous old boy was Captain Fryatt. He was executed by the Germans in the First World War for refusing to surrender his ship the SS Brussels to them. I went to the same school although a few years earlier than Wayne.

After attending several schools in Southampton, Wayne took an apprenticeship with Ranks Solent Flour Mills in Southampton Docks, the first large building built in the New Docks. After serving his apprenticeship Wayne joined British Railways at Eastleigh in an engineering capacity. He rose to the position of Foreman and remained there until he decided to take redundancy. He then went to work for RESCO, run by Richard Edmundson, doing fitness-to-run exams and some overhauling of locomotives. Edmundson lived in the house of Sir Edward Watkin one time director of the South Eastern, Metropolitan, Great Central and six other railway companies. RESCO went into liquidation in 2010 and Wayne decided to form his own business **Wayne Jones and Partners**. This was an excellent business for Wayne as he used to do fitness-to-run examinations on main line steam locomotives and advise on engine overhauls to main line standards. The part he really enjoyed was having unlimited access to the footplate of steam locomotives on the main line.

Wayne was married three times and told me that it was third time lucky when he married Janet. Wayne moved north to Middlewich when his second marriage ended, after living for many years in Eastleigh.

Wayne's latter years were dogged with ill health, he had a cancerous kidney removed a few years ago. This terrible disease reappeared and Wayne died peacefully at home on 3rd April 2020 with his wife Janet at his side. Wayne is survived by his wife, daughter Holly, son Luke and grandchildren Isabelle, Freddie and Oliver. RIP

Barry Eagles

WORD SEARCH 21

REGIMENTS – PART THREE, DOMINION UNITS

On the Western Front soldiers served from over 30 Empire, colonial and overseas allies.

AMERICAN CORPS • ANZAC • AUSTRALIAN CORPS • BRITISH WEST INDIES R.T.
BRUTINELS BRIGADE • CANADIAN CORPS • CONNAUGHT RANGERS • DOMINION UNITS
FRENCH ARMY • FIJIAN • GAMBIA COMPANY • GURKHAS • GOLD COAST REGT
INDIAN CAVALRY DIVIS(ION) • IRISH REGIMENT • KINGS AFRICAN/RIFLES • KENYA
LAHORE DIVISION • MEERUT DV. • MUNSTER FUSILIERS • NIGERIA (RGT) • NEW ZEALAND DIV./KIWIS
PORTUGUESE/DIVISION • ROYAL GUERNSEY REGT. • ROYAL JERSEY REGMT. • ROYAL IR(ISH)
RNAS [ROYAL NAVY AIR SERVICE] • ROYAL NAVAL D(I)V. • SIERRA LEONE
SOUTH AFRICAN BRIGADE • (TRINIDAD &) TOBAGO (RGT) • UGANDAN • WELSH/HORSE
WEST AFRICAN FRONTIER FORCE • WEST INDIAN (RGT)

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

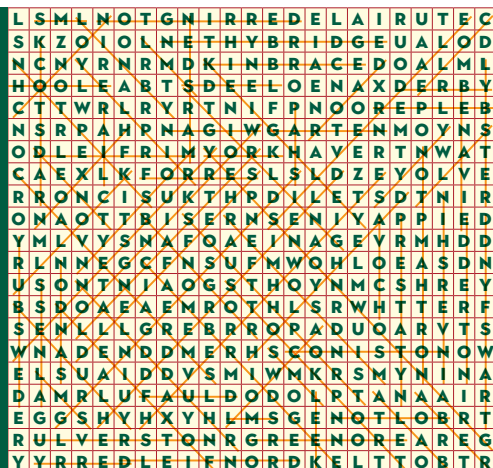
T	H	T	N	E	M	I	G	E	R	L	A	Y	O	R	S	I	W	I	K	W	I	B
G	O	D	S	D	O	M	I	N	I	O	N	U	N	I	T	S	H	E	E	N	R	R
E	S	B	N	A	I	J	I	F	H	A	W	O	E	M	P	S	D	S	D	I	W	U
R	P	C	A	Z	N	G	E	R	P	E	I	R	G	R	R	A	T	I	T	A	K	T
T	R	A	R	G	E	R	I	M	S	S	R	E	O	E	G	A	A	I	F	I	G	I
S	O	Z	O	R	O	L	O	T	I	A	R	C	I	I	F	N	S	T	W	R	R	N
A	C	N	I	K	A	C	I	V	L	Y	N	L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

WORD SEARCH 20

LMSR DESTINATIONS – ANSWERS

ALNESS • AVOCH • BALA • BELPER • BENAVIE • BEAULY
BANGOR • BOLTON • (BOAT OF) GARTEN • CAMBRIDGE
COLE • CONON • CONISTON • CORWEN • CRAVEN ARMS
DERBY • DENT • DERRY • DERRINGTON • DEWSBURY • DOLAU
DRONFIELD • EDDERTON • FAULD • FOXFIELD • FORRES
GRANGE O' SANDS • GRANTOWN ON SPEY • GREENORE
HAVERTHWAITE • HIXON • HOLYHEAD • HOOLE
HUDDERSFIELD • INVERSHIN • KEIGHLEY • KINBRACE
LANCASTER • LEEK • LEEDS • LYBSTER • LINBY • LOWCA
MARSDEN • MIRFIELD • MIDSOMER (NORTON) • MOSTYN
NETHY BRIDGE • PRESTATYN • RADSTOCK • RHUDDLAN
RIPLEY • SALT • SANDON • SHAP • SHEFFIELD • SILVERDALE
SKIPTON • SOUTHPORT • STIRLING • STOCKPORT • ULLOCK
ULVERSTON • WEDNESBURY • WIGAN • WORKINGTON
YORK • YNYS

CAN YOU ALSO FIND: LMS (x5) • RAIL • ROAD



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 check with the office if your chosen number is available.)



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

Call the office on
07801 945689
to order your bespoke membership number.

RECYCLE FOR CHARITY

The LMS-Patriot Project continues to be part of the Recycle4charity recycling programme and have recently received a payment of £128. So please keep recycling your printer inkjets and laser/toner cartridges and when we're back up and running properly you can let us have these at one of our sales stands or request a special Recycle4charity envelope.

LMS-Patriot Company Limited

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

Patron Simon Weston, CBE

Company Registered in England and Wales No: 6502248

Registered Office:

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

Registered Charity No: 1123521

VAT Registration No: 978 8801 48

Account Details for Direct Donations:

CAF Bank Ltd., Account no: 00092990

Sort Code: 40-52-40

Board of Directors and Trustees

Chair:

Colin Hall – chairman@lms-patriot.org.uk

Company Secretary:

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

Treasurer:

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

Project Director:

Keith Riches – richeskeith13@gmail.com

Andrew Laws (Marketing and Publicity)

marketing@lms-patriot.org.uk

Kevin Finnerty (Governance and Archive)

governance@lms-patriot.org.uk

Richard Sant (Membership and Donations)

membership@lms-patriot.org.uk

Neil Kinsey (Sales)

sales@lms-patriot.org.uk

John Hastings-Thomson (External Relations)

corporate@lms-patriot.org.uk

Locomotive Assembly

Simon Scott CME,

PRCLT, West Shed, Ripley, Derbyshire.



Follow us on
Facebook and Twitter



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

Project Support

Financial Administrator:

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

Engineering Design Team:

Kevin West

Documentary Video:

Andrew Kennedy – Oakwood Visuals

IT Consultant: Steve Wood

Events Manager: Gavin Shell – events@lms-patriot.org.uk

Events Co-ordinator:

Neil Kinsey – n.kinsey@uwclub.net

Events Listings:

John Barrowdale – john_barrowdale@hotmail.com

Sales Support:

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

Volunteer Co-ordinator:

Neil Kinsey – volunteer@lms-patriot.org.uk

Office Manager:

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

Office Volunteers:

Norman Ball, Reg Mathews, Andrew McRae, David McSorley, Richard Sant, Mike Smith, Dave Westerman

Project Addresses

The LMS-Patriot Company Ltd.,

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

Admin Office/Membership Enquiries –

Tel. 01785 244156 or office@lms-patriot.org.uk

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

Website: www.lms-patriot.org.uk

Newsletter

Produced by The LMS-Patriot Project.

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

Design and Artwork:

Pete Sikes – Accent Artwork Ltd. – 07831 394545

Printed by Park Communications Limited, London.