

LMS Patriot 4-6-0 No. 45513 leaves Chester with a North Wales express in c.1956.
PHOTO: J. D. MILLS/RAIL ARCHIVE STEPHENSON



The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



AUGUST 2020
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2020 AWARD FOR
COMMUNICATIONS

Editorial

Welcome. It's great that we can report that Simon Scott and his team at PRCLT have restarted work on the chassis at West Shed, and by all accounts they have hit the ground running making good progress on major parts of the chassis.

It's not just the build that has restarted, Neil and Karen Kinsey were happy to be invited to take the sales stand to Statfold Barn on the weekend of 8th/9th August where they were able to restart face-to-face sales with the railway supporting public. This vital side to our fund-raising efforts will hopefully grow again as more railways open up, and as confidence grows that we are improving as a nation in handling the current situation.

As ever we have to try and think of ways to not only to maintain our current fund-raising levels but to increase them. It goes without saying that in every edition of The Warrior we reach out to you as members, and the railway public, to help us do this so that we can complete this ambitious project to deliver a new national memorial engine.

To this end we are introducing the '**5551 Club**', where for the sum of £55.51 you get the chance to be on the first train, please go to page 7 to read more about this new initiative. We hope that as many of you as possible will be able to contribute.

Due for delivery in mid-September we have the latest version of our popular fund-raising calendar. As we are in the company of two of the major LMS express passenger locomotives at West Shed our 2021 edition has superb paintings of Patriots, Duchesses and Princesses from some of the country's top railway artists, go to page 29 for details of how you can pre-order your copy.

As ever, I hope you enjoy this edition of The Warrior.

Best wishes,
Pete Sikes, Editor

email: warrior-editor@lms-patriot.org.uk

FRONT COVER: On 14th October 1962, 45543 *Home Guard* worked the Derby Midland to Northampton Bridge Street leg of an L.C.G.B railtour, 'The Midland Limited' from London Marylebone to Nottingham Victoria and back to London St. Pancras. According to Terry Jackson, 45543 (the only remaining original Patriot) was to work through to St Pancras but it was apparently banned from the Northampton to Bedford line. Black 5, 45392 was therefore used for the final leg from Northampton to St Pancras.

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

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

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

Chairman's Thoughts

AUGUST 2020

At the time of writing, it feels like we are emerging, blinking in the light, from a long tunnel. West Shed has just started back at work after over three months Coronavirus closure, and some sort of normality is restored in our own Stafford administration office after the March office lockdown. I would like to thank all our volunteers and contractors for keeping the administration wheels turning as best as they could – banking, membership, accounting are unsung but essential tasks.

The rest of us have been chugging along on Zoom, like the rest of the world. By the time you receive your Warrior, we should have had our first monthly face-to-face site meeting at West Shed since the end of February – a great chance to catch up on progress and debate the next steps properly. Meetings will no longer have to start with "I can hear you, can you see me".

We still have to decide how we will approach our AGM this year. Our July Board meeting deliberately postponed that decision to allow further developments in Government regulations and guidance. We will consider all options including, clearly, a virtual meeting, even taking us into West Shed (which is off-limits to the public until the railway reopens in 2021). Please keep 31st October free in your diary: we aim to decide our approach by the end of September, in time for communication via the monthly members' bulletin.

Lockdown gave us a chance to think about how we could improve our communication with our Members. In this Warrior we are trialling a new 'at a glance' view of where we are up to with the locomotive build, to complement our regular Engineering Report. This is not a straightforward task: building a steam locomotive is complicated and there have been times where we have, on the face of it, gone backwards not forwards. I hope you find the new view (see pages 16 and 17) useful, we would welcome your feedback. We are also testing a different approach to where we are up to on the finance side (see Treasurer's Report).

How do things look, going forward? Well, I would have liked to see smoother progress on tracing and organising our quality assurance documentation, and I am anticipating some challenging dialogue with our accreditation body in the months to come. Funds will remain pretty tight, and careful cashflow and workload management will continue to be essential.

We have not lost sight of our need to sit down with the Llangollen Railway management over the serious consequences of the quality failures we experienced there. Some of these still have to be addressed in engineering terms, and we are patiently compiling a dossier as a basis for discussion. This process has not of course been helped at all by lockdown and its repercussions, both at our end and, much more so, at Llangollen.

In the meantime, please keep supporting us. With our sales stand revenue virtually dead (with apologies to the green shoots of the August Statfold Barn event), we do need your help. The 2021 Calendar (see page 31) looks a real must-have for everybody.

Best wishes and please keep supporting us.

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

TREASURER'S REPORT

Update for Quarter 1 to 30th June 2020.

NEIL COLLINSON, TREASURER

First thought for the quarter: I have increased the number of comparison charts.

INCOME

Total income to the quarter end was £65,600 (20.1% of the budget set – £91,800 for the same quarter last year, but it was about the same percentage against budget this time last year). This includes expected Gift Aid of £6,500. Restricted funding included amounted to £3,000.

Second thought for the quarter: Here is the first chart.

THE FINANCIAL QUARTER AT A GLANCE – QUARTER 1, 2020/21			
		Q1 (2020/21)	Q1 (2019-2020)
INCOME	Membership	£6,176.00	£6,351.00
	Donations	£57,993.00	£73,868.00
	Loans	–	–
	Sales	£1,401.00	£11,597.00
	Other	£23.00	–
	TOTAL	£65,593.00	£91,816.00
EXPENDITURE	Locomotive	–	£72,707.21
	Tender	£5,428.23	£21,585.00
	Boiler	£15,207.80	£31,414.13
	Other Engineering	£10,197.36	£3,136.00
	Other	£11,059.00	£26,605.00
	TOTAL	£41,892.39	£155,447.34

NOTES:

The opening and closing bank balances are not included in this chart as donations include estimated Gift Aid which does not hit the bank account until after the month/quarter end.

VAT is not included in any of the income/outgoing stats so the payment of some invoices during the quarter affects the bank balance but not the stats. The refund we get following the quarter end again affects the bank balance but not the stats.

Invoices received in the quarter and logged as expenditure on the quarterly stats might not be paid until the following quarter.

The £26,000 shown in 'Other' for 2018-19 was an invoice payment for our Patriot Pictorial Volume 2 and a large increase in stock for the sales stand.

BANK BALANCE COMPARISON			
	Q1 (2020/21)	Q1 (2019-2020)	
Opening Bank Balance	£38,547.35	£188,144.00	
Closing Bank Balance	£65,326.32	£120,500.00	

A VAT refund and Gift Aid income in July will increase the balance by £10,800 so at the time of writing the balance will have gone up to £75,000.

MEMBERSHIP

New members are trickling into the firebox but the renewal figure at £4,300 is less than the budget of £5800 maybe because of the lockdown (see below.) Gift aid reclaim on memberships is £1009 and included in the £6.5k referred to earlier.

Third thought for the quarter: Disappointed that regular donations have dipped slightly below the £19,000 mark (see chart below.)

DONATIONS/SPONSORSHIP

There is evidence that the lockdown has had a significant effect on our first quarter with our Company Secretary picking up 60+ letters from the office when it reopened in July. Amongst the post was a one-off donation of £1,500 where the cheque was dated 30th March.

The amount received from regular donations was £18,833. The number of regular donors was unchanged at 391. The average regular monthly amount per donation decreased in quarter 1 by 8p to £16.81 from £16.89. Although we have had two donors decrease their amount by £15 each per month, I was encouraged that a new donor presented a mandate for £100 per month to us to take effect from 1st July.

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

2020/21 Donors for comparison					2019/20 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter		New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
					Q4	6	5	10	£19,229
					Q3	5	0	6	£19,181
					Q2	4	5	4	£19,201
Q1	9	6	9	£18,833	Q1	19	9	5	£19,298

Fourth thought for the quarter: Our boiler loan lenders' donations of the interest payments we are making to them continues to exceed my expectations. Here is a summary to the end of June (payment commenced January).

LOAN LENDERS' DONATIONS	
Interest paid	£5,395
Donated back	£4,463
Gift Aid Claim	£1,082
	£1,082
Net Inflow	£150

Thank you to all our lenders/donors – included in these figures are some loans which have been converted to donations.

Finally, for this section, a big thank you to all who send their used ink cartridges to ‘Recycle for Charity.’ Donations from this source have been £353.00 in the last 12 months (£2,800 in total since inception).

SALES AND EVENTS

As Neil Kinsey will report elsewhere in this issue, we have not been able to attend any events in this quarter. Suffice it for me to say a big thanks to Pete Sikes and my boy (Andy C.) for posting the images of Patriots on Facebook and Instagram. They covered the whole class on separate days and as well as donations, it generated some sales of the Patriot Pictorial through PayPal.

EXPENDITURE

Locomotive and tender – Total spend to date £2.6m broken down into locomotive (including boiler) – £2.4m, Tender – £194,000.

Final thought for the quarter: Forecasting income/expenditure is a nightmare!

I was hoping to provide a comprehensive income/expenditure forecast this quarter, as far as January 2021 initially. It is still being worked on but here is an example of what we are hoping to achieve and provide you with in the future.

TRANSACTIONS				
	June 2020	July 2020	August 2020	September 2020
Bank Balance (beginning of month)	£67,700.00	£69,210.60	£76,043.97	£83,549.83
Income (Budget) excluding Gift Aid	£23,740.08	£23,740.08	£23,740.08	£23,740.08
New bank Balance	£91,440.08	£92,950.68	£99,784.06	£107,289.92
Other Expenditure (Budget – excludes loan repayments)	£6,129.17	£6,129.17	£6,129.17	£6,129.17
Loan Repayments	–	–	–	–
Engineering Expenditure	£16,100.32	£8,543.39	£10,105.06	£54,353.24
Gift Aid Return (estimated)	–	£6,556.34	–	–
VAT Refund (estimated)	–	£4,322.19	–	–
Bank Balance (end of month)	£69,210.60	£76,043.97	£83,549.83	£46,807.51
Revised Bank Balance assuming Interest in 75% of Boiler Loans is donated back plus Gift Aid	£71,280.91	£78,114.29	£85,620.15	£48,877.82
Actual Bank Balance (last day of month)	£66,951.00	£76,204.53	–	–
Actual Income in Month	£28,857.00	£21,754.00	–	–
Actual Outgoings in Month	£23,930.00	£13,378.00	–	–

PLEASE NOTE THAT THIS IS A DOCUMENT STILL BEING WORKED ON. HAPPY TO RECEIVE SUGGESTIONS FROM OUR ACCOUNTANT MEMBERS (AND OTHERS) BUT DO PLEASE BEAR IN MIND IT IS ONLY AN ABBREVIATED (COPIED AND PASTED) EXAMPLE OF OUR CURRENT ORIGINAL WORKING DOCUMENT.



HELP US GET MOVING BY JOINING THE ‘5551 CLUB’.

FUNDS RAISED FROM THIS INITIATIVE WILL ENABLE US TO COMPLETE MAJOR WORK ON THE MOTION.

For everyone who has yet to qualify for a ticket on the first train* we are offering you the chance to win one.

We are looking for **500** people to join at **£55.51**, and then once we have reached that figure there will be a draw, and a winner announced.

For those of you who already have a ticket for the first train, don’t worry we won’t leave you out! You can still enter and have a chance to get a second ticket so that your partner or a friend can join you.

Or if you just want to donate **£55.51** to help the Project, then please do!

JOIN THE 5551 CLUB

WWW.LMS-PATRIOT.ORG.UK/DONATE,

CALL 07801 945689

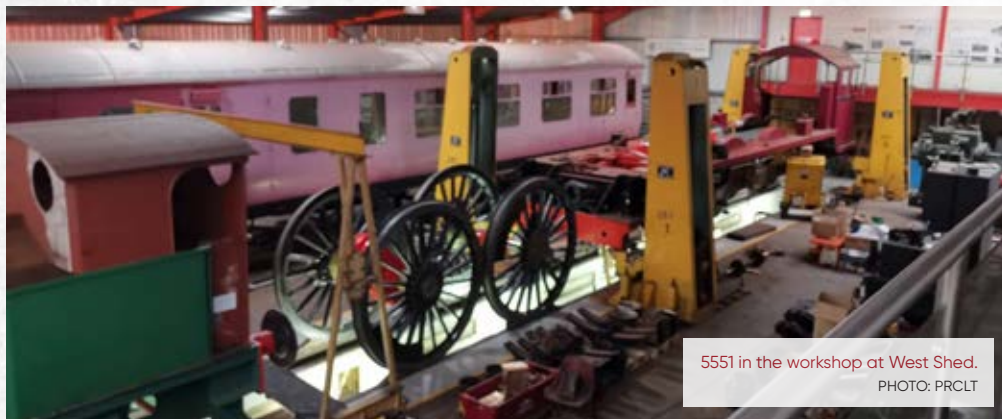
OR USE THE ENCLOSED SPONSORSHIP FORM.

*(You are required to have donated £1,500 to qualify to be on the first train.)

ENGINEERING UPDATE

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

Work on The Unknown Warrior has continued at a limited pace since the last report due to the effects of the current worldwide situation.



5551 in the workshop at West Shed.
PHOTO: PRCLT

Originally the PRCLT trust engineers had planned to return to work at the beginning of July, but this was not to be for a number of reasons. We are now able to report that work at West Shed restarted at the beginning of August, so just over a week ago at the time of writing this report. Much of the first week has involved bringing the workshop out of its lockdown state and preparing for the planned work to continue. It is amazing how much dirt and dust accumulates in a closed workshop!

Elsewhere our suppliers and contractors have mostly been working with limited workforces and only producing priority work, which our locomotive does not fall into. With the gradual return to full production taking place we can expect this to start relaxing, but again we do not know how much the effects of these works trying to catch up on late commercial work will have on the delivery of parts for 5551.

Some limited work has been undertaken in private workshops over the last few months for which we are very grateful. The scope for further use of these facilities is being investigated for the future.

Another outcome of the lockdown period is the lack of photographs showing progress which is a regular feature of these reports. Unfortunately progress has slowed and there has been no access allowed into works to photograph parts. I believe it is easier for the non-engineer members to understand what we are

trying to achieve with an appropriate picture to illustrate. Thankfully our contractors at PRCLT, Ian Riley's and Leaky Finders have supplied the illustrations in this report.

One feature we have decided to trial alongside this report is an easy to view progress chart (this appears at the end of the Engineering Report on pages 18 and 19). This is broken down into sections of the locomotive and tender and we hope it will provide a quick snapshot at what has been accomplished over the last three months and what is planned for the next three months. The activities are broken down into four symbols like a multi-aspect colour light railway signal, which shows green for complete, double yellow for 80% complete, single yellow for work in progress and red for not yet started. Our 'guesstimation' of 80% complete may bite us on occasion, when an unexpected event happens and we find additional work is required on some part or system, so I hope you will understand if this occasionally looks to have gone backwards. To keep the chart to a reasonable size we will only show areas of the loco that have been worked on over the last three months or are planned to have work undertaken over the next three. It will only cover physical work on manufacture or fitting to the loco, not design and background paperwork. It will obviously develop over time and your views and comments on this would be appreciated.

Another area which affects our future engineering activities is the planning for our predicted income and expenditure. I am sure this will be covered in detail elsewhere in this Warrior, but we will not be placing orders for work until we are confident that we have the money available to pay the invoices when required. This is one reason why we have slowed down work on the boiler and tender, as they have both been costing more than previously predicted. The chassis work has been given first priority on funds and resources for the next few months. The boiler is making good progress towards completion, but it is no good having a finished boiler and no chassis for it to fit in. The tender is similar, so both have been slowed down to hopefully allow the chassis to catch up.

All of this boils down to one thing, the continued financial support of you, our members. Without your donations we are unable to plan the still considerable expenditure required to complete 5551.

DRIVING WHEELS

We are pleased to report that the replacement Crank Pins on the Centre Driving Axle have successfully been fitted and machined at Riley & Sons (E) Ltd., Heywood, Lancashire. All the required design approval, work method statements and approval paperwork is in place.

The new Crank Pins were fitted by placing them in liquid nitrogen which makes the metal shrink slightly and allow the pins to be inserted into the hole in the Driving Wheel. As the pin warms and returns to ambient temperature it expands to be a tight fit in the hole. A keyway is used to stop the Crank Pin rotating in the hole and ensure the correct angular relation between the wheel and the Crank Pins (see picture on next page).

The Driving Axle Assembly has now moved to Tyseley Locomotive Works for the Axle Journals to be polished as the wheel lathe at Ian Riley's is not quite big enough to accept our 6' 9" diameter wheels.

Once Tyseley have polished the journals, the wheelset will return to West Shed to allow the Axlebox to be white metalled.

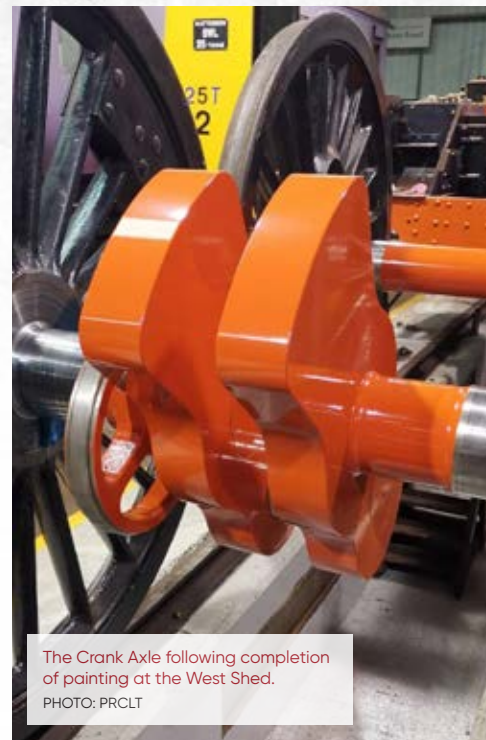
There is one issue hanging over the Driving Wheelsets at present, this is regarding paperwork to a welded repair undertaken on three of the wheel centres following incorrect machining of a keyway in the early days of the project. This was a mistake by the machining contractor reading the drawing incorrectly.



Above: The Centre Driving Axle ready for the new Crank Pins to be fitted.
Below: After assembly.
PHOTOS: RILEY & SONS (E) LTD.



Crank Pin being fitted after freezing in liquid nitrogen.
PHOTO: RILEY & SONS (E) LTD.



The Crank Axle following completion of painting at the West Shed.
PHOTO: PRCLT



The Trailing Axle following completion of painting at the West Shed.
PHOTO: PRCLT

The repair was agreed by the approval authority we used at the time, but Riccardo Rail are rightly wanting to check all the procedures and checks were completed to the standards that apply today, not nine years ago. We are confident that this can be resolved fairly soon, but mindful of the fact that if it is not we may have to have at least one, maybe all three wheel centres pressed off the axle for testing. A lot of effort has gone into searching out the necessary paperwork, not helped by the company that did the welded repair having been taken over and the staff involved at the time being no longer in position.

BOGIE WHEELS

Riley & Son have also fitted the new tyres to the ex-8F bogie wheelset and await final machining before returning to West Shed.

BOGIE FRAME

When the Bogie was dismantled at West Shed it appeared that the Frame Assembly was under strain or slightly distorted. Measurement has shown the Horn Guides to not be parallel across the frame, so they are being removed for machining to true them up which will solve the problem.



The Bogie Frame following removal of the Horn Guides at the West Shed.
PHOTO: PRCLT

BRAKE SYSTEMS

The design of the Air Brake system has been approved by Riccardo Rail and is almost an exact copy of the installation on *Duchess of Sutherland*. A start has been made on manufacturing the mounting brackets for the Air Pump. This will be followed by installing the pipework in areas where access later will be difficult.

The studs for mounting the Brake Cross Shaft Bracket under the drag box are also planned to be fitted in the coming weeks.

Components from the locomotive brake system have been painted ready for refitting when required.

MOTION

The Motion parts finally moved from Statfold Barn to West Shed on 12th August. This will allow the PRCLT engineers to inspect and report on what work is required to complete all pieces to a satisfactory standard. Going on what we know from the Connecting Rods, which were the only parts worked on at Statfold Barn, we expect all the Bearing Brasses and Oil Rings installed at Llangollen will require replacement due to incorrect sizes or poor quality machining.

Once the assessment is complete and the scope of work is known we will be obtaining quotations to get the work done.

AXLEBOXES

The Driving Axleboxes are ready for the white metal and machining as required. This is slightly on hold until the paperwork issue with the Driving Wheels is resolved.

DRAIN COCKS

We will be inviting interested parties to machine the six Drain Cocks over the next couple of weeks. The castings are all to hand. The following photos on the right show parts of a similar valve to those fitted to 5551.

SNIFTING VALVES

The three Snifting Valves are now complete with the covers fitted, ready for when they will be assembled to the cylinders.



One of the Air Brake Pump Brackets under manufacture at West Shed.
PHOTO: PRCLT



The Brake Cross Beams following completion of painting at the West Shed.
PHOTO: PRCLT



Top left: Some of the Motion Parts following delivery to West Shed.

Bottom left: One of the Driving Axle Boxes fitted with shields for casting in the new white metal.

Top right: A finished Drain Cock.

Middle right: Valve Stem and retaining Ring following machining.

Bottom right: A finished Snifting Valve.

ALL PHOTOS: PRCLT

PAPERWORK

A large amount of effort and time has been spent trying to collate the paperwork that should have been in place from the early days of the project. Some was passed to the project, but never properly stored, so has to be found and others were left with the suppliers. One issue is trying to establish exactly who the suppliers for some parts were, as records and some early orders cannot be found.

Many parts were ordered from Llangollen Railway, from plate for Buffer Beams to rivets and special bolts. The paperwork for these should have been obtained and retained by Llangollen to be subsequently passed onto us. In many cases they are missing. We are hoping that these documents are still filed away somewhere at Llangollen and have been pressing for some time for these documents to be provided, but as has been widely reported Llangollen Railway have enough issues of their own and do not have the staff or time to devote to searching for our paperwork at the moment. They have also been completely shut down over the lockdown. How we resolve this will no doubt tax us in the next few months as we work towards a resolution.

BOILER

Little progress on the boiler to report over the last three months, due to the effects of lockdown plus our decision to focus spend on the chassis. HBSS have plenty of work to keep them busy while not working on 5551 and we continue to plan our work programme with HBSS to ensure we have a slot booked for work to restart.

TENDER

A limited amount of work remains until we have a finished stable frame structure. Most of this work is riveting, which is not really possible under the social distancing rules, so this is in abeyance until such time that the contractors are happy to work in close proximity.

This work nearly all relates to the rear end of the frame structure where the Rear Drag box is drilled and presently bolted into the Inner Frames. Between the Inner Frames and the Outer Frame each side are the Outer Drag Boxes. These have been fabricated and the mating faces machined square, and positioned for marking up the mounting holes from the Inner and Outer Frames.

Once fully marked up they will be removed and drilled ready for the riveting. The final pieces are the Top Plate over the whole rear section and the Rear Buffer Beam, which completes the Frame Assembly. The only other parts to fit are the doubling plates for the Brake Pins which are made and ready for riveting into place.

The frames are also being given a protective coat of paint once work is completed, along with many of the brake and spring fittings ready for future assembly.

Some other fittings are being prepared for future fitting including the Intermediate Buffers.

The timing of this work as described above is dependent on a number of factors, the social distancing rules, Leaky Finders workload and our ability to pay the invoices.

MAIN LINE RUNNING GEAR

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

TENDER TANK DESIGN

No progress since last report.



Our Tender Chassis pictured in the Leaky Finders workshop.
PHOTO: LEAKY FINDERS



A view of the Rear Left Hand end of the Tender Chassis. From right to left we can see the upper and lower sections of the Centre Drag Box, the thinner Inner Frame plate, The Outer Drag Box, the thicker Outer Frame plate and finally the Outer Frame Angle. All this will be hidden from view when the Rear Buffer Beam is riveted into place.

PHOTO: LEAKY FINDERS



One of the Brake Pin Doubling Plates ready to be riveted in position.



Tender Brake Hangers and Spring Links following painting.



Brake Pull Rod with painting complete.



Intermediate Buffers.
ALL PHOTOS:
LEAKY FINDERS

AN INTERESTING THOUGHT

As this report is not as extensive as usual I thought you may be interested in the following technical article I recently found in a past issue of The Con Rod, the newsletter of the Harrow and Wembley Society of Model Engineers, of which I was a member back over 40 years ago! It was written by John Cousins, a superb engineer who built a number of very fine model locomotives including a superb 7¼" gauge BR Standard Class 5 4-6-0.

WHEELS

For the sake of the following notes, we will assume that a wheel is a true Circle with its axle at its true centre.

Now, if a wheel is rotated on its axle with the axle held in fixed bearings, it will be noticed that opposite points on the rim travel in opposite directions at equal speeds. If two other opposite points are chosen halfway between the centre and the rim, the speed will be half that of the rim and still in opposite directions.

By carrying this reasoning to its logical conclusion, it will be ascertained that the centre of the wheel (axle) is stationary when the wheel is rotating.

If you cannot understand what you have read up to now, give up, we are now going into a more complicated situation.

Take a car wheel firmly attached to a car, proceeding along the highway. The centre of the wheel is travelling at the same speed as the car (because the axle is attached to the car). The piece of tyre in contact with the road is stationary hence the tread pattern left on a wet road. If it were not stationary the image would be blurred. Now, if the bottom of the wheel is stationary and the centre is travelling at the speed of the car, the top of the wheel is travelling at twice the speed of the car in the same direction.

In the case of a flanged wheel, another interesting event is taking place. By the same reasoning as above, the lowest point of the flange is travelling in the opposite direction at a low speed. You don't believe it? Then try rolling a dinner plate along the edge of the table!

On a locomotive, whilst all the foregoing is happening, the coupling rods are performing their own variation of the theme. Let us take a locomotive with 48" drivers and 24" stroke (bet there is one somewhere!) travelling at 20 m.p.h.

When the coupling rod is at its lowest point i.e. halfway between the centre of the wheel and the rail, it is travelling in the same direction as the loco but at 10 m.p.h. (i.e. half the speed of the loco). When it is at its highest point, it is travelling in the same direction at 30 m.p.h. Only when it is at its furthest right hand or left hand point is it travelling at the same speed and in the same direction as the loco, but it is also moving upwards or downwards at 10 m.p.h.

Whilst all this is happening, over on the other side of the loco (2 cyl.) the same thing is occurring but 90 degrees out of phase. So, for example, when one connecting rod is travelling forward at 30 m.p.h., the one on the other side is travelling at 20 m.p.h., forwards and 10 m.p.h. upwards or downwards.

Another feature to observe is that when viewed from one side the wheels are rotating clockwise and when viewed from the other side they are rotating anti-clockwise.

I hope you have understood and found the foregoing interesting, because as far as I am aware that is all it is – interesting.

If you can find some way in which you can put this information to practical use, please let me know.

John Cousins

Reproduced from The Con Rod, No. 46, March 1980.
Harrow & Wembley Society of Model Engineers

5551 PROGRESS AT A GLANCE	CURRENT WORK		CURRENT BUILD STATUS			
	Work in last quarter	Work in next quarter	Design	Component Manufacture	Assembly	Safety Certification
LOCOMOTIVE			🟢🟢	🟢	🟢	🟢
BOILER AND SMOKEBOX						
Crinolines and Cladding	Manufacture and fitting		🟢	🟢	🟢🟢	🟢
Transverse Stays	Manufacture and fitting		🟢	🟢🟢	🟢	🔴
Safety Valve Pads	Design		🟢	🟢🟢	🟢	🔴
MOTION						
Legacy Motion		Full Assessment	🟢	🟢	🟢	🟢🟢
Reverser Shaft		Deliver to West Shed	🟢	🟢	🟢	🔴
Reverser Shaft Bearing		Machine casting	🟢	🟢	🟢	🔴
DRIVING WHEELS AND AXLEBOXES						
Driving Axle Crank Pins	Manufacture and fit		🟢	🟢	🟢	🟢🟢
Driving Axle Journals		Polish	🟢	🟢🟢	🟢	🔴
Driving Axleboxes		White metal and machine	🟢	🟢	🟢	🔴
BOGIE						
Front Stretcher	Design Approval	Final Drawings	🟢	🟢	🟢	🔴
Bogie Frame		Check	🟢	🟢	🟢	🔴
Tender Wheelset - Legacy		Fit and Turn new tyres	🟢	🟢	🟢	🔴
BRAKES, SPRINGS AND DRAWGEAR						
Air Brakes	Design Approval		🟢🟢	🟢	🟢	🔴
Air Brakes - Pump Brackets	Design Approval	Manufacture & Fit	🟢🟢	🟢	🟢	🔴
Brake Cross Shaft Bracket		Make & Fit Studs	🟢	🟢	🟢	🔴
FITTINGS AND PIPEWORK						
Backhead Fittings	Research Fittings	Research Fittings	🟢🟢	🟢	🟢	🔴
Drain Cocks		Machine Castings	🟢	🟢	🟢	🔴
Snifting Valves	Machine and Assembly		🟢	🟢	🟢	🔴

KEY:

Complete	🟢	In progress	🟡
Advanced (80% complete)	🟢🟢	Not started	🔴

LMS SXP 4-6-0 No. 6000 nearing completion in Crewe Works in July 1933. 6000 became No. 5538 in August 1934 and was named *Giggleswick* in 1938.

PHOTO:
COLLING TURNER/RAIL ARCHIVE STEPHENSON

5551 PROGRESS AT A GLANCE	CURRENT WORK		CURRENT BUILD STATUS			
	Work in last quarter	Work in next quarter	Design	Component Manufacture	Assembly	Safety Certification
TENDER						
FRAMES						
Dragbox Riveting	Drilling & Riveting	Drilling & Riveting	🟢	🟢	🟢🟢	🔴
Outer Dragbox Riveting	Drilling & Riveting	Drilling & Riveting	🟢	🟢	🟢🟢	🔴
Rear Buffer Beam	Drilling & Riveting	Drilling & Riveting	🟢	🟢	🟢🟢	🔴
Painting	In progress	Finish	🟢	🟢	🟢	🔴
SUPERSTRUCTURE						
Tank Design		Progress	🟡	🔴	🔴	🔴
NETWORK RAIL SYSTEMS						
AWS			🔴*	🔴	🔴	🔴
TPWS			🔴*	🔴	🔴	🔴
GSM-R			🔴*	🔴	🔴	🔴
OTMR			🔴*	🔴	🔴	🔴
ERTMS			🔴*	🔴	🔴	🔴

*Locomotive interface



NOTICE BOARD

WE NOW HAVE ACCESS TO THE HUB IN STAFFORD AND A WEEKLY VISIT WILL BE MADE TO PICK UP MAIL AND ANSWERPHONE MESSAGES.

Please send all postal correspondence to our normal address:

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

We are still using the temporary office phone number for enquiries, membership renewals and donations by debit or credit card:

07801 945689

Merchandise purchases – including our 2021 calendar – 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.

HELP NEEDED: PRESS OFFICER

As any project grows it inevitably needs more help as roles become too much for one person. We are no different, and it has become apparent that we need to expand our own team. We are looking for someone to take on the role of Press Officer to deal with the railway press. Writing small snippets of news to send across to the magazines each month enabling us to show people the progress we are making, and hopefully this will encourage others to join up or make one-off donations.

Please contact the editor at **warrior-editor@lms-patriot.org.uk** if you are able to help.

VIRTUAL MEMBERS' DAY

The annual Members' Day is one of the biggest highlights of our year. Getting to meet up with so many members and show the progress on the engine is something we all enjoy and look forward to, but with the situation we find ourselves in this year it's a great shame that we won't be able to do that.

However we are trying our best to do something so that we can answer any questions you might have and to show you what's been happening. Our plan is to visit the three main sites where work is happening on major parts for 5551 – Heritage Boiler Steam Services, Leaky Finders and PRCLT at the West Shed. At each of these sites we will record a video getting up close to show you the work being done.

What we need now is your questions that you would normally have asked at a Members' Day. Please have a think and email either the chairman at **chairman@lms-patriot.org.uk** or the editor at **memberscorner@lms-patriot.org.uk**, you can also send your question by post to the office address shown on the left. If we could have your questions by the end of September we would be grateful. We will then post our videos online for you to watch.

The most popular question we get asked when talking to members and the railway public is "when will it be steaming". We are very much at the point now where we know what's left to be done and how much its going to cost. So the biggest way to progress work is to donate today. This will enable us to work on multiple fronts at the same time, which we are currently struggling to achieve.

So – and I hope you don't mind me being a bit cheeky here – stop reading now, log onto the internet, go to **www.lms-patriot.org.uk** and make a donation to us. It takes just a few minutes to do and then come back and finish reading this excellent edition of The Warrior!

THE GWS 4709 PROJECT

We are pleased to report that we have settled a dispute with the GWS 4709 Group that goes back to events surrounding our departure from Llangollen in 2018. We would like to thank Paul Carpenter, the 4709 Project Engineering Manager, for his part in resolving the matter, and wish the Project every success at its new base at Leaky Finders, Exeter.

ANNUAL GENERAL MEETING

We have made arrangements to hold this year's AGM at the Kidderminster Railway Museum on 31st October in the hope that COVID restrictions will have been sufficiently relaxed to allow for a socially-distanced meeting to take place by then. As a fall-back, we are exploring the options for holding a virtual meeting using Zoom and will keep you posted via the regular monthly updates and on our website.

SALES REPORT

NEIL KINSEY, SALES DIRECTOR • sales@lms-patriot.org.uk

Sales have been 'ticking over' since the last Warrior, both on line and by post.

A big thank you to those who have made purchases to keep things moving and adding to the coffers.

The good news is that we actually attended an event on the weekend of 8th and 9th August at The Statfold Barn Railway. Their invitation was very much appreciated.

The restriction of numbers due to social distancing led to this being a pleasant low key event. Good weather allowed for traders to be positioned outdoors, the benefits to us being that we could see more of the action and didn't have to wear masks all day!

Although takings were modest it was nice to be out again and get a little exposure.

For those of you who have not visited the railway I can highly recommend it. The whole place has been expanded and improved over the period since we first attended an event some 5 or 6 years ago. Even if narrow gauge is not really your thing I would say that it is well worth a visit, especially on one of their enthusiasts' weekends. There is an intensive service and the facilities are excellent.

Going back to our attendance, it was great to see one or two familiar faces and to get talking about the project again.

Now it looks as though the Covid-19 situation is to be with us for some time to come, so in line with many other organisations I have placed an order for some branded face masks. These are washable and will be priced at £6 each or three for £15 (see illustration below). I would recommend the multiple option as that would give you a wash, a wear and a spare.

As you are probably aware I usually ask if anyone has any railway books that they can donate to raise funds, however with little opportunity to sell them at present and with a large stock in hand, I will put that request on hold for the time being.

On the other hand I'm quite willing to accept railway models of any gauge and items of railwayana which are quite easy to sell on eBay and at auctions.

In the last Warrior I produced an article where I offered to do drawings. I'm pleased to say that as a result I have done eight in total which added £60 the project by way of a 25% donation from each one. Thank you to those who made those commissions, all of which were well received I'm happy to say.

If you would like a drawing of your favourite loco or pet please get in touch with me directly by email sales@lms-patriot.org.uk or phone **07999 769849**.

Thankyou.



Illustration only. Actual face mask may differ.

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

2020 Grand Prize Draw

With the sales stand not able to visit heritage railways this year our Prize Draw takes on added significance as it will be one of the major ways of raising funds.

If at all possible we would like you to double your efforts on behalf of the Project and except for those who have informed us otherwise you will find 20 tickets included with this edition of the Warrior. As usual the winners will receive generous cash prizes:

1st Prize – £500 • 2nd Prize – £250 • 3rd Prize – £100
plus three further cash prizes of **£50**

We would appreciate it if you could sell some if not all of your tickets and return the stubs with your payment along with any unsold tickets to:

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

With the need to increase funding going forward it would be great if you could increase your uptake on previous years, and of course you have the chance of winning a substantial cash prize, just in time for Christmas.

Thanks in anticipation, and good luck!

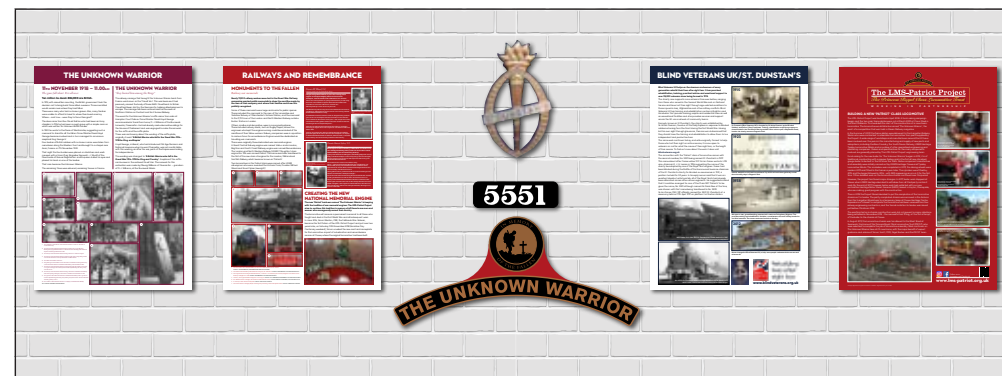
NEIL KINSEY, PROMOTER.

PATRIOT EXHIBITION AT WEST SHED

Along with Kate Watts, PRCLT, and Chris Gilson of Blind Veterans UK, we have been discussing the possibility of a Patriot Exhibition at West Shed. There are three themes that we will take into account, all connected to Railways and Remembrance. One theme will be 5500 *Patriot*, the second 5501 *St Dunstan's*, and the final one 5551 *The Unknown Warrior*.

Grant funding for the display is being sought and we are hopeful of having the display ready for when West Shed reopens next year, but in the meantime producing a virtual display, which will be available on our website sometime during October/November.

An initial mock-up of the display.



FROM THE 'HOME' OFFICE

**SEE NOTICE BOARD
ON PAGE 18 FOR THE LATEST
CONTACT DETAILS**

**TEMPORARY PHONE NUMBER
07801 945689**

After 16 weeks, The Hub, situated in Stafford town centre, reopened and we were able to retrieve the post and listen to messages left on the answerphone. It took a week to deal with everything but if you were one of those who had written correspondence and sent it there, or left a message, you should by now have received an acknowledgment or will have seen that your cheque has been processed through your bank account.

Although the building is open, we are for the immediate future, like many others, continuing to work from home. Most of the office volunteers are in the vulnerable category and are therefore not yet ready to return.

All post can now be addressed to the registered office although anything sent to the temporary address will still find us. We will be collecting the mail from The Hub on a regular basis. However, as only two of the normal team are dealing with the work at home, please do not worry if it takes us a little longer than normal to respond. Should you need to contact us by phone please continue to use the temporary number 07801 945689.

I mentioned in the previous magazine that there is now an option to apply for membership via the website. We have had eight people join using that system. Unfortunately, the application doesn't have a section for gift aid. A letter and gift aid form have been sent with the membership confirmation to all the applicants but as yet none have been returned. Please remember that if you are a tax payer and you sign the declaration form for us, it means we can

claim an extra 25% from the government on any donations you make. It is a real benefit to the project which costs you nothing.

Sending out Warrior 45 from our home worked out well and we will be using a similar procedure for this magazine. We spent one weekend fixing the address labels to over 1,000 envelopes and the next "stuffing" them with the magazines. Royal Mail delivered 20 postal trays to stack the envelopes in after they were franked. It was arranged that the postman would collect the trays full of magazines on Monday 1st June so it was important to make sure they were franked with that date or they wouldn't be accepted. A couple of days later the magazines were arriving through members letter boxes and as is usually the case, you generously responded by sending in donations and sponsorships. Snifting Valves were the most popular item and we could have "sold" these several times over! I wonder what will be the popular item this time?

Linda Westerman, Office Manager
office@lms-patriot.org.uk

PROJECT TALKS VIA ZOOM JOHN HASTINGS-THOMSON • corporate@lms-patriot.org.uk

Because of the virus we have not been able to go out on the road doing talks, these do provide a steady stream of income as well as publicising the Project. Sometime ago someone suggested that we might be able to talk via Zoom, but at the time I was not sure that it was feasible.

However as I now use Zoom quite extensively I believe that it is possible, so if anyone knows of a group that might be interested in receiving a presentation about the Project in that format, please encourage them to contact me to discuss it.



We are appealing for general funds to help us and our contractors now that work has restarted and life returning 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., The Hub, 17 Eastgate Street, Stafford ST16 2LZ
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.

LMS Patriot 4-6-0 No 45507 *Royal Tank Corps* stands in the centre road at Carlisle Citadel with an up parcels train that includes a Palethorpes sausage van behind the tender in c.1958.

PHOTO: T. G. HEPBURN/RAIL ARCHIVE STEPHENSON



GENESIS OF A UNIQUE PORTRAIT OF HEST BANK

Fond memories of childhood holidays in a camping coach at Hest Bank led to the commission of a special new painting.

Author and LMS-Patriot Project volunteer Andrew McRae, career railwayman and historian Ron Herbert and artist Philip D. Hawkins FGRA explain how Hest Bank Whitsun 1961 was conceived and created.

Steam World and The Warrior are delighted to present **Hest Bank, Whitsun 1961**, the latest work from master railway artist Phil Hawkins FGRA. The 36in x 24in oil on canvas was commissioned by Andrew McRae, author of 'British Railway Camping Coach Holidays' (Foxline Publications 1997 and 1998), who wanted to have a permanent memorial of his own camping coach holiday on the shores of Morecambe Bay in May 1961.

Having secured Phil's acceptance of his outline brief, Andrew wasted no time in seeking the advice of Ron Herbert, regular contributor to Steam World, who had helped him in the preparation of the Foxline books more than twenty years ago, and whom he knew had more than a passing interest in the piece of railway history he wanted Phil to interpret.

Ron, Andrew and Phil here join forces to explain the background to the scene depicted and the inspiration behind the commissioning of the painting itself.

It is hoped that Hest Bank, Whitsun 1961 will be on show to the public at Carnforth Heritage Centre on Saturday, 5th September from 12.30pm.

Ron first sets the scene for us...

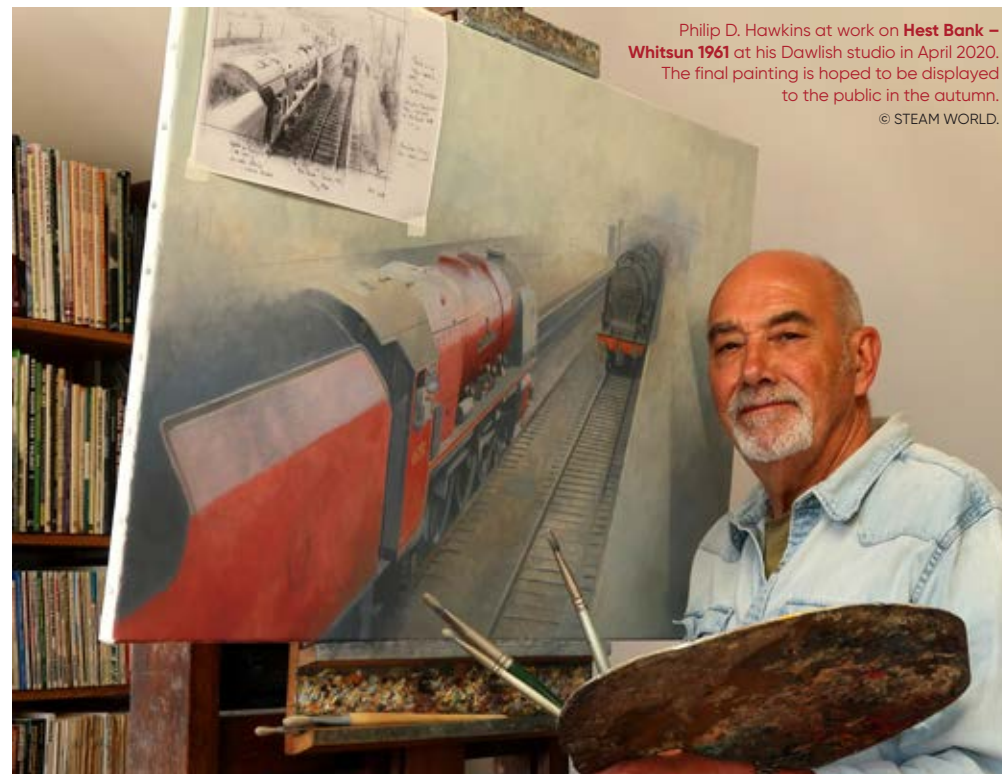
Hest Bank station opened on the 22nd September 1846 and closed on the 3rd February 1969. The Morecambe branch was opened by the London & North Western Railway (LNWR) on the 8th August 1864 with a double line connection from the LNWR main line at Hest Bank, the line continued to Bare Lane, known as Poulton-le-Sands until 31st October 1864. The double track line from Hest Bank to Bare Lane was reduced to a single line under a board of trade agreement dated 20th August 1886, which stated a double junction would be provided at both ends.

The next major event was when the LNWR built a direct line from the West Coast Main Line branching off at what was then known as Hest Bank South Junction and which was subsequently renamed to Morecambe South Junction. This allowed trains from the south to run

to Bare Lane and Morecambe without reversing at Hest Bank.

This curve known as the south curve improved the operation of the branch considerably and opened on the 19th May 1891 and was built as a double track line, the line from Hest Bank which was singled continues today as such. The double track line from Morecambe South Junction was singled on the 21st February 1988. Both lines from Hest Bank and Morecambe South Junction continue to be used by services today albeit to a new station in Morecambe which opened in 1994, the original Morecambe Promenade station closed on the 7th February 1994.

My father, Arthur Herbert, took over responsibility as station master for Hest Bank and Bolton le Sands in the early 1960s. At this time there were four camping coaches stabled in the former goods yard on the down side which were let from



Philip D. Hawkins at work on **Hest Bank - Whitsun 1961** at his Dawlish studio in April 2020. The final painting is hoped to be displayed to the public in the autumn.
© STEAM WORLD.

April to October. My mother, Agnes, was responsible for cleaning the camping coaches each Saturday as soon as the occupants left and prior to the arrival of the new occupants, who would arrive in the early afternoon.

The bedding would be changed and the soiled bedding despatch by train to the Adelphi hotel in Liverpool for washing in large wicker baskets, the new bedding having arrived in the same wicker baskets the previous day.

The entire stock of cutlery would be washed and dried along with the plates and other kitchen implements and a thorough clean undertaken of all the camping coaches, so it was very much a race against the clock.

My father had in fact been Station Master at nearby Bare Lane from 1957; he was given responsibility for Morecambe Euston Road in 1961 and he continued there until Euston Road closed after the last train on Saturday 8th September 1962. In the meantime, the station master at

Hest Bank, Tom Lewis, had come to Hest Bank from Low Gill which closed on 7th March 1960. Tom was not in the best of health and I remember my father getting permission for him to move to a bungalow in Hest Bank, the station house not being the best of places to live albeit no doubt it was when the Lancaster & Carlisle railway built it! My father was very active with the Transport Salaried Staff Association and the secretary of the Carnforth branch, which explains his involvement. But senior management always required SM's to live on the job so this was very unusual.

Shortly after Tom moved to his bungalow, he went on long term sickness absence and my father was told to look after Hest Bank and Bolton le Sands in his absence; this explains his presence there in May 1961. When Tom returned to work he became a relief station master and retired not long after on grounds of ill-health and my father continued to look after Hest Bank and Bolton le Sands as well as his own station at

Bare Lane. This continued until the re-organisation that did away with station masters, when Hest Bank, Bolton le Sands, Bare Lane and Morecambe Promenade came under the station manager at Carnforth.

The painting shows Stanier Pacific 46254 *City of Stoke on Trent* speeding through Hest Bank on the down main line under clear signals working the 11.00am Birmingham New Street to Glasgow Central. The fireman can be seen looking forward, ready to move across the footplate to drop the tender scoop after crossing over the level crossing to pick up water on the troughs just north of the station.

Fowler Patriot 4-6-0 45507 *Royal Tank Corps*, along with Stanier Jubilee 4-6-0 45629 *Straits Settlements*, arrives on time at 2.6pm working the 10.53am Workington Main to London Euston; 45507 will be detached at Lancaster Castle to work the 2.30pm Morecambe to Crewe forward from there. The 10.53am from Workington Main will be attached to the 9am Perth to London Euston express at Preston.

The station master can be seen standing on the up platform along with the late turn porter to ensure no delay takes place to this important train. The camping coaches can be seen stood in the former goods sidings on the left.

Andrew explains the genesis of the painting:

It's a recurrent subject for discussions amongst railway enthusiasts; just what is your earliest railway memory? For me, it's clear cut – "...the big red engines". There may have been earlier episodes that have somewhere imprinted themselves on my mind, but none carry the weight –or can be 'backed up' with any certainty of the date – than the impression left by Stanier's masterpieces flying through Hest Bank during a camping coach holiday at Whitsun in May 1961. Whilst having been, as a four-year old, far too young to appreciate them fully, I couldn't but help, with the encouragement of two older siblings, to engage when the cry went up "...a big red one is coming!".

For many years the memory was rather vague but when starting to research material for the Foxline Camping Coach books in the early 1990s, pieces

of the jigsaw began to be reassembled. The Duchesses were still in charge of the Birmingham to Glasgow trains at the time and the passing of the down train generally coincided with tidying up the kitchen area of the camping coach after lunch. Sadly, I have no detailed records of which locos I saw, having been rather too young to note down numbers and my father was, although both a working railwayman and an enthusiast, no longer a spotter as such – he had long since 'seen everything'! – nor ever a photographer. So, when it came to asking Phil to capture the scene in oils more than five decades later, some guesswork, albeit well-grounded in contemporaneous facts, had to be undertaken.

The choice of the principal subject, the 'big red engine', fell upon 46254 *City of Stoke-on-Trent* because it was noted regularly during the spring and summer of 1961 working the train in question, on one such occasion being photographed on this duty by Ron Herbert himself, and it is highly probable that it is indeed one of the Duchesses I saw from the window of the camping coach during the second half of May. Unrebuilt Patriots were also still much in evidence and 45507 *Royal Tank Corps* was itself very active on the WCML at the time of the holiday, having been released from Crewe works following a light intermediate repair on 9th May 1961. 45507 was actually one of two 'Patriots' considered for the painting. Unusually, as the train in question was booked as a Pacific duty, on Saturday, 20th May, the midpoint of our two-week Whitsun holiday, 45501 *St Dunstan's* worked the 6.15am 'all stations' ex-Carlisle to Crewe, calling at Hest Bank at 8.28am. Knowing this, there was a temptation to ask Phil to work on an alternate 'breakfast time' scene featuring the venerable 'rebuilt Claughton', but this would not have enabled us to have the coincident drama of the big red engine speeding north!

Nonetheless, given 45507's 'fresh off works' status it was a likely candidate to have been used as the pilot on a Workington to Euston service, this being a regular running-in turn for such locos. The train was invariably double headed in order to fulfil the diagrams outlined by Ron in his description of the scene; if no 'fresh off works'

candidate was to hand, two Crewe North Jubilees would be in charge. 45629 *Straits Settlements* was photographed on the train more than once in 1961 so it seemed reasonable to include it as the train engine on the up service – even if you can see precious little of it in the painting!

None of these locos would be remembered here at all, of course, were it not for the presence of the camping coaches themselves. These had first appeared at Hest Bank the previous year, 1960, and shortly after installation were photographed on 28th April by the London Midland official photographer from a vantage point on the bracket signal at the south end of the up platform. Phil has placed himself in a slightly different position on the same structure to capture the scene in the painting. Reading from left to right, the four converted passenger vehicles pictured were numbered M020471M, M020470M, M020458M, and M020476M. Numbers '58' and '70' had started life as composite corridor coaches built to LNW diagram 133, whilst no. 71 was a former third corridor, diagram 265 and no. 76 originally a West Coast Joint Stock TK, diagram W50. All were built at Wolverton between 1907 and 1913 and all refashioned there to camping coaches in early 1952. These same four coaches found themselves in exactly the same positions in 1961, but later photographs show that they were 'shuffled' around in ensuing years whilst a fifth coach was added in 1964.

There are a number of subtle differences between what can be seen in the 1960 photographs and the view presented here, including the replacement of timber fencing enclosing the station yard with concrete post and wire, the refurbishment of the ice-cream kiosk on the shore and, not least, the provision of a new door in the south face of the small building housing a w.c., which had by now been made available for use by patrons of the camping coaches!

Alongside the working Herbert family members pictured, the intending passengers about to board the 2.6pm up service include my parents, Alec and Irene, who have chosen to spend the afternoon in Lancaster to replenish supplies for the remainder of the holiday and, for a brief while, escape the demands of three infant children, Jean, David and Andrew who, along with Grandma Annie-Elisabeth McRae, have been left to admire the spectacle of the approaching 'big red' engine from the windows of a camping coach!

Many years later, my mother recalled how Mr Herbert had diligently reviewed the inventory of the equipment in the camping coach before sanctioning our departure, most likely on the morning train to Crewe, another ex-Workington to Euston service, on 27th May, at the end of the holiday! With three relatively unruly infants having been on board for a fortnight a stationmaster might have justifiably imagined there would be



No. 45507 *Royal Tank Corps* pictured on Carnforth shed (24L) on 7th June 1961.

© THE LMS-PATRIOT PROJECT.

the odd shortcoming, but it appears that all was deemed to be in satisfactory order. After two weeks of living with the rudimentary facilities on offer at Hest Bank mum was happy to go along with the inspection and keen to get home!

I feel very privileged that Phil agreed to capture this scene in oils and thereby 'bring back to life' the excitement of my earliest railway memory, and I'd like to thank Ron for having provided so much of the information upon which the painting is based.

Phil reflects on the commission:

'Hest Bank - Whitsun 1961 - the seeds of a commission' by Philip D. Hawkins FGRA

One of the more enjoyable aspects of my work is meeting and getting to know my customers, those brave souls prepared to entrust me with their cherished memories. A good percentage of my output is to commission, and some of my clients' ideas for locomotives, locations, situations, and eras may not otherwise have occurred to me. Consequently, this work broadens my horizons and knowledge while keeping my senses keen. The point of many of the commissions is to recreate a fond railway recollection, usually from the client's younger years, that would otherwise be lost in time. The process is akin to possessing my own "time machine" which, upon completion of the project, I can hand over to the client. To commission a painting is not only a substantial financial commitment but a leap of faith in entrusting me, the artist, to translate a fond memory into a memorable work of art.

So it was that on a January morning in 2019 girding my loins for another day in the studio, with a recently started painting of a V2 on the 'Master Cutler' passing through Beaconsfield glaring at

me from the easel I embarked on the morning ritual of checking emails when I came across a name I vaguely recognised; Andrew McRae. Reading on it gradually dawns that this is a guy who bought a painting from me over thirty years ago and is now sounding out the possibility of commissioning another. The words 'Red Duchess' leapt out and I concentrated a little more. I remember that Andrew is quite an authority on camping coaches and is the author of excellent books on the subject. It turns out that Andrew, his brother, sister, Mum and Dad enjoyed the delights of the British Railways camping coaches at Hest Bank. Those holidays obviously left a lasting impression, particularly the Whitsun holiday (remember those?) in 1961 because, as he peered through a window of 'his' camping coach, the vision of a red 'Duchess' tearing north with a Birmingham to Glasgow express meeting a southbound train pulling into the station etched its way into his memory. These then were the seeds of a commission. Andrew posed the question:- "I can see it all in my mind's eye... but is it something that you feel you might be willing to turn into a reality?" Well, yes. It would be a pleasure.

After meeting up, exchanging copious ideas, gathering reference and reacquainting ourselves after all those years a deal was agreed and I set about the task of preparing a drawing to convey something of the flavour of our discussions. In addition to supplying useful nuggets of information at regular intervals Andrew had enlisted the substantial knowledge of workings in that part of the London Midland Region that Ron Herbert could cast over the subject and we were away. As I write these words the 36in x 24in canvas is on my easel and Andrew's treasured memories are becoming a reality!



Our thanks go to authors, Andrew McRae, Ron Herbert, Philip D. Hawkins FGRA and Steam World for allowing us to reproduce this article. It was first published in the June 2020 edition.

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



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WHO WAS E. TOOTAL BROADHURST?

SUBMITTED BY KEVIN FINNERTY

Perhaps some amongst us, like me, remember Tootal Non-Iron shirts, and so the name strikes a chord, but is there a connection? Or is it just one of those coincidences? But if there is a connection, why did they name a Patriot in his honour?

Those of you who have purchased Volume Two of our Editor's seminal work on the Patriots will be familiar with Pete's potted biography, so I hope that what follows will fill in some gaps; for those who haven't (and it's not too late to remedy that deficiency!), this is the story of a remarkable man who used his position of privilege for the good of those less fortunate.

Edward Tootal Broadhurst was born in 1858, the second son of Henry, himself the second generation of the firm which, a year later, became Tootal Broadhurst Lee Company Limited, later known as Tootals. At the age of 18, after schooling at Winchester, Edward joined the family business.

Tootals moved with the times, replacing the steam-powered looms in its mills with powerlooms, operated by around 5,000 workers, making it the third largest of Lancashire's fabric manufacturers. By the time Edward was 30, Tootals was firmly established at the upper end of the market.

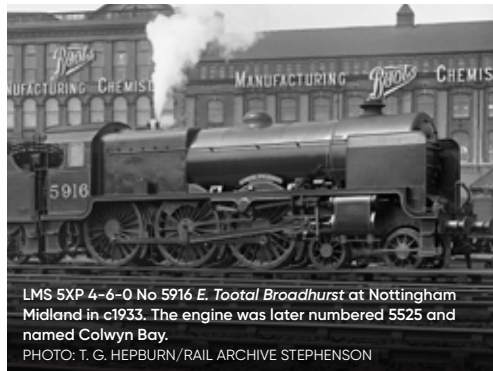
In 1900, Edward was appointed Chairman of the company's finance committee and held seats on the board of the British Northrop Loom Company and on the council of the British Cotton Growing Association.

The 1890s brought lean times to the industry and Tootals was not immune to the effects, but between 1900 and 1906 it generated record profits and dividends. As a result of Edward's work, by 1907 the company's nominal share capital had increased to £1.2 million. Later that year he became Chairman and though setbacks overseas resulted in reduced dividends to shareholders over the ensuing few years, by 1913 turnover and profits reached further record levels.

The First World War and the years which followed were 'kind', as the saying goes, to Tootals. Pre-war record profits of £87,320 per annum were eclipsed by 1920, when they exceeded £400,000, and whilst shareholders benefited to the tune of 10% dividends, from 1915 to 1917 all Tootals' employees were paid a weekly war bonus. Meanwhile, Edward's prudence in taking advantage of the record profits to build up reserves was vindicated in 1921 when he was able comfortably to cover losses of £145,000.



The down 'Lakes' express passing Oxenholme hauled by Claughton class 4-6-0 No. 5916 E. Tootal Broadhurst.



LMS SXP 4-6-0 No 5916 E. Tootal Broadhurst at Nottingham Midland in c1933. The engine was later numbered 5525 and named Colwyn Bay.

PHOTO: T. G. HEPBURN/RAIL ARCHIVE STEPHENSON

At the same time, Edward established the company's advertising and research operations – the latter going on to develop the crease-resistant fabric which was to become the hallmark of Tootals' shirts – as well as a comprehensive array of welfare schemes for employees, including the promotion of share acquisition and a further-educational programme in line with the Education Act of 1918.

But there was more to Edward than Tootals and textiles. In the 1906 General Election, despite being a strong Unionist, he was prominent in support of Winston Churchill who stood as a Liberal in Manchester North-West. Edward led the constituency Free Trade League and successfully urged his fellow Conservatives to support Free Trade despite their personal feelings and party differences, contributing to Churchill's victory. Two years later, however, when Churchill was obliged to fight a by-election, having been appointed President of the Board of Trade, that support was not enough to secure a second victory. Edward made no further forays in the political arena.

He was, though, active in other areas, holding the positions of High Sheriff of Lancashire, 1906/07, Chairman of the Manchester and Liverpool District Bank, Directorships of the LNWR and the Atlas Insurance Company as well as membership of the executive committee of the Federation of British Industries. His philanthropic works included being President of the Warehousemen and Clerks Orphan School in Cheadle Hulme and Chairman of its Jubilee Fund Committee for which he did much in helping it to raise £50,000.

The list goes on: eight years as Chairman of the Manchester and Salford Lifeboat Fund; council member of Manchester University, whose pavilion at its recreation ground he funded; eighteen years' unstinting support of the Manchester Athenaeum (now part of Manchester Art Gallery, then headquarters of a society devoted to the arts and learning). He was a member of the board of governors of the Whitworth Institute and Art Gallery, which had been established by his aunt, and amassed a fine collection of early English watercolours which he bequeathed to the Gallery.

During the war, Edward played a large part in organising the recruitment of the Manchester 'Pals' battalions and in raising funds from Manchester businesses to supply their needs. Subsequently, he was actively involved with a number of committees which found work for thousands of discharged servicemen in the North-West. In 1918, he was awarded a baronetcy in recognition of his contribution to the war effort. The following year, as a gesture of thanks to the men and women of Manchester for their part in the Allied victory, he donated 85 acres of land in Moston to the Manchester Parks Committee to provide public playing fields and parkland.

He died after a brief illness in February 1922 leaving bequests to each of Tootals' directors and to many of the institutions with which he had been associated.

Although I referred at the beginning of this piece to a Patriot having been named in his honour, the eagle-eyed among you will, of course, know that in fact there were two – No. 5525, which became *Colwyn Bay* in 1934, and, three years later, No. 5534 which retained his name until it was scrapped in 1964.



No. 5534 E. Tootal Broadhurst climbs away from Nottingham London Road Junction towards Edwalton with a Leeds to St.Pancras express on 23rd March, 1939.

PHOTO: JOHN P. WILSON/RAIL ARCHIVE STEPHENSON



Rebuilt Patriot 4-6-0 No 45534 E. Tootal Broadhurst takes water from Bushey troughs with a Euston to Liverpool express on 12th August, 1956.

PHOTO: C. R. L. COLES/RAIL ARCHIVE STEPHENSON



No. 45515 *Caernarvon* is captured at a grimy and neglected Manchester Victoria on 23rd September 1961.
© COLOUR-RAIL.

THE PATRIOTS AND THEIR NAMEPLATES

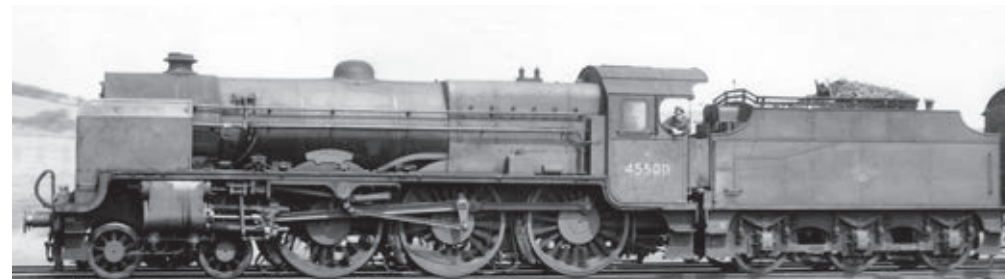
DAVID ANDERSON looks at the 'Baby Scot' 4-6-0 nameplates, better known at the lineside as 'Patriots'. Reproduced with kind permission from the author and Steam World where it appeared in Issue 55, January 1992

In comparison with the LMS 'Royal Scot' 4-6-0 locomotives, the names of which followed a formal sequence of British regiments and military associations, Sir Henry Fowler's Class 5XP 4-6-0 'Patriots' or 'Baby Scots' (as they were often known) received a more random choice of names, ranging from the titles of senior officers of the London & North Western Railway to English and Welsh coastal resorts served by the LMS – and not forgetting the city of Coventry's legendary figure – Lady Godiva!

As all 71 engines of the 'Scot' class had been named, ten of the later-built 'Patriot' class were allocated the additional names of regiments not previously honoured. Names originally carried by 15 of the LNWR 'Claughton' class 4-6-0s were also perpetuated on the 'Patriots' and new brass nameplates were cast to the standard LMS curved pattern, with the exception of the unique design of 'badge' plate allocated to No. 5501 *St. Dunstan's* (formerly *Sir Frank Ree*). Following the 'Scot' tradition, many of the nameplates were unveiled with due pomp and ceremony at chosen locations on the LMS. Five engines of the class (Nos. 45506, 45509, 45528, 45529 and 45545) received their names after Nationalisation in 1948. The word 'Royal' was also added to the nameplate of No. 45503 *The Leicestershire Regiment* in November of that year, the engine receiving new double-line plates incorporating the alteration. Of the 52 three-cylinder 'Patriot' class locomotives built at Crewe and Derby between November 1930 and May 1934, ten engines remained anonymous throughout their working lives and while seven extra names were in fact selected and allocated, they were never cast and affixed. Names such as *Commando* and *Wemyss Bay* would surely have held more appeal with the travelling public than the less

inspiring titles of E. C. Trench and E. Tootal Broadhurst; the decision to continue these names on the more modern engines must remain as part of history in the archives of the LMS publicity department. The first two engines which emerged from Derby Works in November 1930, Nos. 5971 and 5902 (renumbered 5500 and 5501 in 1934) were officially classified as Fowler three-cylinder rebuilds of the four-cylinder 'Claughton' 4-6-0s, introduced in 1912. Apart from retaining 'Claughton' type large wheel centre bosses, bogies and other minor details, the engines were, to all intents and purposes, a new design. At a later date, the two forerunners of the class were fitted with rather unattractive straight-sided smoke deflectors, but these were soon replaced by the inward-curving variety and in time, all examples received this more effective and visually pleasing addition.

LMS Nos. 5502-5541, built at Crewe and Derby between 1932 and 1933, previously carried the numbers of the engines that they replaced (see table) and were officially designated as rebuilds, whilst LMS Nos. 5542-5551 were completely new locomotives, built at Crewe Works in April and May 1934. After Nationalisation in 1948, the 52 members of the 'Patriot' class became British Railways Nos. 45500-45551.



A fine panned view of BR No. 45500 Patriot in April 1959, running at speed on the West Coast Main Line between Lamington and Symington with a Liverpool/Manchester-Glasgow Central express. The 'Claughton' wheels are clearly visible.

PHOTO: DAVID ANDERSON

As with the original parallel boiler 'Scot' class of 1927, conversion of the ageing 'Patriots' was also considered necessary and between October 1946 and December 1948, 18 examples were rebuilt by Ivatt with Type 2A top-feed taper boilers, double chimneys and improved Stanier cabs. With a tractive effort of 29,570lbs, the rebuilt 'Patriot' power output was slightly less than the 33,150lbs of a rebuilt 'Scot'. Also during rebuilding, the narrow Fowler Midland Railway style coal-rail tenders, a source of draughty discomfort to the crews, were replaced by the standard Stanier variety, giving an increased coal capacity of nine tons of coal and 4,000 gallons of water. Power classified as 6P by the LMS but altered to 7P by British Railways, the rebuilt engines did not at first carry smoke deflectors, but from 1950 all members of the class were fitted with the short, sloping-front pattern similar to those carried by converted 'Scots'. A notable visual difference between the rebuilt 'Scots' and 'Patriots' included two cabside windows on the 'Patriots' compared with the single window on the 'Scots', otherwise, at a distance the two classes of rebuilt engines were very similar in appearance – a definite disadvantage to the new lineside observer!

Although only just over a ton heavier in weight than their original predecessors, the route availability of the 'Patriot' class in rebuilt form was, oddly enough, more restricted. Several of the original 4-6-0s were occasionally coupled with one

of the high-sided tenders originally attached to 1934 Crewe-built Jubilee class 4-6-0s Nos. 5607-16 and No. 45551 (unnamed and the last of the class numerically) ran with this type of tender for many years, until its withdrawal in June 1962. No. 45508 received a stove-pipe chimney after a visit to the works in the late 1950s and it would be interesting to learn how effective and for what length of time the engine carried this hideous fitting in place of the attractive LNWR-style chimney which gave the class such a distinctive appearance. Like most other classes designed for express passenger work, the 'Patriots' came to be used on virtually all types of traffic. Their allocations on the LMS/LMR system were equally wide-ranging, as far apart as Polmadie and Bristol Barrow Road. The 'Patriots' have always been associated with the West Coast Main Line, but for much of the early 1930s they provided prime motive power on the Midland Division. In April 1934, 21 examples were distributed between Durran Hill (2), Holbeck (6) and Kentish Town (13). A renowned WCML allocation of the period was that of Bushbury, which began 'collecting' a stud of 'Patriots' in February 1935 and by May had nine examples which were immaculately maintained for the pre-war two-hour express service between Birmingham New Street and Euston.

At the start of the 1960 summer timetable, Carlisle Upperby had the largest allocation (9) contrasting with Bushbury (1), Camden (1), Crewe North (3), Edge Hill (5) and Longsight (5).



Above: Two displays of nameplates at Warley 2013 when the loco was displayed at the model railway show.

Top left: One of the original nameplates from 5500 *Patriot* which is located the Colas depot, Rugby.

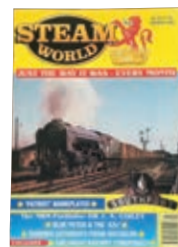
Centre top: *Royal Signals* nameplate, with the company badge and motto above, *Certa Cito* (Swift and Sure).

Centre bottom: *Royal Tank Corps* nameplate featuring a First World War tank and the motto *Fear Naught*.

Bottom: The longest named *Patriot* at 39 letters, *The Bedfordshire and Hertfordshire Regiment*, was named on 31st July 1938, the 250th anniversary of the County Regiment.

The unrebuilt engines were something of a rarity on the Scottish section of the WCML but the ageing locomotives were occasionally pressed into service when relief and excursion passenger trains were necessary between the Midlands and Glasgow during holiday periods or when a shortage of regular motive power occurred at Carlisle. Carnforth shed's unnamed 45513 was the most frequently observed member of the class to be seen on express passenger trains between Carlisle and Glasgow Central station whilst Manchester Newton Heath's No. 45500 *Patriot* and No. 45539 *E. C. Trench* were occasionally employed on all-stations stopping passenger turns between Carlisle, Lockerbie, Carstairs and Glasgow – usually, I recall, in rather grimy external condition. In contrast, the well turned out No. 45517, based at Liverpool Bank Hall in its clean BR locomotive green livery, was a fairly common visitor to Scotland on excursion and 'relief' passenger workings over the Beattock include on busy summer Saturdays and Glasgow Trades week holidays. The last regular working of the original 'Patriots' was between Carnforth and Leeds, whilst the rebuilt engines shared similar duties to the 'Scots' during the final days of steam. The last survivor, No. 45530 *Sir Frank Ree*, was not withdrawn until December 1965. The subject of the 'Patriot' class liveries is really a specialisation in its own and the various styles of livery and lettering applied to the 4-6-0s could fill many more columns. Suffice to say that detail variations of painting and the application of insignia existed between Crewe and Derby Works. The original engines must have looked superb in the LMS maroon and gold livery. The London & North Western Railway style of

black engine livery with red, cream and grey lining, the colour scheme adopted by BR for many of their passenger and mixed traffic locomotives was at one time applied to Nos. 45506 *The Royal Pioneer Corps*, 45520 *Llandudno* and 45548 *Lytham St. Annes* amongst others, and, if kept clean suited the engines admirably. Also in early BR days, rebuilt 'Patriots' Nos. 45531 *Sir Frederick Harrison* and 45540 *Sir Robert Turnbull* were turned out in the experimental livery of apple green with LNWR-style lining. The rebuilt engines looked most impressive before the addition of smoke deflectors in the 1946 LMS livery of black with maroon and straw lining. The late Derek Cross has described the noisy progress of original 'Patriot' No. 45519 *Lady Godiva* climbing Shap incline on a murky Good Friday in 1951 as "a sound not easily forgotten" – how true this was! The distinctive bark of another 'Patriot', the unnamed No. 45544 hard at work heading a northbound freight up the 1 in 75 gradient towards Scout Green signalbox, was fortunately recorded for posterity by Peter Handford. As with the majority of steam engine classes destined for extinction, the 'Patriot' 4-6-0s in original condition served their remaining months in poor external condition. Sadly, No. 45500 *Patriot*, the class leader, was no exception and surely this famous locomotive, the LMS memorial engine, should have been considered as a worthy candidate for official preservation. However, at least one of its nameplates survives on display, as do many others in museums and private collections. These plates serve as a reminder of a rather unsung class of main line engine which retained strong links between its LNWR origins and the LMS and BR steam age era.



Thanks to project member Colin Hastings (membership no. 1579/03) for sending in the magazine with a view to this article being published in *The Warrior*.

Our thanks also goes to author, David Anderson and *Steam World* for allowing us to reproduce the article. It was first published in the February 1992 edition.

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

GBRF 66756 'ROYAL CORPS OF SIGNALS' AND 'PATRIOT' 45504 'ROYAL SIGNALS'

ANDREW LAWS • marketing@lms-patriot.org.uk

On Armed Forces Day, 24th June 2017, a class 66 diesel locomotive belonging to main line freight operator GB Railfreight, was named *Royal Corps of Signals* at a ceremony at Swanage railway station. The 129 tonne locomotive, number 66756, was named by John Smith, GBRf managing director, and Major General John Crackett of the Royal Corps of Signals.

Since 1984, over 5,000 servicemen and women from the Royal Corps of Signals who are based at Blandford Forum in Dorset, have taken part in over 65 exercises on the Swanage Railway, as the heritage line has developed. The troops have also helped the wider community in the Swanage area. Indeed the link between the Royal Corps of Signals and the Dorset town was cemented in 2005 when the Corps was given the freedom of the town of Swanage.

As many Members will already know, Patriot class locomotive number 5504 was named *Royal Signals* by the London, Midland and Scottish Railway. Brigadier Hubert Clementi-Smith, Colonel Commandant of the Royal Corps of Signals, named 5504 during an official ceremony at London Euston station on 10th April 1937 (see picture below). The locomotive remained in service until 1962 when it was withdrawn by British Railways. One of the *Royal Signals* nameplates is on display at the Royal Signals Museum at Blandford Forum, in Dorset.

Members who are also interested also in model railways, particularly 4mm/OO scale, may have seen the Bachmann DCC sound chipped model of 45504 which was released in 2012 in BR express passenger green livery. And more recently the new Hattons class 66 diesel locomotive was released, which carries the GBRf livery and *Royal Corps of Signals* nameplates.

Thanks to member Frank Roberts, a Swanage railway volunteer and serving member of the Royal Corps of Signals, for help in the preparation of this article, and who helped organise the naming ceremony at Swanage in 2017 (see letter on page 55).



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MEMBERS' CORNER

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

DOUBLE-HEADER OUT OF LEEDS CITY

I very much enjoyed the article by Graham Lawrence in issue 44 and was impressed by his research; he was spot-on with his deduction regarding the train engine being 'Scot'. The scene was very familiar as I lived in Leeds from 1957 and spent many hours at Holbeck, Whitehall Junction and Leeds City, mainly platforms 5 and 6 (the old Wellington section – now a massive car park).

The featured train left Leeds at about 12.50 (some readers may know the precise time) for Liverpool having reversed usually at the old platform 11 – but the train for me will always be known as the 'half-oner'. This is because before 1957 I lived in Huddersfield and was a keen spotter at Springwood Junction just half a mile west of Huddersfield station at the end of the first of two tunnels leading the main line on to the climb up to Marsden, Standedge and eventually Manchester; our train passed at half past 1pm, hence the name! It was easily the most important train for us because the pilot engine was always a visitor to the area, often a Crewe-based loco not usually seen on this route. I do not recall Patriots appearing as pilot very often but rebuilt versions were very regular as train engines mainly from Longsight. I remember Nos. 45531, 45535 and 45536 appearing faithfully over a number of years.

I suspect that our 'Scot' in the photo was a Longsight loco – perhaps your readers will be able to investigate further. Happy days!

Looking forward immensely to the success of the Patriot Project. Two Patriot photos included (see below). No need to return.

EDWARD MITCHELL,
MEMBERSHIP NO. 1706/10

Top: No. 45513 at Leeds City in July 1960, allocated to 24L Carnforth.

Bottom: No. 45519 Lady Godiva pictured at Holbeck shed in August 1960, one of the Patriots that were allocated to 82E Bristol Barrow Road.



Thank you to all who contributed their articles that appeared in Warrior 45, 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 office: **Richard Sant, LMS-Patriot Company, 17 Eastgate Street, Stafford ST16 2LZ.**

DOUBLE HEADING A NAMED EXPRESS ON THE WCML

Hi Peter,

Thanks for publishing the piece I forwarded to you... glad it was of interest!

If I find the photos relevant to my article I will forward them. I have found other shots mainly featuring Jubilee's at Kingmoor shed... but sadly no Patriots.

Also, thanks for including the great shot of *Lord Rathmore*.

I would also like to extend my thanks to you and all the project team involved in the production of 'The Warrior'. To have produced our magazine to its usual quality in the midst of this Covid "horror" is really something to be proud of.

KIND REGARDS,
DAVE COLLINS, MEMBERSHIP NO. 285/11

A THANK YOU

Hello Pete,

I'd just like to thank Alan Gomersall, Gerry Wood and Ray Sharratt for responding to my article about the Leed's 'double-header' in Issue 45. Their comments took the discussion to the next level – which only personal 'hands-on' experience can do. This is nostalgia at its best. Although living memory of the days of British Railways is inevitably diminishing as time passes, we can still make the most of what there is. And the Patriot Project is in the vanguard of such activities, helping all enthusiasts to focus on a life-long passion as well as providing tangible heritage for those who follow.

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

Hello Pete,

First of all, thanks for putting together a very good Warrior magazine, which I receive every few months. I have a question and I wonder if anyone can help me?

I am now retired and living near Carlisle, but when I was a lad in the late 50s I lived near March in Cambridgeshire and started an interest in railways as we lived very near the now-closed line from March to Cambridge via St Ives. March shed and Whitemoor yard were about 2-3 miles from our house, and a fairly easy cycle ride after school. Living where I did, I saw very few Patriots, but there was sometimes one down at the bottom of the yard to be seen after school. This had presumably brought a freight or parcels train from the old LNWR line (now the Nene Valley Railway runs on part of it) from the Midlands through Peterborough East and then to March. I wonder if anyone has any details of what this was, and why use a Patriot? 4Fs, Black 5s and 8Fs were not uncommon visitors, but why a Patriot sometimes? It was only the Patriot I remember being in that particular place in the yard some days.

YOURS,
RICHARD TAYLOR, MEMBERSHIP 45503/05

PATRIOT No. 45517

BY RICHARD GREENWOOD

The lines of the former Lancashire and Yorkshire Railway, the Central Section of the LMSR and Central Division of the London Midland Region of British Railways were not the traditional haunt of Patriot 4-6-0s. Three (possibly 5546/7/8) had been allocated to Newton Heath shed (formerly the principal L&Y shed) in the earlier 1930s to work the Manchester Victoria to Glasgow trains. However these were soon displaced by Jubilee class locos which saw off competition from run down Royal Scots and unpopular Britannias until diesels took over.

There is a photograph taken in 1936 of an unidentified Patriot at the head of a local newspaper trip to the Wembley Exhibition taken at Wardleworth station (an inner suburb station of Rochdale) on the Bacup branch.

I commuted three or four days a week between Rochdale and Manchester from September 1955 to July 1958 and saw no Patriots locally. Imagine my surprise on Saturday 9th August 1958 whilst seeing a friend off home at the station when the Newcastle to Liverpool Exchange Restaurant Car express rolled in behind number 45517 complete with a 1A (Willesden) shedplate instead of one of the usual Bank Hall Jubilees (numbers 45698, 45717 and 45719). A week later I purchased a camera, an Ilford Sportsman. I went to the station to see the Newcastle train on the following Monday but it was a Black Five, however on Tuesday, number 45517 was in charge. Photos were duly taken.

From then on number 45517 was a regular performer on the 10.30am Liverpool Exchange to Newcastle train. The locomotive worked as far as York. It returned to Liverpool by taking the 5.15pm York to Manchester Victoria express as far as Wakefield Kirkgate where it came off and awaited the arrival of the 4.23pm from Newcastle usually hauled by a V2 2-6-2. Despite being the most tightly timed train between Wakefield and Manchester the 5.15pm was worked on by a Sowerby Bridge Fairburn class 4 2-6-4T. The normal load was seven coaches but on summer Saturdays it could load up to eleven which was rather too much for the class 4 to manage and keep time.

The 10.30am Newcastle was obviously one of the plum jobs for a Bank Hall engine yet from Liverpool it had a Bolton crew as far as Manchester, then a Sowerby Bridge crew to their home station and another crew onwards. Mike Schofield, a former Sowerby Bridge fireman and latterly a senior Worth Valley steam driver told me that on the climbing section from Manchester to Summit East he preferred the Patriot to the Jubilees but on the downhill section onwards the Jubilees gave a better ride. Another former Sowerby Bridge fireman, John King, said he loved to hear the roar from the chimney.

With a stiff westerly wind blowing, when standing on Rochdale station platform you could hear number 45517 as it burst from under the Manchester Road overbridge at Castleton station a mile and a half away, something not experienced when a Jubilee was on the train.

As well as the Newcastle train number 45517 was sometimes used on the Liverpool Exchange to Leeds Central and Bradford Exchange expresses.

In August 1958, at least two Patriots were loaned to Newton Heath shed for the late summer traffic, numbers 45503 and 45509. The former stayed only a few weeks but the latter became a permanent Newton Heath engine along with other Patriots, numbers 45500, 45515 and 45539. Edge Hill Patriots came along through the Calder Valley on Rugby League match excursions from St Helens from time to time bound for Low Moor (Bradford). Records show that at least two Bristol Barrow Road Patriots, numbers 45504 and 45519, also came along the Calder Valley on the Scotswood (Newcastle) to Red Bank (Manchester) empty newspaper vans on Tuesdays after a Bank Holiday. Presumably they had worked an unbalanced relief from Bristol to York. Number 45519 even went round the Oldham line on one occasion as did number 45551 as well as the Newton Heath allocation.



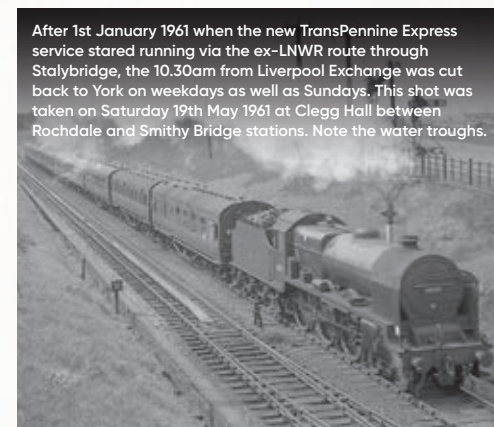
45517 is in charge of the Summer Saturday only 9.05am Liverpool Exchange to Bridlington and Scarborough, seen at Eastwood between Todmorden and Hebden Bridge stations. The driver is slowing for the Charlestown Curve restriction. 30th July 1960.



On Sundays the 10.30am from Liverpool Exchange only ran as far as York instead of Newcastle. On a misty, autumnal morning 45517 storms through Castleton station on 1st November 1959.



Another Sunday shot taken on 6th September 1959 from the signalbox at Smithy Bridge. The Station Closure notices can be seen, and it eventually closed in August 1961, but a new station was opened at the same location on 18th August 1986.



After 1st January 1961 when the new TransPennine Express service started running via the ex-LNWR route through Stalybridge, the 10.30am from Liverpool Exchange was cut back to York on weekdays as well as Sundays. This shot was taken on Saturday 19th May 1961 at Clegg Hall between Rochdale and Smithy Bridge stations. Note the water troughs.

I think number 45509 was a bit of a favourite at Newton Heath shed and often used on the Manchester to Blackpool express trains.

Number 45517 was also employed on the 9.5am Summer Saturdays only Liverpool Exchange to Bridlington and Scarborough via Wakefield Kirkgate and Market Weighton. Where the locomotive came off I do not know but it was probably Wakefield. The Calder Valley line was dieselised on 1st January 1962 and number 45517 was withdrawn six months later.

By 1960 there were very few ex LMS 2P 4-4-0s still in regular use. Bank Hall had two, numbers 40588 and 40684. The former was withdrawn at the end of 1960 but the latter survived until the end of May 1961. Whilst the 12.42pm Liverpool Exchange to Rochdale stopper and 3.50pm return to Wigan Wallgate were their normal turns, they could also be found on the 8.40am and 10am expresses from Rochdale to Liverpool.

The photograph taken on 3rd May 1960 shows 2P number 40588 entering Castleton station with the 12.42pm train whilst number 45517 thunders through with the combined 12.55pm from Leeds Central and 1.15pm from Bradford Exchange to Liverpool Exchange which would have been combined at Low Moor station. Both trains are bang on time (see photo on page 50, Warrior 45).

Number 45517 was quite a celebrity locally and at one time there was a suggestion to name it *The Rochdale Pioneers* after the world's first successful Co-operative Society founded in 1844. However the Pioneers had to wait another twenty years before the name was bestowed on class 47 number 47 539.

PATRIOTS AT GLEDHOLT

Dear Peter,

Many thanks for another excellent edition of The Warrior published in these difficult times. It was interesting to read of members' memories of double-heading through Huddersfield, particularly the 'half-oner', a train I saw at Gledholt on quite a few occasions in the 1958-60 period. So, I thought I had better follow up the photographic contribution of my model railway in the last issue with a photo of the said 'half-oner' at Gledholt with an original and a rebuilt Patriot. The tanker train heading downhill is hauled by a Stanier 2-6-0, a relatively unusual class at Huddersfield. My viewpoint would be either the wall in the left foreground or the embankment to the right of the signal box (apologies to the signaller who still requires some steps).

Mention is made in the last issue of Patriots being only nominal rebuilds of Claughtons, but I can't help wondering whether this was largely true when the original Patriots were rebuilt in the late 1940s? I've read quite recently that Ivatt had in mind to rebuild the whole class of Patriots but Riddles effectively told him to hold off as the new Britannias would provide the necessary Class 7 motive power.

It's often said that the Midland Railway had a small engine locomotive policy which was continued through into the early LMS period, partly because this was what the operating department wanted. Even under Stanier I find it a bit surprising that only 33 LMS pacifics had been built by World War 2 whereas the LNER had 114 pacifics by then. Similarly after WW2 the LMS built very few pacifics whereas the LNER built large numbers of A1s and A2s and the Southern eventually had 140 pacifics. The GW built nearly 40 new Castles too. The LMS was busy rebuilding Royal Scots and some Patriots, but this didn't provide a net increase in motive power, only an upgrade of what it already had. Ivatt seemed to specialise in modern locomotives of Classes 2 and 4, and this seemed to continue through into BR days.

In retrospect I think that the Britannias and 9Fs were Riddles most useful contribution to motive power, and perhaps a pity that more Britannias weren't built and used more widely across the LMS system in particular.

BEST WISHES AND KIND REGARDS,
DAVID SMITH, MEMBERSHIP NO. 609/02

P.S. Neil Kinsey has produced an excellent coloured line drawing of a Fowler 2-6-4 Tank for me, loco No. 42410, and I can very much commend him for his work.



SNIFTING VALVES

Dear Pete,

Can I commend you for having produced, had printed and distributed the latest edition, quite a task given the current situation and yet a further excellent magazine, well done.

May I take the opportunity to correct a small error within the Engineering Update, which I would be grateful if you could forward on to Kevin West. This is not for publication, but merely the view of a footplate volunteer of some forty five years.

On page 12, the report on Snifting Valves, Kevin mentions that the purpose of them is to prevent a vacuum forming within the cylinders when the regulator is shut and the locomotive coasting. The opening of the valves to the cylinder is not so much as to prevent a vacuum from acting as a brake to the loco but to prevent the vacuum from passing up the steam exhaust pipes and causing ash and char present in the smokebox from being sucked down the steam exhaust system and into the cylinders resulting in wear to the cylinder bores and piston rings. The cylinder drain cocks perform a similar function but obviously are not automatic and being left open for a period might result in cylinder lubrication being lost. Smaller locos such as shunting types and most industrial locos, the types I learned to drive on some forty years ago, are not fitted with snifting valves as they do not tend to run for long distances with the regulator shut.

I hope that may be of interest to Kevin and I trust that he will not mind me passing on this observation. Keep up the good work and as they say, Stay Safe!

KIND REGARDS, BEN JACKSON, MEMBERSHIP NO. 45507/10



Hi hope you're well.

I have just been sent an interesting photograph of a double headed train at Bletchley. The pilot engine appears to be an unrebuilt Patriot with a Fowler tender and the train engine is 45535 is Sir Herbert Walker KCB.

The photographer is a friend of mine so if you publish it, it is with his permission. His name is John Morgan.

REGARDS,
PAUL JEFFRIES
MEMBERSHIP NO. 148/05

Dear Sir. Many thanks for the June update email with an optimistic tenor!

Keep up the great work! Keep well and safe! MR. R. G. H. CHAPMAN, MEMBERSHIP NO. 1791/02

The last in the 'Patriot' class, No. 45551, stands next to the first of the 'Jubilee' class, No. 45552 *Silver Jubilee* at Edge Hill depot on 17th June 1961.
PHOTO: © MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.



WHY ARE YOU ASKING FOR MORE MONEY?

Dear Mr. Hall

In the latest Warrior magazine (issue 45), I see you are still asking for money to finish off The Unknown Warrior.

When the launch of the Patriot new-build locomotive was announced in 2008 the end date projected for completion and running of the locomotive was to be 2018, to commemorate the ending of the 1914-1918 World War. As we all now know this date has been well missed, and also the next completion and running date of the locomotive in 2020 was announced to commemorate the return of the body of the unknown warrior to the UK, this date has also been missed.

You say that the completion and running of the locomotive is now programmed for 2021, three years later than originally planned, and if I were a betting man I would put my bets on it not being ready until 2022, this is at a best estimate three years late and it could even be four years.

Subscription to the new-build Patriot when started – for those people like me who contribute money each month – should have finished in 2018. Now at best it could be 2021 and may even be 2022. The Project will have received three years and maybe four years extra funding. Why do you still need funding when the end date for monthly contributions should have finished in 2018? You should be awash with money, I don't see why you need more money now.

I see work has stopped again on the locomotive due to the Coronavirus pandemic, unfortunately this stoppage of work under present circumstances cannot be avoided, and was a totally unforeseen situation, other stoppages were probably not.

I had intended to be at the AGM at West Shed in November 2019, but due to the floods around the area of Ripley, Matlock and Buxton at the time I decided not to travel, on the television news the weather report said that if your journey is not a life or death situation do not travel. I even had a room booked at the Premier Inn, Ripley for my attendance at the AGM.

From where I live (Heysham), Ripley is not an easy place to get to, Llangollen (we all know what happened here!) and Crewe for an AGM, and the new crest above the nameplate were easy to get to by train or car. This worries me when the loco is finally complete, where is it to be based? I would like to see it periodically as I have a vested interest in the locomotive having contributed towards its construction over many years.

Since the start of The Unknown Warrior project I have supported the new-build locomotive by regular donations each month, one-off occasional donations and the purchasing of merchandise, my wardrobe is full of clothing relating to The Unknown Warrior, and also by attending some, but not all, of the Members' Days – these were very good events – I enjoyed all of them immensely, meeting the team and to see progress on The Unknown Warrior.

An explanation on the aforementioned situation would be appreciated.

YOURS SINCERELY,
MR. PHILIP J. WILSON, MEMBERSHIP NO. 36/09

REPLY FROM THE CHAIRMAN

Dear Mr. Wilson

Thank you for your letter of 15th June.

I was very touched to read of your evident support and enthusiasm for our project. Without the regular donations from members like yourself, we would be nowhere. So your letter deserves an open reply.

You have summed up quite fairly the expectations and hopes we expressed originally for the project completion dates, and the disappointment we all had when these dates were successively missed. However, your statement that the locomotive is 'now programmed for completion in 2021' is puzzling me – unless you are referring to the income chart on page 6 of Warrior 45). No completion date is programmed.

From the outset, our project has been driven by our enthusiasm and an undoubtedly sincere belief that the attractive Remembrance targets dates of first 2018 and then 2020 could be met. We have for years signalled that message to members, and this has definitely helped us achieve a momentum with financial support to get going and keep going. However, this is not the same as having a fully costed and robust delivery plan in place.

Why don't we have that you are entitled to ask? Well, the honest answer is that we are not a fully-fledged company that has experience of building steam locomotives, supported by an efficient steam locomotive industry (as was the case in the past). We are for the most part volunteers, with very limited specialist resource, and we operate in an unfavourable engineering industry environment. Our experience has been of regular engineering setbacks which have proved impossible to control. Yes, we have made mistakes.

What has driven us is simply our commitment to the idea of producing the engine. You could argue that we have over-promised; and, looking back, I would agree.

However, we are not alone in this. Projects in general suffer from what we call 'optimism bias', and there are countless examples of projects – large and small – not only in the heritage steam industry, but in the country as a whole, that have ended up costing much more and taking much longer than hoped. Even the best planned projects suffer in this way.

So where does that leave us? Since I became Chairman in January 2020, I have been as determined as possible about our prospects, as well as taking steps to ensure that the project is in a better place in quality and safety management terms. We still face major challenges, which is why I am unable to say that we have a reliable completion date. But we will keep going.

I think it was just as well that the rains came and you cancelled your attendance at the 2019 AGM, it was not a success. We take the point on the inaccessibility of West Shed as an AGM venue, which is why we have decided to go to Kidderminster this year if the pandemic fall-out permits. It remains our intention for the engine, when completed, to operate on the UK rail network as well as suitable heritage railways.

Finally, we have introduced more regular monthly updates on progress (via email and our website) as I want us to be judged on what we actually achieve, not on what we say.

I hope this letter goes some way to addressing your questions. I would like to meet you some time.

YOURS SINCERELY, COLIN HALL, CHAIRMAN
chairman@lms-patriot.org.uk

UNUSED PATRIOT NAMES

Dear Pete,

In his informative article 'LMS Patriots' (Warrior 42: p34-39) W. A. T. Aves states that a number of names, including "some old L&NWR favourites", were chosen but "in some cases never used". I wonder if readers are aware of these names? I recently discovered the accompanying account, reproduced from the Railway Magazine (Jan/Feb 1949), which gives some details.

To put this into some context, the rebuilding programme was completed (with final locomotive No. 45522 *Prestatyn*) in January 1949. At this time there were eleven locomotives in original condition that did not bear names. One, 45509, became *The Derbyshire Yeomanry* in 1951. Mr Aves notes that four rebuilt locomotives were unnamed at the time of rebuilding but that they all subsequently acquired names. One of these was 45545 *Planet*.

The Railway Magazine account suggests that *Planet* was to be the first of eight recycled LNWR names allocated to locomotives "as they are converted". It was clearly expected that the process of rebuilding the Patriots was to continue and that most, if not all, would be named. Presumably, when further rebuilding was cancelled, the enthusiasm to bestow names was lost.

May I congratulate you for producing Warrior 45 to the usual high standard despite the constraints brought about by 'lockdown'? This achievement reaffirms your deservedness of the HRA Communications Award.

WITH BEST WISHES,
CRAIG THOMPSON MEMBERSHIP NO. 008/08

L.N.W.R. Names for "Patriots"

THE names of old L.N.W.R. locomotives have been chosen for eight of the unnamed 4-6-0 "Patriot" class locomotives of the London Midland Region. They will be named as they are converted at Crewe Works. The first of the selected locomotives to undergo these alterations left the works on November 3. This was No. 45545 and bears the name *Planet*. Names chosen for the other seven locomotives are *Vulcan*, *Goliath*, *Courier*, *Velocipede*, *Champion*, *Dragon*, and *Harlequin*. These names have been specially chosen for their long association with the former L.M.S.R. and its constituents, the first use of the names in some cases going as far back as the Liverpool & Manchester and Grand Junction railways. It is appropriate that the names should be revived with the "Patriots," as these locomotives, as originally designed, were developments from the "Claughton" class which was the last design of express passenger engine to be built at Crewe by the L.N.W.R.

PLEASED TO SEE THE AUGUST PAINTING!

To the editor of The Warrior

I just wanted to say how pleasing it was to turn the 2020 calendar to August to see the Philip Hawkins painting featuring Royal Scot at Tamworth. I was often spotting at Tamworth from 1947 onwards and it is how I remember it. As a retirement present to myself I commissioned this from Philip who made useful detailed suggestions to fulfil my request. I would love to see The Unknown Warrior recreate this but unlikely as it needs a Super D and a Jubilee to complete it. All possible but unlikely...

DAVID JOHN PHILLIPS, MEMBERSHIP NO. 020/09



SEE DETAILS ON PAGE 29 TO PRE-ORDER YOUR 2021 CALENDAR



Back on 29th February I also travelled on board **The Cotton Mill Express** which was worked by Jubilee No. 45562 *Alberta* (45699 *Galatea*). I was seated in a compartment in the front passenger brake coach on the day too.

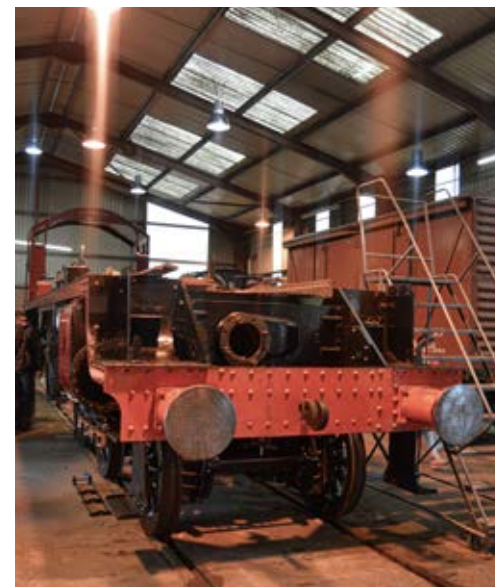
Photo 1 (top left): 45562 *Alberta* stood at Sowerby Bridge while taking on water during the 1st circuit of the Stalybridge to Huddersfield route.

Photo 2 (bottom left): Approaching Scout Tunnel during the second circuit of the Stalybridge to Huddersfield route.

Photo 3 (top right): 45562 almost at journey's end in Preston in the early evening but now in foul weather. Storm Jorge was definitely on it's way now.

Photo 4 (bottom right): I've also included a photograph of 5551 while still located at Crewe Heritage Centre during the weekend that Crewe Diesel Depot was running their open weekend in June 2019.

DAVID MOYLE, MEMBERSHIP NO. 1801/05



CLAUGHTON ACCIDENT AT CULGAITH

Hello Linda,

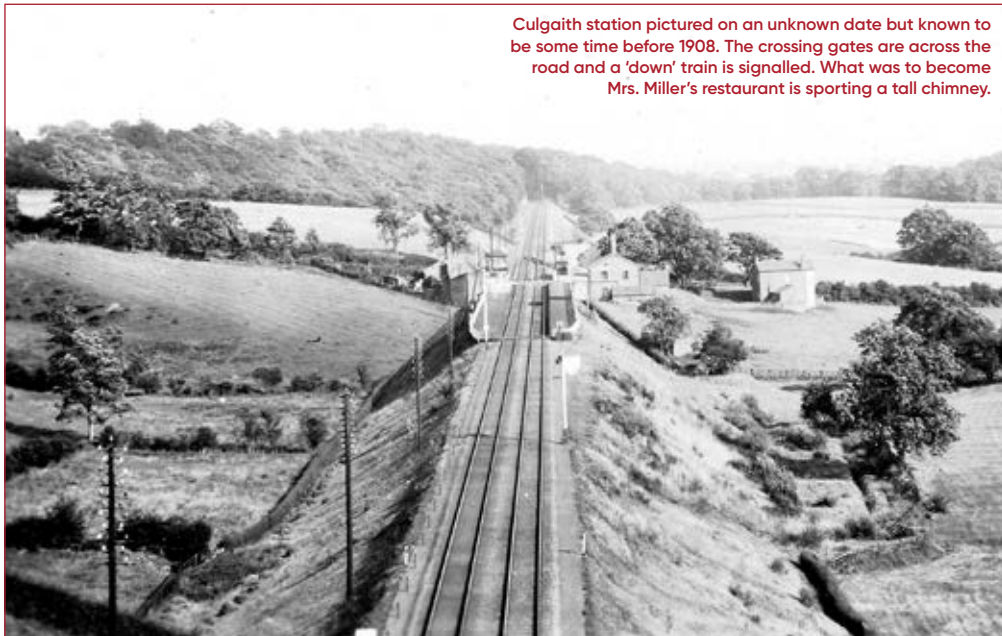
I live in Culgaith on the Settle–Carlisle line and did some research a good many years ago into the 1930 accident within Waste Bank tunnel just outside the village involving the Cloughton locomotive No. 5971 *Croxteth* which was 'rebuilt' into the first of the Patriots. I think only the wheels were actually reused but if it's of any interest I have a couple of postcard size photographs of a badly damaged guard's van at the scene.

Unfortunately I don't have a picture of the damaged loco as it was probably still in the tunnel at the time the photos were taken. However, it remained sheeted over in the siding at Culgaith for some time afterwards. I also have a copy of a contemporary detailed article from the Cumberland and Westmorland Herald local newspaper reporting on the inquiry into the accident which was held in Culgaith village hall. If they are of any interest to you I can scan them and email them to you.

Briefly, the accident involved a local passenger train headed by *Croxteth* leaving Culgaith station, passing the down home signal at danger and colliding with a stationary ballast train in Waste Bank tunnel which is about three quarters of a mile from the station. As ever, the accident involved a series of unfortunate coincidences which resulted in the crash. Our grandfather was a signalman at Culgaith at the time and fortunately for him he was off duty, although he was called to the inquiry as a witness. He told me that *Croxteth*, which was being driven by the fireman, actually hit the tunnel roof leaving a noticeable mark which may still be there. Unfortunately the driver was killed and his body was left overnight in the ladies waiting room at Culgaith station. The ballast train engine was a Midland 4F which survived the crash and was photographed many years later stuck in a snow drift on the Keswick line.

THANKS AGAIN AND KIND REGARDS,
IAN MARSH

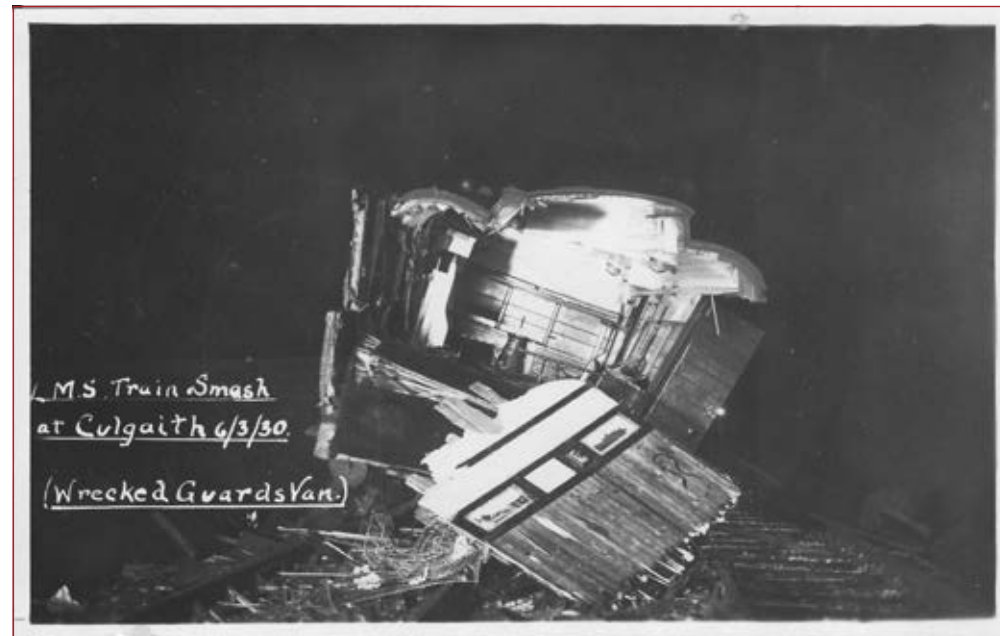
Culgaith station pictured on an unknown date but known to be some time before 1908. The crossing gates are across the road and a 'down' train is signalled. What was to become Mrs. Miller's restaurant is sporting a tall chimney.



The picture above shows part of the damaged passenger train just outside the Culgaith end of Waste Bank tunnel having been removed from the tunnel. Culgaith tunnel northern entrance is out of shot to the left of the camera.

The picture below shows the damaged passenger train guard's van presumably within the tunnel rather than at night. The tunnel is only 164 yards but does have a curve.

Overleaf: The Ministry of Transport crash report. This is the first page of a total of eight in the document and outlines the details of the incident.



LONDON, MIDLAND AND SCOTTISH RAILWAY.

Ministry of Transport,
4, Whitehall Gardens,
London, S.W.1.
24th April, 1930.

SIR,

I have the honour to report for the information of the Minister of Transport, in accordance with the Order of the 8th March, the result of my Inquiry into the collision which took place at about 10.10 a.m. on the 6th March, between Culgaith and Langwathby, on the Settle-Carlisle section of the London, Midland and Scottish Railway.

The 8.5 a.m. down passenger train, Hellifield to Carlisle, came into head-on collision with a ballast train which was stationary on the down track in Waste Bank Tunnel. I regret to state that the driver of the passenger train was killed, and one passenger died in hospital subsequently as the result of injuries. The fireman, one passenger, and two of the Company's servants travelling as passengers, received serious injuries, and one passenger and one Company's servant travelling as a passenger suffered from minor injuries or shock. In addition to these the guard of the passenger train and the flagman of the ballast train suffered from minor injuries.

The passenger train, which contained about 25 passengers, consisted of four 8-wheeled bogie coaches and one 6-wheeled brake van, the latter being the second vehicle on the train. All vehicles were fitted with the vacuum brake; the leading and rear coaches were electrically lighted, the three others being gas lighted. The weight of the train was approximately 108 tons. It was drawn by engine No. 5971, type 4-6-0, Claughton class, with 6-wheeled tender, weighing 128 tons in working order, and fitted with the vacuum brake on driving and tender wheels. The overall length of engine and train was 316 ft.

The ballast train consisted of 10 empty ballast wagons, three wagons loaded with new ballast, one 10-ton ballast brake, one 20-ton brake, one tool wagon and one 10-ton ballast brake, in the above order from the engine.

The engine was No. 4009, type 0-6-0, with 6-wheeled tender, weighing 90 tons in working order and fitted with the steam brake, controlled by the vacuum, on all wheels of engine and tender. The overall length of the train was about 373 feet.

As a result of the collision the passenger train engine was turned on its side towards the up line and considerably damaged, the bogie being torn off. The main frames were badly buckled and the boiler moved forward in the frames for about one inch. The engine and tender of the goods train were driven back some 20 yards and also turned over on to the same side and damaged, though to a much less extent than the passenger engine, the main frames being buckled at the front and the smokebox front driven in. The leading coach of the passenger train was slightly damaged, the leading bogie being displaced and driven forward beyond the headstock, the second coach, a 6-wheeled brake van, was completely destroyed, and the debris of this telescoped and wrecked the leading half of the third coach body. The underframe and leading bogie of this coach were damaged and the trailing half of the body was driven backwards about 18 ins. on the underframe. The two coaches in rear were undamaged.

Of the ballast train three ballast wagons were completely destroyed and four were damaged. Considerable damage was also done to the permanent way. Both up and down lines were blocked and owing to the difficulty of clearing the wreckage in the tunnel they remained blocked for about 48 hours.

A heavy rainstorm came on shortly before the accident. There was little wind; visibility was good.

Description.

The line in question is the old Midland main line to Scotland via Hellifield and Carlisle and the direction from Culgaith is generally northerly to Langwathby, running along the western slope of the hills.

7120

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LNWR AND THE PATRIOT PROJECT

Hi Pete,

My early years, where I was born and raised, were spent in a village less than a mile away from the former LNWR railway line which ran between Buxton and Ashbourne, now known as The Tissington Trail. In those early years, without taking too much notice, I would often see a plume of smoke heading along the embankment into the distance, perhaps it was a 'Super D' 0-8-0 or a 3F/4F from Buxton Shed. If only I knew then what I know now.

Before my tenth birthday we had moved house to Derby. Seeing trains pass over Nottingham Road bridge on a regular basis and, with new friends introducing me to the joys of train spotting. I soon became hooked on steam engines, noting Black 5s, 8Fs and particularly the ones I liked best, the Jubilees, which of course carried names.

The one class of engine I didn't see was a Patriot, it was by then 1963/4! This is why I am a member of this great project to build a new 'Patriot' to main line standard.

Little did I realise in those early years that I would become involved with The LMS-Patriot Project and to help as a volunteer at the West Shed to build a former LNWR design of steam engine.

I am enclosing some recent photos of The Tissington Trail as it is today on a section to the south of Parsley Hay and Hartington stations, with some remnants of its historical past.

KIND REGARDS TO ALL. COLIN SHERRATT, MEMBER NO. 1186/09



LCGB: THE MIDLAND LIMITED RAILTOUR

Dear Pete,

Via the 'Disused railway [sic] and stations - Around Northamptonshire' Facebook group, I've come to see and swap comments on some interesting early 1960s photos taken in and around my former train-spotting haunts in my home town of Northampton. Among the photos are those taken by Dennis Thompson, who recently posted this:

"I only ever got one chance to photograph an unrebuilt 'Pate' - 14.10.62 on the 'Midland Limited' rail tour. It arrived in Northampton late afternoon when the light had almost gone. Memory fails me as to the operations that day but later it was on shed and I captured it in darkness!"

The entry for this tour on www.sixbellsjunction.co.uk tells us that the loco was 45543 *Home Guard*.

I'm attaching three photos: No. 1 shows the tour just south of Castle station, heading for Bridge Street station, where the loco was taken off the train. Nos. 2/3 show it at the nearby locoshed.

THANKS FOR THE UPDATE!

Hi Colin,

Thank you for your update at this very difficult time. I have sent this communication in reply to your news, and I am grateful for the personally addressed e-mail which is indeed a subtle improvement at a time when we're bombarded by all sorts of corporate business. I noted too your arrival in the last magazine, and indeed a change in approach.

I served for twenty five years in the Royal Corps of Signals, and was the most senior Warrant Office in the Corps on the day I left in 2004. I have been a member of the LMS Patriot Project for some years, and in parallel have forged an association between the Royal Signals and Swanage Railway since 1984. In those early years soldiers installed telecommunications equipment and helped build the Railway; since 1997 they have helped with the upkeep of Herston Halt when they can. In recognition of this support GBRf agreed to one of their main line locomotives being named Royal Corps of Signals on Armed Forces Day in 2017, which were able to do here in Swanage.

The Centenary of the Corps passed last Sunday; alas totally smothered by COVID-19 with all events postponed by 12 months. The current situation has enabled some refocus and one thing that was not possible in 2017 was the production of a souvenir brochure associated with the locomotive naming. I now intend to publish this as part of the delayed Royal Signals Centenary events in 2021. I had offered a space for a free advertisement by the Project (half page of A4 from memory), and I'd be pleased to refresh this intent.

In regard to Remembrance 2020, you will know that the centenary of the unveiling of the Cenotaph in Whitehall will be on 11 November this year. Back in 1999 when I was a Sergeant Major at 3 (UK) Division, our Squadron was spread across Salisbury Plain on 11th November and I wrote a set of words to hand out to all detachments instructing the senior person at all locations to start reading the script at about 1055hrs. The plan was to pause the text at 1100hrs for the two minutes silence - carrying on with the story of the move of the Unknown Warrior to Westminster Abbey at around 1102hrs. Clearly I was not present at all the locations, but apparently it went well!

My text has been read out and copied many times over the past 20 years, and I'd be delighted if you could also use it in some way this autumn.

YOURS SINCERELY, FRANK E. ROBERTS, MEMBERSHIP NO. 229/08



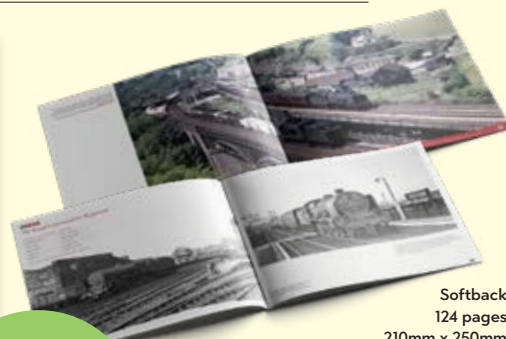
The quality isn't great, but there's plenty of atmosphere! Dennis has OK-ed my showing them to you, in case of they're of use for The Warrior. ALL THE BEST, DON KENNEDY, MEMBERSHIP NO. 1218/11

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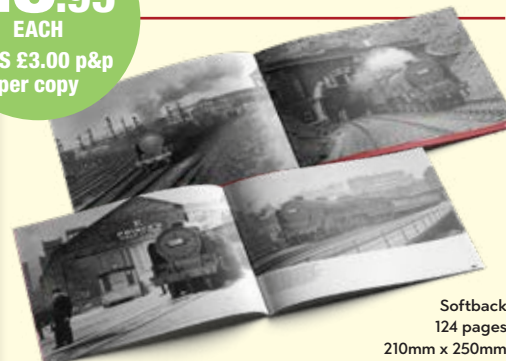


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All profits will go directly towards the completion of **The Unknown Warrior**.

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

Peter,

Many thanks for my copy of Warrior 45 which arrived today. A splendid publication – good mix of historical and current news.

Should there be any feedback adding or correcting information about 'Patriots on the Mangotsfield to Bath line' (Warrior 45, p.56) I would be pleased if you are able to pass it on.

With all good wishes for this most worthwhile project.

ALAN HIRESOON

Pete,

A note to say that, as always, I enjoyed reading the latest issue of The Warrior. I found it a particularly interesting and informative offering – and produced in the present trying circumstances.

BEST WISHES,
GEOFF SIMPSON, MEMBERSHIP NO. 1399/07

Dear Sir,

Many thanks for the July update. Keep up the great work to have her completed and steaming, and of course keep well and safe. In appreciation, sincerely,

MR. R G. H. CHAPMAN, MEMBERSHIP NO. 1791/02

IN MEMORY OF RON DICKINSON

Towards the end of July we received an email letting us know that funds had been collected at the funeral of Ron Dickinson and asking us how could it be used for sponsorship.

In these unusual times when those able to attend a funeral are limited, the family were delighted to raise so much money in Ron's memory. When deciding which charity should benefit they felt it appropriate that it should be something connected with railways. Ron was not a member but had a love of all things to do with railways and locomotives, he was a competent Scalefour modeller. I understand that one of his friends who is a member, suggested that the LMS-Patriot Company Ltd. would be a worthy beneficiary.

Members will remember that *The Unknown Warrior* was displayed at Crewe Heritage Centre over the weekend of 10th and 11th November 2018. On the Sunday Ron had a day out there with his grandson and had his photograph taken in front of 5551 which was resplendent with poppies. This picture was chosen for the back cover of the order of service.

The family and friends thought it would be appropriate to use the funds to sponsor something which they would be able to see after the locomotive is completed. Having checked the items still available, the front right hand step was the obvious choice. There was however enough left to also sponsor a Horn Guide Pattern as well.

Details can be found on the 'In Memoriam' listing of the website at www.lms-patriot.org.uk in the 'Acknowledgments' section.

We are very grateful to Ron's family for making such a generous donation towards *The Unknown Warrior* and also for allowing us to publish these details.

If you would like to know more about how you can do something similar please contact us.



We would like to thank you all for your kindness, sympathy and support which has helped so greatly. Your many messages, cards and generous donations for The LMS-Patriot Project will be remembered with gratitude.

All the family

Unknown Warrior
© The LMS-Patriot Project
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No. 5536 *Private W. Wood, V.C.*, on an express working,
unfortunately neither date or location recorded.

PHOTO: © THE LMS-PATRIOT PROJECT.

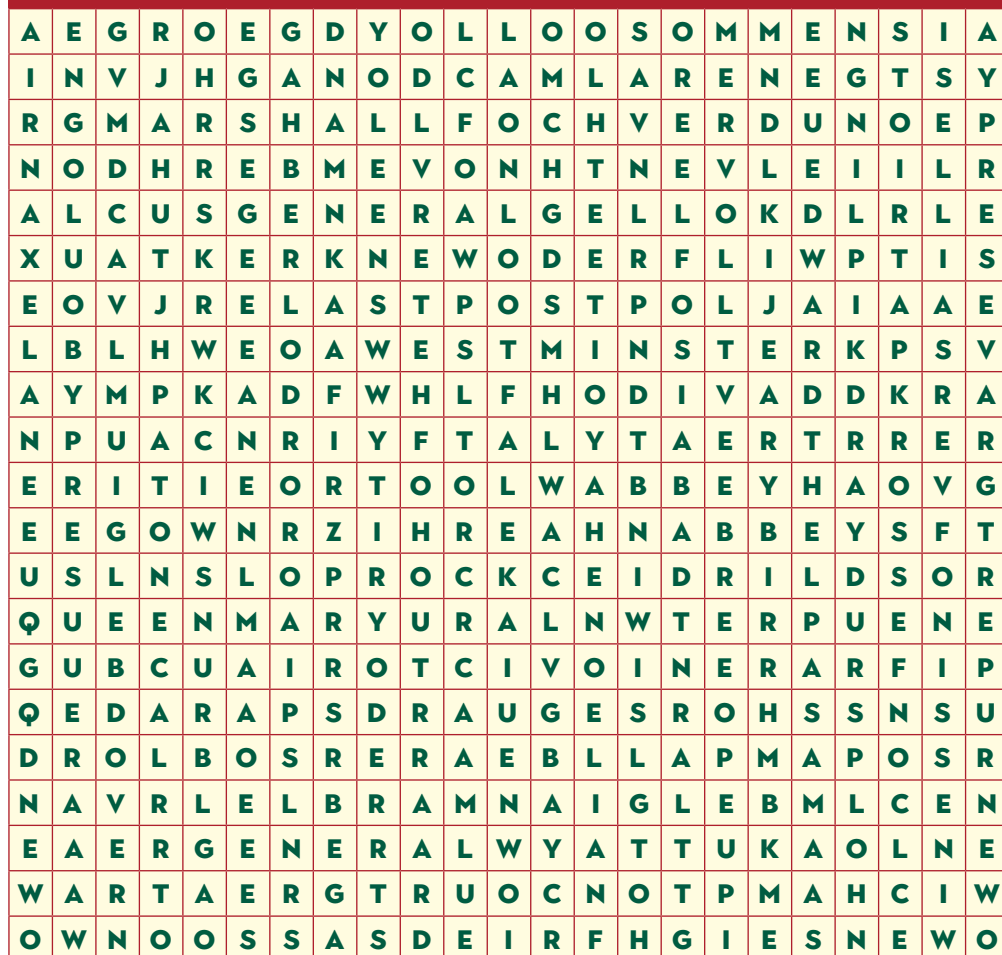


WORD SEARCH 22

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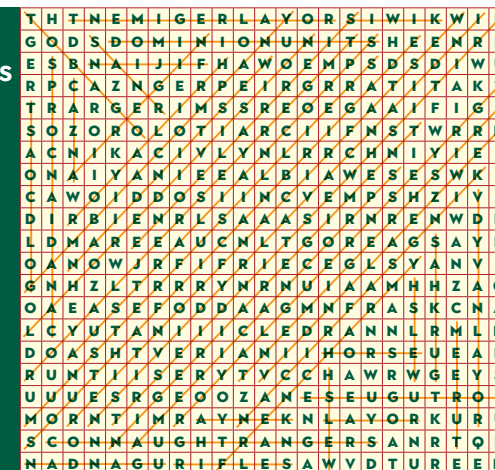


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