



NOVEMBER 2020

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The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



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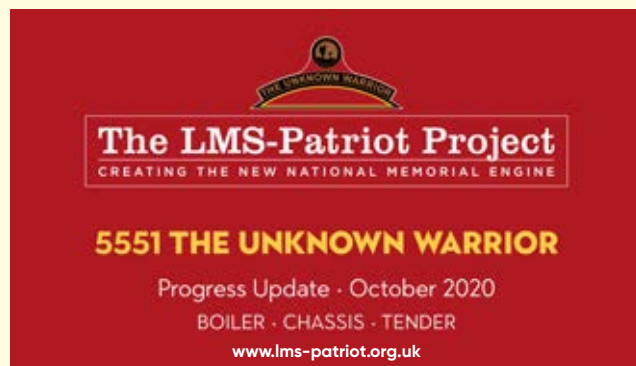


2020 AWARD FOR
COMMUNICATIONS

Editorial

The last quarter has been a very busy period for the Project with much progress being made at PRCLT, HBSS and Leaky Finders.

As well as a full round-up of engineering matters in this magazine, there is a 30 minute video on our website home page from the three sites mentioned above. Kevin West and Gavin Shell put in many miles to film progress and explain what is happening on three fronts of the build. So turn your computer on, grab yourself a cuppa and have a watch, it's well worth it!



Having just witnessed the centenary of the body of the Unknown Warrior being returned to these shores we dedicate the front cover to those who have given their lives so that we can live ours. In this edition we feature how the body was chosen, then repatriated and buried at Westminster Abbey.

On a completely different note, with shopping likely to be done from home this year I would encourage as many of you as possible to sign up and use Amazon Smile and Easyfundraising for your purchases. They will donate a percentage of your purchase price to the Project at no cost to you, see page 66 for details.

I hope you enjoy this edition of The Warrior and we send you our best wishes for Christmas and hopefully a much better new year.

Pete Sikes, Editor

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

COVER: No. 5551 looking in a sombre but respectful mood. The loco is adorned with poppies for our AGM and naming event at Crewe Heritage Centre in November 2018.
PHOTO: © CHRIS AINSCOUGH

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

Chairman's Thoughts

NOVEMBER 2020

In the last Warrior we were celebrating emerging from lockdown; now here we are back inside. However things are, happily, different this time; West Shed, HBSS and Leaky Finders are still at work, and we expect to continue with our regular monthly face-to-face meetings at West Shed, which are essential for teamwork. Our Administration team have been able to make better arrangements than before for mail processing, with our Stafford office closed again and home working the rule.

On 31st October we held our first 'virtual' members meeting on Zoom. (I little imagined that my first members' meeting would be delivered perched on a stool at home). This was the first time we have organised a Zoom meeting on this scale, and we did have a few technical issues on access. Elsewhere in this issue we publish the members questions and answers in the session, which gave us a valuable insight into what members are thinking. It was definitely worth doing. Having said that, I hope it's the last – there is no substitute for face-to-face dialogue and the chance to meet you in person.

Many of the session questions focused on the cost and time projections for the project and the engineering challenges we face. I write this on Remembrance Day while listening to the stirring story of the *Unknown Warrior* on Radio 4, and feeling a twinge of sadness that our original project completion hopes did not materialise.

Building a Patriot locomotive is a gruelling task, needing commitment to our objective and faith that we will get there. This is truly a novel undertaking: I don't mean that the Patriot was novel in its time; rather that it is novel for us now – by us I mean our project volunteers, our contractors and suppliers, and crucially our industry stakeholders. Novelty and predictability don't go well together, as some of our slightly uncomfortable answers to the questions showed. Someone once said to me that in the world of project management, when it comes to project completion forecasts, the only ones you can believe are from people who have done the same work many times over, and have a track record.

As a primarily volunteer-based organisation, resourcing with people willing to do it all for love is problematic. We long for the engineering expert who can tell us everything we need to know about the Patriots, dazzle

the authorities with his or her competence and credentials – I can tell you, he or she doesn't exist. We have to do it as best we can as a team, which includes, thankfully, our principal contractor.

You can read elsewhere in this issue about the latest engineering challenges we are confronting, notably with the rectification of the driving wheel weld repairs carried out years ago, and our decision to revert to a standard Patriot bogie design. We have got cracking on tackling the weld repairs, and a lot of work has already been done to put together a work package for the bogie. The timing of the latter will be dependent on the fit with West Shed assembly work, and of course our funding projections, which move all the time. You will read in our Engineering Report in this issue about the background to our decisions, so I won't repeat the detail here. I would just like to say that, although the welding inspector's September 2020 report made for alarming reading at the time, it is much better to know now what you are dealing with, rather than later, or not at all. In other words, without the input by our assembly contractor and our independent assurance body, this particular 'nasty in the cupboard' (in the memorable words of one of our members' session attendees) could have lurked undetected into the future.

I think lots of people are looking at 2020 as a year to forget, many with very good reason indeed. We are thankful as a project that we have got to where we are today without personal or project disaster. I have certainly learnt a lot this year.

Best wishes and stay with us!

Colin Hall

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

lms-patriot.org.uk

TREASURER'S REPORT

Update for Quarter 2 to 31st October 2020.

NEIL COLLINSON, TREASURER

First thought for the quarter: Surprisingly, incredibly positive, and pleasing results.

INCOME

Total income to the quarter end was £99,500, (£76,000 for the same quarter last year.) Includes expected Gift Aid of £8,300. Restricted funding included amounted to £7,950.

Second thought for the quarter: Positive feedback to my 'At a glance' chart so it has been updated.

Hopefully improved by inserting additional information and leaving out the pence.

THE FINANCIAL QUARTER AT A GLANCE – QUARTER 2, 2020/21			
		Q2 (2020/21)	Q2 (2019-2020)
INCOME	Membership	£12,018	£10,874
	Donations	*£80,827	£56,804
	Loans	–	–
	Sales	£6,654	£8,140
	Other	£2	–
	TOTAL	£99,501	£75,818
EXPENDITURE	Locomotive	£44,725	£29,671
	Tender	£700	£18,105
	Boiler	£3,682	£68,430
	Other Engineering	£1,239	£1,365
	Sub-total	£50,346	£117,571
	General expenses	£12,899	£16,381
	Other	£11,765	**£3,395
	TOTAL	£75,010	£137,347

* The donation figure for 2020/2021 includes a grant of £5,000 from Stafford Borough Council for loss of facilities during lockdown.

** The £3,395 for 2019/2020 was a short term loan repayment.

Third thought for the quarter:

This clearly shows the emphasis being placed on the locomotive (chassis) during this quarter.

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 (see below).

BANK BALANCE COMPARISON

	Q2 (2020/21)	Q2 (2019-2020)
Opening Bank Balance – 1st July	£65,326	£120,500
Closing Bank Balance – 30th September	£115,000	£59,000

A VAT refund and Gift Aid income in November will increase the balance by £16,800.

MEMBERSHIP

The number of new members enrolling is quite slow, but the renewal figure has picked up at £7,000. This is due to the lockdown post being recovered from our locked down office. Gift Aid reclaim on memberships is £2,014 and included in the £8,300 referred to earlier.

Fourth thought for the quarter: Regular donations recover to over £19,000 per month again.

DONATIONS

Regular donations recovered to £19,232. That is the highest figure for over a year. Again, we did not reach the magical £20,000 I keep referring to, but I am encouraged that we gained five new donors in the quarter, although we lost seven, the new standing order of £100 per month I mentioned last quarter came into play in July and helped us over the £19,000 line. Regular donor numbers are down by two at 389. The average amount of donation though is up by 8p to £16.89.

One off donations amount to £35,000 (£53,000 for the year-to-date). However, as with the membership figures above there were some donations locked in the office. It now gives us a better picture for the year with £138,000 received representing just over half of the forecasted figure.

25 membership renewals were paid from the members regular donations in quarter 2.

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

We will really miss this sponsorship if it does cease after the December payment. As I mentioned at the members forum on 31st October, if anyone reading this is aware of any company seeking to increase their profile by sponsoring the project on a regular monthly basis, then please do let us know.

2020/21 DONORS FOR COMPARISON

	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q2	5	3	7	£19,232
Q1	9	6	9	£18,833

2019/20 DONORS FOR COMPARISON

	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	19	9	5	£19,298

Fifth thought for the quarter:

Our boiler loan lenders' donations of the interest payments we are making to them continues to exceed my expectations as does the loans converted to donations.

Again, I wish to thank our boiler loan lenders. During this second quarter we paid out £7,060 with £3,500 being donated back to the project. This attracted Gift Aid of £787. However, more significantly a loan of £5,000 was converted to a donation with the appropriate Gift Aid claimed of 25%. We have one more quarter to complete the cycle of compound interest.

Sixth thought for the quarter:
Gift Aid was designed for the receiver not the giver.

My response to a query on Gift Aid at the members Zoom meeting is documented elsewhere in this issue. However, I wish to clarify that Gift Aid earned on contributions is a significant benefit to any charity. The decision was made at the outset of the project that it would not be added to an individual's donation figure held on our database. It is a government-led initiative and could be withdrawn at any time. This follows that to obtain a guaranteed seat on the first train then the sum of £1,500 in actual donations should have accumulated on an individual's database record. Hopefully, this will clear up any misconceptions.

SALES AND EVENTS

Neil Kinsey has reported on detailed activity in this area so I will just say that quarter 2 sales this year did not fall far short of last year's figure. That has been achieved without the sales stand's usual presence at galas and other events.

EXPENDITURE

Locomotive and tender – Total spend to date £2.7m broken down into locomotive (including boiler) - £2.5m, Tender - £194,000.

Overheads – These are well within the budgeted figure for the quarter and year to date.

Final thought for the quarter: An updated forecast.

Last quarter I said that I was hoping to provide a comprehensive income/expenditure forecast as far as January 2021. I am pleased to say that we have been able to provide you with a forecast to our year end of 31st March 2021. However, because of its very nature the layout may need a landscape format so our editor advises me that it will have to be a page turner, either spread over two pages or read sideways. No matter which way it is finally displayed I hope you find it useful.

Please remember it was produced 6-7 weeks before you read it, so will be out of sync with the figures you will have read in this report. However, you can rest assured that we will continue to maintain and hopefully improve this forecast. It has been developed over the last 12 months and is the first time we have had a hand on the regulator (engineering costs) that drive the project.

(As you can see to your right the aforementioned forecast table was more suited to being rotated due to its landscape format – Ed.)

We will continue to develop this, as I know that you would like to know how much longer it will take to complete the project and how much it will cost. I will not comment on the engineering side because that depends on funding, but I am hoping that I can provide you with an estimated figure required to complete our locomotive soon.

Do please keep supporting us as without your generous financial contributions progress would slow down or grind to a halt.

BEST WISHES,
NEIL COLLINSON, TREASURER
treasurer@lms-patriot.org.uk

5551 ENGINEERING EXPENDITURE FORECAST		May 2020	June 2020	July 2020	August 2020	September 2020	October 2020	November 2020	December 2020	January 2021	February 2021	March 2021
		£	£	£	£	£	£	£	£	£	£	£
	Current Bank Balance	73,067	67,700	66,951	76,205	83,710	115,670	98,724	69,869	49,220	63,424	55,535
	Income (Budget) excluding Gift Aid	10,000	23,740	23,740	23,740	23,740	23,740	23,740	23,740	18,740	18,740	18,740
	New bank Balance	83,067	91,440	90,691	99,945	107,450	139,410	122,464	93,609	67,960	82,164	74,275
	Other Expenditure (Budget - excludes loan repayments)	6,129	6,129	6,129	6,129	6,129	6,129	6,129	6,129	6,129	6,129	6,129
	Loan Repayments	-	-	-	-	-	-	-	-	-	-	-
	Engineering Expenditure	6,964	16,100	28,043	10,105	4,232	34,846	46,466	38,260	15,110	20,500	17,500
	Gift Aid Return	-	-	6,500	-	-	7,211	-	-	7,211	-	-
	VAT Refund (Estimated)	-	-	4,500	-	-	7,500	-	-	23,914	-	-
	Bank Balance	69,974	69,211	54,519	83,710	97,090	98,724	69,869	49,220	63,424	55,535	50,646
	Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	72,044	71,281	56,589	85,781	99,160	100,794	71,939	51,290	65,494	57,605	52,716
	Actual Bank Balance (last day of month)	67,700	66,951	76,205	85,480	115,670						
	Actual Income in Month	36,600	28,857	21,754	24,956	42,128						
	Actual Outgoings in Month	15,500	23,930	13,378	24,802	11,941						

ENGINEERING UPDATE

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

The PRCLT trust engineers and the majority of our suppliers have now returned to work and good progress is being made on the locomotive build. However, this report is being written on the first day of the new lockdown, so we will have to see what effect it has on progress over the next month, at least.



5551 shares the workshop with new arrival Class 9F 92212. PHOTO: PRCLT

We are trying to make as much useful progress as we can in these different times, so some of our approaches are slightly off from the old normal. 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.

CHASSIS AND MOTION

The PRCLT staff have continued work on the locomotive chassis at West Shed, particularly on the lubrication system with manufacture of pipe clips and some adjustment of the pipework already installed in the light of their considerable experience of running 6233.

Another area receiving attention is the motion set up. The frames have been measured to allow fitting of alignment buttons each side of the Horn Guide openings. These will aid correct alignment of the axle boxes on future repairs and maintenance.

On the left-hand side of the engine a string line for the Valve Rod centre was set up to check alignment.

Right-hand leading axlebox guides showing the lubrication pipework in position.

PHOTO: ANDY COLLINSON.



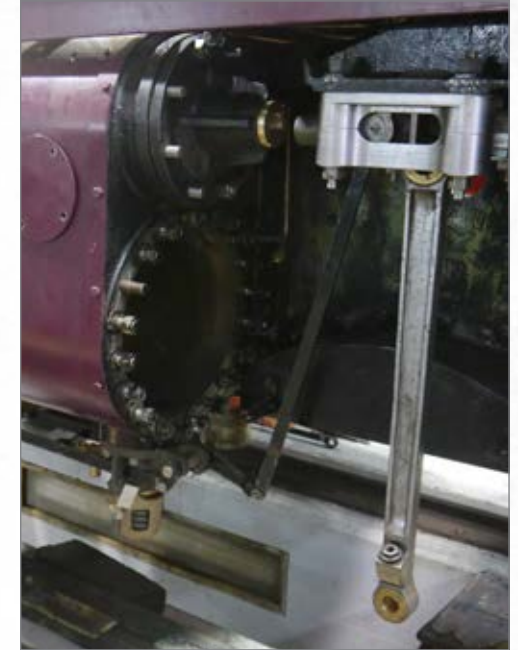
Above: Two views of the lining wire set up through the left-hand Valve Rod. BOTH PHOTOS: PRCLT.

Right: Left-hand Combination Lever. PHOTO: ANDY COLLINSON

Below: The Radius Rod and Combination Lever mounted for clearance checks. PHOTO: PRCLT

Once this had been completed the Radius Rod and Combination Levers were trial mounted to check alignment and clearances. A few minor adjustments have been found that will be addressed in the coming months.

The outside Expansion Link bushes have been measured up to establish where the excessive side play had come from. Corrective work is underway to bring back to the correct tolerances and clearances. Similar work on the right-hand side of the engine is required to follow.





The left-hand Expansion Link undergoing checking.
PHOTO: ANDY COLLINSON



The left-hand Valve Rod Crosshead Guide.
PHOTO: PRCLT



A Valve Chest Cover mounted in the lathe for some minor machining. PHOTO: PRCLT



A Rear Cylinder Cover following delivery to West Shed.
PHOTO: ANDY COLLINSON



The Valve Rod Crosshead being machined. PHOTO: PRCLT



The Reverser Shaft. PHOTO: KEVIN WEST

The Rear Valve Chest Covers have had the threads tapped for the oil fittings and the machining of the Valve Rod Crossheads castings has started.

The replacement Rear Cylinder Covers have been machined and delivered to West Shed.

The Reverser Shafts have been delivered to West Shed. We believe the Main Reverser Shaft design and manufacture will need a little work to obtain the required approvals for the assembly as this was agreed with our previous approvals body. We now have to obtain approval by Ricardo Rail.



The Centre Driving Wheelset following delivery to West Shed.
PHOTO: ANDY COLLINSON



The new Crank Pins in close up. PHOTO: ANDY COLLINSON

DRIVING WHEELS

Following the successful work on the Crank Pins reported last issue, we are now progressing correction of the welded repair to three of the wheels.

As described in my last report this relates to three of the driving wheels where a contractor misread the drawing and machined a keyway in the wrong position.

An agreed repair method was put in place and undertaken before the wheelsets were assembled. The repair method included preparation, welding and inspection stages to ensure an acceptable outcome. As part of the work now being undertaken to obtain full approval we were asked to provide the covering welding and inspection paperwork. Unfortunately, this paperwork could not be found in the project's archive. Enquiries to the company that did the weld repair produced some paperwork, which only clouded the issue rather than solved it. They believed that more paperwork was available, but it was not accessible due to the admin staff being on furlough during the first lockdown.

We therefore had an inspection of the weld on one wheel undertaken by an independent welding inspector, which indicated that there were possible issues with the weld. In the light of these issues the only way we would obtain approval was to have the



A view of the inside of the Centre Driving Wheel. This shows the Crank Pin at top left with the retaining ring formed over to lock it into the wheel. The axle is to the bottom right, covered in grease to protect the journal. At the joint between the axle and wheel can be seen the keyway, correctly positioned in line between the centre of the Axle and Crank Pin. This feature is the keyway incorrectly machined on three of the wheels.
PHOTO: ANDY COLLINSON

three wheels pressed off their axles, the old weld removed and reapplied to an approved method with all of the required inspections and paperwork in place. The three wheels involved are both wheels on the centre driving axle and the left-hand wheel on the trailing axle. All three wheelsets have been transported to Ian Riley's works in Heywood, where both wheels from the centre wheelset have been removed from the axle and prepared for removal of the old weld. This has confirmed the findings of the inspection with areas of void in the welding. This is an area of weakness which could have in the worst case resulted in cracking and possible failure in service. A full inspection undertaken when the work was originally done should have shown up these voids and makes us wonder if this was ever inspected when originally done.



A view into the bore of one of the wheels following removal from the axle. One of the voids in the original weld can be seen at 9 o'clock. PHOTO: IAN RILEY & SONS

Once all the original weld has been removed the casting will be prepared to be built up with new weld following an approved procedure and inspection process before boring to the correct size for pressing back onto the axle. The processes for undertaking this work is in the final stages of being agreed between the contractors and Ricardo Rail.

The left hand trailing wheel is causing a problem at present, as so far all efforts to remove the wheel from the axle have failed. We are worried about increasing the pressure much more in case it causes damage to the wheel casting itself. We don't want to end up with a damaged wheel casting that needs to be replaced.

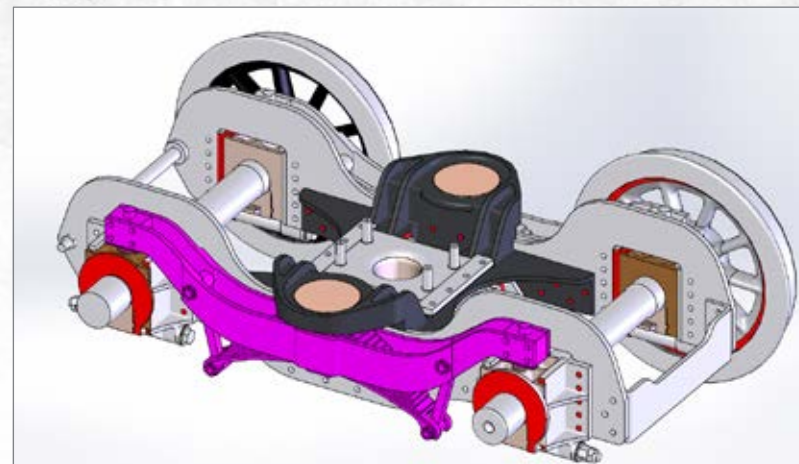
At present we are looking at various options to rectify this wheel, which may mean we have to replace the axle. This again is a worst case, but much cheaper than having to replace the wheel and tyre.

BOGIE

Further to the investigation work mentioned in the last report, it has been decided that the bogie must be reworked to reflect the original design as closely as possible. The bogie we have at present is to a hybrid design to use the original class 8F axle boxes acquired along with the wheelset from ex-Barry locomotive No. 48518. These axle boxes are 11" wide against the original Patriot boxes which are only 10". Between each axle box is an Equalising Spring Beam which has its centre bearing onto the underside of the Bogie Centre casting. The spring itself is suspended from the Equalising Beams. The ends of the beam bear on the top centre of the axle boxes. It has to bear on the middle of the width of the axle box to spread the load equally. With the wider axle box from the 8F the centres of the springs are closer together than on the original Patriot design. It follows that the Bogie Frame has to be closer to clear the Equalising Beam, so we ended up with a narrower bogie frame than the original design.

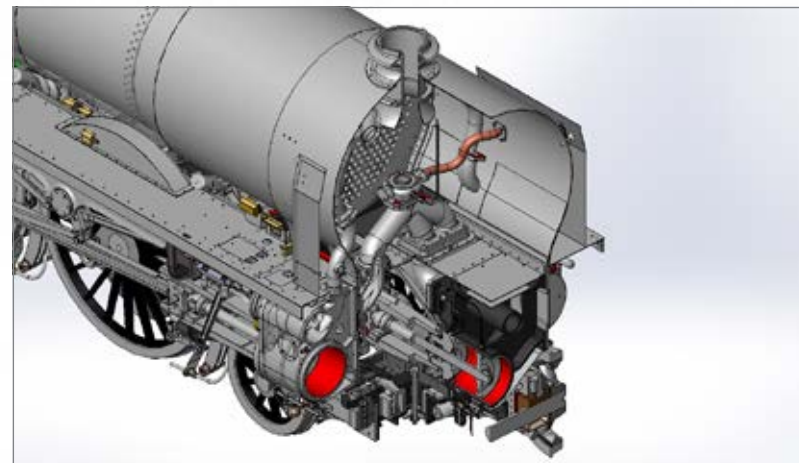
When we move up through the bogie towards the locomotive chassis we have the dome-shaped Pindles attached to the locomotive frame assembly. The Pindles sit in a cup that floats on a bronze bearing pad on the top of the Bogie Centre casting. This gives a direct load bearing line from the Bogie Wheels, through the axle box, Equalising Beam, Bogie Centre casting, Pindle Cup, Pindle into the locomotive chassis. I hope the cut away CAD images (shown right) will show what I have tried to describe above.

By using the wider 8F axle boxes it reduces the distance between the Equalising Beams and the load paths shown on the section view above, and possibly has an effect on the stability of the front end of the locomotive. To have this change in design accepted we have to prove that there is no effect on the way the locomotive rides when out on the track. It could be possible to undertake this work, but we have nobody in the project with the required technical skills to undertake it. We could even go through all the work only to have the change rejected by the approval authorities. By returning to the original design we only have to show we have built the bogie to the original design. This is the route we have decided to take.



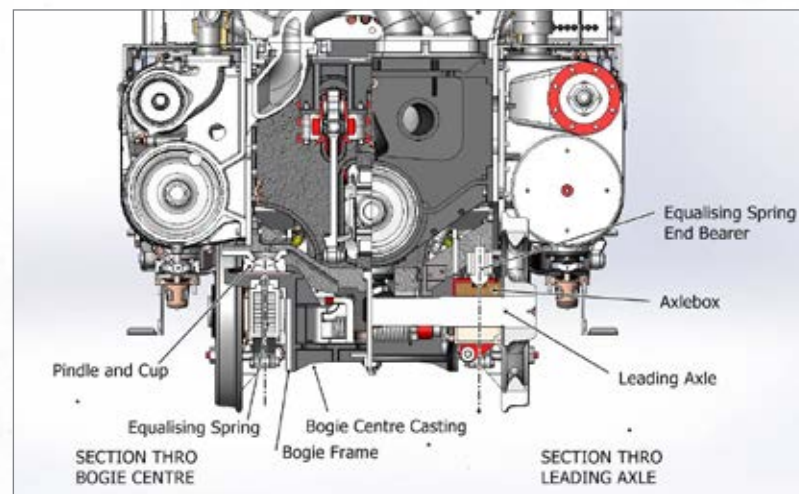
Bogie Design

A CAD image of the Bogie. For clarity the two wheels this side have been removed and the Equalising Beam is shown in purple



Bogie rework – cut away view

A CAD image of the front end of the locomotive. It shows where the cuts have been made, through the Bogie centre on the left and through the Leading Axle on the right.



Bogie rework

A CAD image section view. The vertical dashed lines indicate the load paths up through the bogie into the locomotive chassis.

ALL IMAGES:
KEVIN WEST

The hybrid design had been discussed with the approval authority we were using at the time it was assembled, and they had given the go ahead, but once again we cannot find any documentation relating to these discussions.

One design change we will be submitting is to replace the original bar front stretcher with a plate stretcher similar to that fitted to 46100 *Royal Scot* to mount the AWS gear in the 1950s. Through our friends



TOP: The front right corner of 6100's bogie showing the replaced stretcher to mount the AWS gear. The original shape of the frame plate can be seen, we will possibly square off the bottom corner to provide another mounting point for the stretcher.

CENTRE: A view from underneath of the AWS gear on 6100.

BOTTOM: Front view of the AWS gear on 6100.

ALL PHOTOS: KEVIN WEST

at Locomotive Services, Crewe, we have examined, photographed and measured up 6100's bogie ready for drawing preparation. The CAD image of the Bogie on the previous page shows this projected change.

LUBRICATION SYSTEM

The lubrication system is being assessed by the PRCLT engineers as part of the work being undertaken on the chassis.

Back in the early days of the project two mechanical lubricators, one 16-feed and an 8-feed, were obtained for use on 5551, but they are not the correct type as fitted to the original locomotives. The original fit was a 12-feed lubricator on both sides, the left side supplying oil to the cylinders and the right to the driving axle boxes and the inside motion. By chance the Jubilee class were fitted with a 16-feed lubricator on the left for its cylinders and an 8-feed on the right for the axle boxes, so that is what we have at present.

We have recently been made aware of an issue with the 16-feed unit installed on 5551. It does not have an oil warmer coil to warm up the thick cylinder oil in the winter months to aid the essential lubrication of the cylinders. At present we have been offered the loan of a correct 12-feed Lubricator from 46203 *Princess Margaret Rose*, although we will have to replace this in the near future. We are investigating the production of a small batch to sell on to other loco owners to help recover some of the costs.

Some modification of the pipework around the lubricator will be required to achieve the changeover.



The Cylinder Lubricator from 42603 temporarily mounted on 5551 to enable pipe runs to be modified. The heating coil connections can be seen low down on the end face. PHOTO: KEVIN WEST

FITTINGS

Simon Scott has been busy turning very expensive round and hexagon bronze bar into fittings and bushes for the lubrication system and Valve Rod Bushes.



A selection of fittings and bushes after machining. PHOTO: ANDY COLLINSON

Completed so far are the Drain Cocks, from castings supplied previously and the Adaptors to mount the Drain Cocks to the Cylinder Relief Valves.

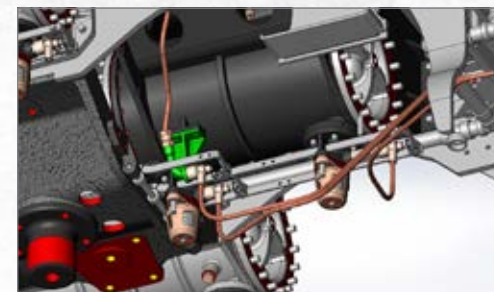
The pipework requires numerous fittings and adaptors to join the pipes to the Lubricators or into the part being lubricated. Pipe Nipples are silver soldered to the copper pipe and held in place with a Pipe Nut. Where a long pipe run requires a joint, one side of the joint will have a Pipe Adaptor silver soldered on with a Pipe Nipple and nut on the other side to make a screwed connection. To add to the work, the systems use a variety of pipe sizes, the most common being $\frac{3}{8}$ " and $\frac{1}{2}$ " diameter. Each pipe size has its own size of fittings.



A Pipe Nipple, Pipe Nut and Pipe Adaptor. PHOTO: KEVIN WEST

Simon has also been machining the Cylinder Valve Chest Drain Cock Mountings, for both the Inside and Outside Cylinders. These castings have been to hand for a while but not machined due to being awkward to set up and machine.

The Outside Valve Chest Drain Cock Mounting castings are handed for left-hand and right-hand cylinders. These are screwed into a threaded hole in the bottom of the Cylinder castings.



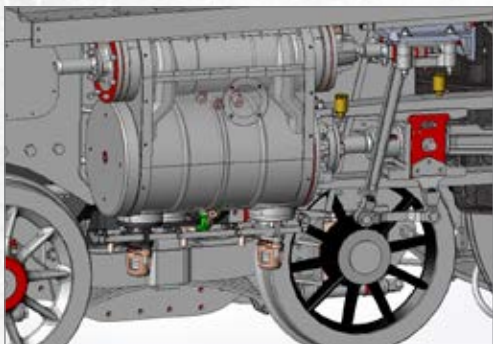
TOP: CAD image of the underside of the Inside Cylinder showing the Drain Cocks and Operating Gear. The Inside Valve Chest Mounting is shown in green. IMAGE: KEVIN WEST

CENTRE: The Inside Valve Chest Drain Cock Mounting set up on the lathe to machine the thread that the Drain Cock screws onto. PHOTO: PRCLT

BOTTOM: The thread has been cut and a Drain Cock screwed on to check the fit. PHOTO: PRCLT

Other parts recently manufactured include the Valve Rod Bushes and Nuts and the Oil Adaptors. The Oil Adaptors screw into the Rear Valve Chest Covers and have a long tail which delivers the oil right down to the rod inside the Valve Rod Bush.

The Valve Rod Bushes fit into the Rear Valve Chest Covers and are retained by a round castellated nut on the outer end. The bore is serrated to provide a key for white metal that is used as a bearing surface.



ABOVE (top): CAD image of the left-hand Outside Cylinder showing the Drain Cocks and Operating Gear. The Valve Chest Mounting is shown in green. CAD IMAGE: KEVIN WEST

ABOVE (bottom): The left-hand Outside Valve Chest Drain Cock Mounting casting set up on the lathe to machine the thread that screws into the cylinder. PHOTO: PRCLT

TOP (Left): A Valve Rod Oil Adaptor showing the long delivery tail. PHOTO: PRCLT

TOP (Right): One of the Valve Rod Bushes following machining. PHOTO: PRCLT

CENTRE (Right): Close up view showing the internal serrations for the white metal. PHOTO: PRCLT

BOTTOM (Right): View showing the Rear Valve Chest Cover in position with the Valve Rod Bush, Nut and Oil Adaptor in place. PHOTO: PRCLT



BOILER

Work has been progressing on securing the stays into the firebox before the boiler moves from HBSS to West Shed for storage. HBSS will also fit the Boiler Slides before the move to enable the boiler to be dropped into the frames if the situation allows. We had planned a slow down on work at HBSS as it is not worth having a finished boiler without a chassis to fit it into.

This suited HBSS as well as they have a number of other boilers to work on. Our boiler was taking up workshop space that this other work could utilise. HBSS are expecting another boiler delivery towards the end of November and we are expecting to use the same transporter to move our boiler south instead of an empty journey.



Boiler Backhead in the workshop at HBSS. PHOTO: KEVIN WEST



The Inner Firebox with the stays formed down. PHOTO: HBSS

TENDER

Leaky Finders are almost finished work on the tender chassis structure, with only a limited amount of riveting required at the rear end before the rear Buffer Beam can be fitted.

All the Horn Guides and Spring Mounting Brackets are fitted and the Brake Gear has been trial fitted.

Work is continuing only when Leaky Finders are not employed at the West Somerset or Bodmin & Wenford Railway.



Left-hand rear end of the Tender chassis showing the Horn Guides and Spring Hanger Brackets in place. PHOTO: KEVIN WEST

PAPERWORK

Work continues on locating historical paperwork.

MAIN LINE RUNNING GEAR

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

TENDER TANK DESIGN

No progress since the last report.



A new paperwork and certification process is now in operation at West Shed. PHOTO: GAVIN SHELL

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						
Firebox Stays		Head forming	🟢	🟢	🟡🟡	🟢
Boiler Slides		Fit	🟢	🟢	🟡	🔴
Transport to West Shed		To be arranged	🟡	🟡	🟡	🔴
MOTION						
Legacy Motion	Full assessment	Assessment completion	🟢	🟡	🟡	🔴
Reverser Shaft	Delivered to West Shed	Inspect and trial fit	🟢	🟡	🟡	🔴
Reverser Shaft Bearing		Machine casting	🟢	🟡	🟡	🔴
DRIVING WHEELS AND AXLEBOXES						
Driving Axle Weld Repairs		Complete	🟢	🟢	🟡	🟡🟡
Driving Axleboxes		White metal and machine	🟢	🟡	🟡	🔴
BOGIE						
Bogie Design	Design approval	Design approval	🟢	🟡	🟡	🔴
Bogie Drawings		Finish and submit for approval	🟡🟡	🟡	🟡	🔴
Bogie Wheelset - Legacy	Fit and turn new tyres		🟢	🟢	🟢	🟡🟡
BRAKES, SPRINGS AND DRAWGEAR						
Air Brakes	Design approval		🟡🟡	🟡	🟡	🔴
Air Brakes - Pump Brackets	Design approval	Manufacture and fit	🟡🟡	🟡	🟡	🔴
Brake Cross Shaft Bracket		Make and fit studs	🟢	🟡	🟡	🔴
FITTINGS AND PIPEWORK						
Backhead Fittings	Research Fittings	Research fittings	🟡🟡	🟡	🟡	🔴
Drain Cocks	Machine Castings	Machine castings	🟢	🟢	🟢	🔴
Valve Road Bushes and Oil Adaptors	Machine and fit		🟢	🟢	🟡🟡	🔴
Expansion Link Bearings		Machine castings	🟢	🟡	🟡	🔴

KEY:

Complete



In progress


 Advanced
(80% complete)


Not started



No. 45511 *Isle of Man* pictured inside Crewe Works
after withdrawal in March 1961.

© MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.

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 and riveting	Drilling and riveting	🟢	🟢	🟡🟡	🔴
Outer Dragbox Riveting	Drilling and riveting	Drilling and riveting	🟢	🟢	🟡🟡	🔴
Rear Buffer Beam	Drilling and riveting	Drilling and riveting	🟢	🟢	🟡🟡	🔴
Painting	In progress	Finish	🟢	🟢	🟢	🔴
SUPERSTRUCTURE						
Tank Design		Progress	🟡	🔴	🔴	🔴
NETWORK RAIL SYSTEMS						
AWS			🔴*	🔴	🔴	🔴
TPWS			🔴*	🔴	🔴	🔴
GSM-R			🔴*	🔴	🔴	🔴
OTMR			🔴*	🔴	🔴	🔴
ERTMS			🔴*	🔴	🔴	🔴

*Locomotive interface



SALES REPORT

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

Dear members, as from the end of this year my wife Karen and I will be stepping down from our respective roles in sales. I as director and Karen as administrator.

You may be aware that we have been in the 'job' for many years and have thoroughly enjoyed our time but our personal situation has changed of late and family commitments have to take precedence now.

We are by no means walking away from the project, indeed I intend to continue in the role of volunteer co-ordinator and prize draw promoter.

I'd like to personally thank and commend Karen for her unstinting commitment and meticulous record keeping in her role which she has carried out since the very early days of the project.

I also wish to thank you the members for supporting 'The Unknown Warrior' through your purchases over the years. You have added to the coffers and of course helped promote the project by sporting and displaying our products. It has been a pleasure dealing with your orders and meeting many of you at events and indeed we have become quite close friends with a number of regular customers. I hope my successor can count on the same level of support.

Regarding sales over the last quarter, we had a good response (as ever) immediately after the previous Warrior went out and orders are continuing to come in at a good rate since. Once again I would ask you to study the enclosed sales leaflet and make one or two purchases where you can.

The 2021 Calendar is selling very well so far as are the face masks. Indeed we have ordered more masks with alternative designs.

Of course Christmas will be on us very soon so you may want to scan the shop for gift ideas and maybe order some Christmas cards. Please bear in mind that the last posting date for Christmas is Friday 18th December, so can I ask that any orders be with me by the 15th. Of course we will still process orders after that date but cannot guarantee delivery for the big day. Order via the website, www.lms-patriot.org.uk, email sales@lms-patriot.org.uk or phone 07999 769849.

On the matter of volunteering, unfortunately there is no activity to report at present as the West Shed is still closed to volunteers.

For the results of the 2020 Grand Prize Draw please see the panel on the right. A special thank you must go to Reg Mathews and Norman Ball who undertook the lengthy task of separating and folding the tickets and of course to Linda and David Westerman for carrying out the draw.

**SEE ENCLOSED LEAFLET FOR THE FULL RANGE
OF LMS-PATRIOT MERCHANDISE AVAILABLE.
PLEASE ORDER BY 15TH DECEMBER TO GUARANTEE
DELIVERY IN TIME FOR CHRISTMAS.**

2020 Grand Prize Draw

I'm pleased to say that following our appeal in the last edition of this magazine that uptake of tickets increased by over 50% on 2019 with total sales amounting to £6,366.

1st Prize – £500 • Richard A. Cox, Abergavenny

2nd Prize – £250 • John Simpson, Crewe

3rd Prize – £100 • Clifford Wilkins, Grantham

4th Prize – £50 • Martyn Heathcote, Southampton

5th Prize – £50 • G. D. Bailey, Much Wenlock

6th Prize – £50 • Andrew J. Jackson, Doncaster

Thank you all for your support.

NEIL KINSEY, PROMOTER.

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



NOTICE BOARD

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.

HELP NEEDED: SALES

You may have read on page 20 that Neil and Karen Kinsey
are stepping down from their sales role with the project. That means
that we are now looking for new volunteers to help us with this vital
part of our fund-raising efforts. If you would like to help us please
contact the project at **office@lms-patriot.org.uk**.



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MAJOR SPONSOR OF 'THE UNKNOWN WARRIOR'

FROM THE 'HOME' OFFICE

**SEE NOTICE BOARD
ON PAGE 22 FOR THE
LATEST CONTACT DETAILS**
TEMPORARY PHONE NUMBER
07801 945689

As I write this, England is once again in lockdown. This time, although our office building is generally closed, we hope to be able to collect post and access our laser printer once a week.

My husband David and I continue to do all the administration work from our dining table and the franking machine is the main feature in our lounge at the moment! The Unknown Warrior has certainly taken over our lives and become a seven day a week job.

Most of you will have received four books of raffle tickets along with the last magazine. 4,000 books were ordered and as membership totals around 1,050 at the moment, even taking into account members who have told us not to send tickets, there were not quite enough. Randomly a few of you will have received just two or three books. As you will read elsewhere in this magazine, the response was excellent and it meant quite a big postbag everyday. Some of you kindly returned unsold books to us but sent no indication of who they were from. Please let me know if you don't want to receive them in future so that the database can be updated accordingly.

You may have noticed that the Roll of Honour, on the website, for those who have sponsored parts, was revamped a few months ago. This was the result of member John Bennett (URN 530) spending many hours during lockdown, going through the list to place it in alphabetical order. Previously it was basically in chronological order of receipt. You did a great job John, thank you. Once completed he sent the new list to our Chairman and following a few slight modifications, our IT expert was able to make the necessary changes to the website.

There has been some confusion recently on payment of subscriptions by standing order. A Standing Order is an instruction to your bank to make a specific payment and the amount cannot be altered without you contacting your bank to make

the change. That of course can result in a shortfall when subscriptions are increased as we have to rely on you to make sure the standing order is for the correct amount. If you pay your subscription in that way it will take longer for the membership records to be updated as I don't have access to the bank statements. It is often several weeks later that I am advised of payments arriving into the account. At the moment we do not have a facility for Direct Debits which work in a totally different way. It is something that our Finance Director is looking into to try and make things easier. For the time being, if you do make a subscription payment by standing order or bank transfer, please send an email to membership@lms-patriot.org.uk letting me know so that I can update the database straightaway and process your renewal.

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



Linda and David looking happy in their work



We are appealing for general funds to help us and our contractors now that work has restarted on the build of The Unknown Warrior.

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.

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ORGANISING THE RETURN OF THE UNKNOWN WARRIOR

GEORGE KENDALL (1881-1961)



Earlier this year, in June, we received an email from Tim Kendall who's grandfather, Senior Military Chaplain the Reverend George Kendall OBE (1881-1961), was responsible for the exhumation, selection and transport to HMS Verdun of the body of the Unknown Warrior. Having just witnessed the centenary of the body being returned to these shores it seemed appropriate to reproduce part of the account from the man who was closely involved in the repatriation of the Unknown Warrior. He never owned a car so travelled by train all over the country throughout his life and wrote newspaper articles on the troops railway travel in France during WWI.

The burial of 'The Unknown Warrior' at a State funeral in Westminster Abbey took place on 11th November 1920 – two years precisely after the signing of the Armistice that ended the First World War. The permanent Cenotaph – designed by Sir Edwin Lutyens in Whitehall – was unveiled by King George V in the presence of 'The Unknown Warrior' that morning.

This was the first such burial in any nation. The burial of an unknown warrior under the Arc de Triomphe in Paris took place the following year. An army Padre, David Railton, was concerned for the relations of so many men who had died on the battlefields, but who could not be identified. Where could they grieve? He proposed to the Dean of Westminster – The Right Rev Herbert Ryle – only in August 1920 that an unknown warrior should be buried in the abbey: 'the Parish Church of the Empire'. Within three days, Ryle had replied – saying he 'warmly inclined to favour the idea', but that it 'must germinate'. Only in October 1920 did he confirm to Railton that the idea had germinated.

The account that follows is of the choice of the body – and recently, it has been proposed that DNA testing could reveal the identity of the warrior. Back in 1930, Time magazine suggested that the identity was known; it never has been, nor ever will be, known. The body must be allowed to rest in peace. It remains of great importance in the abbey as a focus for prayer for peace, and for those who have suffered in conflict – visited by heads of State and of Government, as well as by more than a million visitors from all over the world, who pass by the grave of 'The Unknown Warrior' every year.

*The Very Rev John Hall
Dean of Westminster Abbey*

EXCERPT FROM 'DARING ALL THINGS', THE AUTOBIOGRAPHY MANUSCRIPT OF GEORGE KENDALL, COMPLETED IN 1961.

I must now proceed to tell the story of 'The Unknown Warrior'. It has been stated that this is the greatest mystery of the First World War. I have been interviewed from time to time by the correspondents of nearly all our great national newspapers, asking me if I knew who he was, could I say where he was actually found, who was responsible for the idea? All I can say was that he was chosen from the countless unnamed dead in France, and Flanders, that the nation might honour him, and this without distinction of rank, birth or service. There were in these two countries many thousands of graves of men whose bodies had been found, but, with all our endeavours, could not be identified – so over their crosses we inscribed 'Unknown British Soldier'. Here then is my story, told because of the younger generation, who go to see the tomb in Westminster Abbey and do not know how he was chosen and brought home.

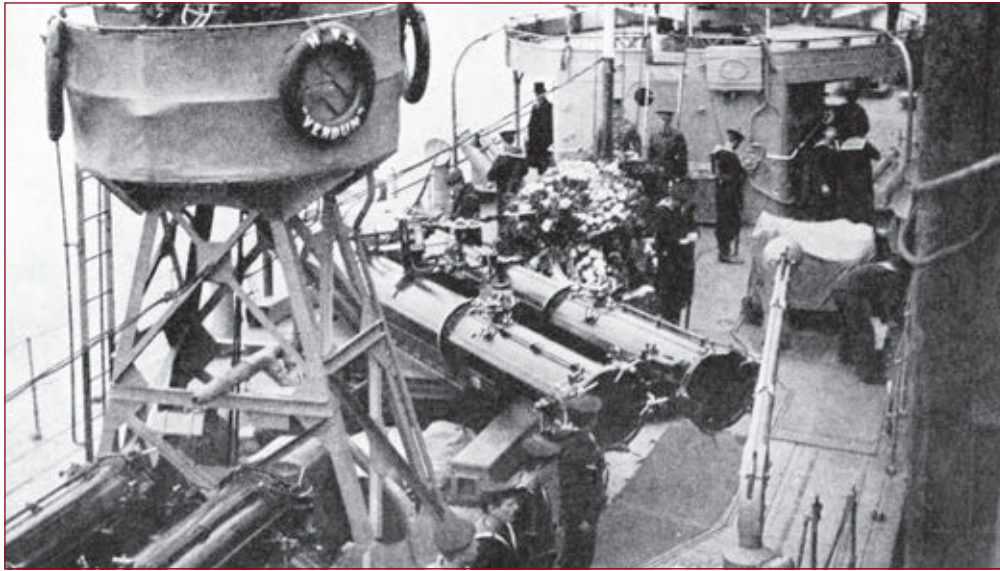
Early in November 1920, we received orders from headquarters, for the exhumation of a certain number of bodies of unknown men. No one – and this is very important – was to know from which district a body had been taken. The graves which were opened in all the theatres of war were marked only by a cross which stated that an unknown warrior lay there. If the regiment or division in which the man had served were specified – and there were cases in which a man may not have been identified, but his regiment or battalion was known – the grave was untouched. In all some six bodies were finally taken to the headquarters at St Pol, near Arras. Those who awaited the bodies at St Pol did not even know from where they had come. The six coffins were placed in a hut, and each covered with a Union Flag. All night they rested on trestles, with nothing to distinguish one from the other. The door of the hut was locked and sentries posted outside. In the morning a general entered the hut. He placed his hand on one of the flag-shrouded coffins, and the body therein became 'The Unknown Warrior'.



The body of the Unknown Warrior being drawn on a French wagon to the Quai Gambetta being followed on foot by Marshal Foch and General Macdonagh.

The five other coffins were taken from the hut and reverently reburied. The one selected to receive the tribute of the Empire was conveyed to Boulogne and embarked there on the British destroyer Verdun, to be brought to England. On the lid of the coffin, as it was taken on board, was placed a rare and valuable sword taken from the private collection of King George V. Out in the mists, six British destroyers were waiting to escort the Verdun to Dover. They formed up three ahead, three astern, and course was shaped for England. As the vessels slipped silently into Dover Harbour, a Field Marshal's salute of nineteen guns was fired.

Of course, one might ask from what cemetery the bodies were collected! That I cannot answer, and the knowledge I have will die with me. I suppose if the location was made known, there would be a flood of cameramen taking photographs of the cemeteries and saying, "From here 'The Unknown Warrior' was chosen," but apart from that, so great are the changes in the cemeteries in forty years that nature comes to the rescue, and destroys all identification marks. No! The location can never be revealed, but again I stress this great fact – the soldier lying in Westminster Abbey is British and unknown. He may have come from some little village or some city in this land, and he may be the son of a working man or of a rich man: 'Unknown to man, but known to God'.



The body of the Unknown Warrior draped in the Union Flag being taken across the channel on the quarterdeck of HMS Verdun.

On the morning of the embarkation ceremony, we motored from Kip-Cot Camp, Poperinghe, to Boulogne. We began the journey at 5am. It was a cold and frosty morning. Arriving at the starting point, we were marshalled into our places. I shall never forget the overwhelming solemnity of the procession. In it was Marshal Foch, French and Belgian officers of all ranks and ourselves of the British Army – generals, colonels, captains and myself – the only Padre to represent the many thousands of chaplains who had served in France and Flanders. The coffin, covered with the Union Flag, and carried by stalwart non-commissioned officers, was preceded by the bands of British, French and Belgian regiments. The streets through which the cortege passed, were packed with thousands of people, and so we passed on to the embarkation wharf. Home, they were taking this warrior dead, and all the trumpets sounded for him on the other side. I could, as I stood on the wharf watching the coffin being carried onto the cruiser, visualise the journey over the Straits of Dover and on to London's Whitehall where the massed crowds gathered round the veiled Cenotaph. I could also

see the King with the Prince of Wales, standing beside the coffin on the gun carriage. What must have been the emotion as the King touched a button and the two flags fell, revealing the Cenotaph, followed by the two-minute silence which is observed, to this day, on Remembrance Sunday.

I could, again in my imagination, see the gun carriage make its way from Whitehall, with Earl Haig, Lord Byng, Lord French, Earl Beatty, Air Marshal Sir Hugh Trenchard as the pall-bearers, and then on to Westminster Abbey, filled with the great ones of this and other lands, and the mothers and fathers and wives of so many loved ones who had fought the fight and entered into rest.

Each Remembrance Day I visit the little crosses in the abbey grounds and stand by the tomb on which I read:

*Beneath this stone rests the body of a British Warrior
Unknown by Name or Rank
Brought from France to Lie Among
The Most Illustrious of the Land
And Buried Here on Armistice Day
11 Nov: 1920. In the Presence of
His Majesty King George V*

*His Ministers of State
The Chiefs of His Forces
And a Vast Concourse of the Nation
Thus are Commemorated the Many
Multitudes Who During the Great War
Of 1914-1918 Gave The Most That
Man Can Give – Life Itself
For God
For King and Country
For Loved Ones, Home and Empire
For the Sacred Cause of Justice And
The Freedom of the World
They Buried Him Among the Kings because He
Had Done Good Towards God and Toward
His House*

There he lies among the Kings and great ones of all times, speaking of life as nobly as all others, and it is true, as long as England stands in history this marble stone will tell the story of 'The Unknown Warrior'.

After the embarkation ceremony I returned to the Kip-Cot Camp and remained there on duty until 22nd March 1921, when I was transferred to the Stuart Camp, Arras. There I worked in the midst of the old familiar battlefields – a strange experience it was to visit once again the old trenches and dugouts and the places where I had lived among the horror and bloodshed, the snipers' bullets and high-explosive shells and where I had laid so many to rest.

One more strange coincidence before I finish my story of the graves of the fallen. I have previously referred to the grave by the roadside at Heninel of Captain R.A. Field MC. One afternoon I took a service at the YMCA hostel at Arras, and after tea I saw two ladies walking on the veranda. I said, "Have you been visiting the grave of a loved one?" They said, "Yes," and told me where they had been. Somehow or other I began to tell stories of brave and good men and I mentioned the cross on the roadside with the words on it: 'He feared death so little, because he feared God so much'. I said, "I am proud of my fellow Yorkshireman, whose name is on that cross."

"His name?" the elder lady asked. "Captain

Field," I said. And then to my astonishment she replied, "I am his mother," and pointing to the younger lady she added, "and here is his sister." They had been visiting Captain Field's grave that morning. Afterwards they sent me his photograph. Strange it is how these coincidences happen, even in a far-off land, but there is a providence in it and I, who had often told the story of Captain Field, was privileged to meet those he so dearly loved.

I could write a book on the experiences I had whilst engaged in the sad task of laying to rest those whose memory is honoured in the land they loved. I left Arras on 9th May 1921, and was taken to the hospital at Calais to be treated for an acute ear infection, and a return of malaria which I had contracted in the first place in Macedonia. I was there for four weeks and was transferred to the Royal Herbert Military Hospital, Woolwich, where I received treatment for a further six weeks. I cannot speak too highly of the kindness and care that I received from the doctors and nurses at both these hospitals. My work had been very strenuous and I had virtually lived with the dead in the desolate areas of the old battlefields, so there is no wonder that one had to pay the cost in physical deterioration. Nature, however, is always on the side of recovery and I had a strong constitution which, for six and a half years of active service in all parts of the field had stood me in good stead.

I was one of the last to leave, and the Imperial War Graves personnel, comprised mostly of ex-officers and servicemen, took over as civilians. Every one of the cemeteries have been made as simply and soberly beautiful as British gardeners can make them. They will be lovingly cared for long after we have passed away. We can take hope and courage, remembering the supreme sacrifice of our honoured dead. We cannot, however, live in the past. We must remember that out of disappointment comes hope, and out of death comes life. Our loved ones are not dead, but having given their life they find it again in the land of the Eternal.

I only wish I could have been present when, in May 1922, the late King George V and Queen Mary made their pilgrimage to the graves of the fallen.

At Terlincthun, near Boulogne, he gave a message which I think is the most moving every uttered by any monarch.

This message sums up all that I myself deeply felt, and so I must record it:

For the past few days, I have been on a solemn pilgrimage in honour of a people who died for all free men.

At the close of that pilgrimage, on which I followed ways already marked by many footsteps of love and pride and grief, I should like to send a message to all who have lost those dear to them in the Great War, and in this the Queen joins me today, amidst these surroundings so wonderfully typical of that single-hearted assembly of nations and or races which form our Empire. For here, in their last quarters, lie sons of every portion of that Empire, across, as it were, the threshold of the Mother Island which they guarded that Freedom might be saved in the uttermost parts of the earth.

For this, a generation of our manhood offered itself without question, and almost without the need of a summons. Those proofs of virtue, which we honour here today, are to be found throughout the world and its waters – since we can truly say that the whole circuit of the earth is girdled with the graves of our dead. Beyond the stately cemeteries of France, across Italy, through Eastern Europe, in a well-nigh unbroken chain they stretch, passing over the holy Mount of Olives itself to the farthest shores of the Indian and Pacific Oceans – from Zeebrugge to Coronel, from Dunkirk to the hidden wildernesses of East Africa.

But in this fair land of France, which sustained the utmost fury of the long strife, our brothers are numbered alas, by hundreds of thousands. They lie in the keeping of a tried and generous friend, a resolute and chivalrous comrade-in-arms, who with ready and quick sympathy has set aside for ever the soil in which they sleep, so that we ourselves and our descendants may for all time reverently tend and preserve their resting places. And here, at Terlincthun, the shadow of his monument falling almost across their graves, the greatest of French soldiers – of all soldiers – stands guard over them.

And this is just, for side by side with the descendants of his incomparable armies, they defended his land in defending their own.

Never before in history have a people thus dedicated and maintained individual memorials to their fallen and, in the course of my pilgrimage, I have many times asked myself whether there can be more potent advocates of peace upon earth, through the years to come, than this massed multitude of silent witnesses to the desolation of war. And I feel that so long as we have faith in God's purposes, we cannot but believe that the existence of these visible memorials will, eventually, serve to draw all peoples together in sanity and self-control, even as it has already set the relations between our Empire and our allies on the deep-rooted bases of a common heroism and a common agony.

Standing beneath this Cross of Sacrifice, facing the great Stone of Remembrance, and compassed by these sternly simple headstones, we remember, and must charge our children to remember, that as our dear were equal in sacrifice, so are they equal in honour, for the greatest and least of them have proved that sacrifice and honour are no vain things, but truths by which the world lives.

Many of the cemeteries I have visited in the remoter and still desolate districts of this sorely stricken land, where it has not yet been possible to replace the wooden crosses by headstones, have been made in beautiful gardens which are lovingly cared for by comrades of the War. I rejoice that I was fortunate enough to see these in the spring, when the returning pulse of the year tells of unbroken life that goes forward in the face of apparent loss and wreckage; and I fervently pray that, both as nations and individuals, we may so order our lives after the ideals for which our brethren died that we may be able to meet their gallant souls once more, humbly but unashamed.

*Tim Kendall kindly sent the following message:
The George Kendall Estate grant The LMS-Patriot Project
full right to reproduce an agreed excerpt from the book
manuscript free of any charge as a donation to your esteemed
Project to build 'The Unknown Warrior' from scratch.*



IMAGE © DEAN AND CHAPTER OF WESTMINSTER

ABOUT THE AUTHOR

George Kendall was a clergyman, historian, patriot, advisor, modern prison, health, and education service pioneer, lecturer, musician, impresario, orator, antiques expert, humourist and writer, who lived in Britain between 1881 and 1961. From a working-class background, his vocation led to him living and working throughout Britain and Ireland. Kendall also served for more than six years abroad for the British Army – becoming a senior chaplain and being honoured with one of the first Military OBEs awarded by King George V at the end of the First World War. Refusing further official honours, Kendall spent most of the last 35 years of his life living and working amongst the poor in the East End of London.

The manuscript contains hundreds of names – famous, infamous and neither – that personally moulded, educated and informed George Kendall and his life mission. Their cumulative legacy was the country that, by the late 1950s, could rightfully claim to be the most advanced in the world.

Kendall was married twice – firstly to Emily, who died in 1933, and then Winifred, with whom he had four children. Son David and his only daughter, Rosemary, survive – living respectively in Poole, England and Vancouver, Canada.

HATTONS MODEL RAILWAYS – 66418 PATRIOT (Product code: H4-66-019)

REVIEW BY ANDREW LAWS

As many of you will remember we held a big event at Crewe Heritage Centre for the 100th anniversary of the Armistice in 2018. As part of this commemoration Freightliner kindly arranged for their class 66 diesel locomotive – PATRIOT – to be on display at the Heritage Centre. So when Hattons Model Railways announced that they were to produce a new class 66 model in OO/4mm scale, and one of these models was to be No. 66418 PATRIOT, I was naturally excited.



The real thing at Crewe Heritage Centre in November 2018.



The model has superb intricate detail.



The model features DCC control with fully working directional lights on the cab ends. All wheel pick-up and all wheel drive make for smooth, quiet running. The sturdy metal chassis is capable of pulling good loads. Slow speed running can be easily achieved.

66418 is available from Hattons Model Railways, priced at £150 for the standard model, £165 for DCC fitted or £265 for a DCC sound fitted version. See www.hattons.co.uk

Many other different liveries and versions are available including EWS, GBRf, DRS, DB, Colas Rail, British Rail large logo, Biffa, GBRf/Royal Scotsman, GBRf/CEMEX, Freightliner ONE, and the new Freightliner orange livery. Correct front end lighting differences are catered for on each model as per the real loco, and these are sure to be a popular choice for modellers modelling the period from 1998 to the present day. This has to be the definitive class 66 model.

MAKE A BID FOR THIS SUPERB MODEL AND HELP OUR FUND-RAISING EFFORTS

Hattons Model Railways have kindly donated the model of 66418 PATRIOT used in this review, it is worth £150.

We are inviting bids over £100. Please send your bid to the Editor: warrior-editor@lms-patriot.org.uk by 31st December. The winner will be notified and we will post the model out to you.

Thank you to **Hattons** for donating the model.



Hattons have kindly donated a model of 66418 in the superb second Freightliner livery for this review. The first thing that struck me was the weight of the model, weighing around 700g, which gives it excellent pulling power. Packaged in a sturdy cardboard box with an exquisite line drawing of a class 66 on the front, the locomotive is secured in a clear plastic tray with thick foam inserts. A detailed instruction booklet is included together with separate detailing parts and separate air braking pipes. There are options to fit different valances on the front depending if you want to have NEM pockets with couplings or a fully detailed end with air pipes as per the actual locomotive.

The model has superb detail, the best so far on a class 66 model. This is clearly seen on the bogies which have exquisite details and even feature rotating axle boxes! There is a wealth of fine pipework along the sides of the chassis which look astonishing. The outer grilles are separate etched parts with an extremely fine realistic mesh roof grille and side grilles. There are lots of other separately fitted parts such as the door handrails, which add to the realism of the model. Sprung metal buffers are fitted, and painted detailed cabs are included which look really impressive. One thing I noticed about the model is that a driver is not fitted, but depending on personal preference a driver could easily be positioned in one of the cab seats. Flush glazed windows and windscreen wipers are fitted.

The green and yellow Freightliner livery is brilliantly applied with crisply applied decals, warning flashes, running numbers and orange cantrail stripe. The PATRIOT nameplates are separately fitted etched parts on the ribbed body sides.



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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!

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

THE DEVONIAN

THE LATEST PAINTING FROM RAILWAY ARTIST AND PROJECT SUPPORTER, COLIN WRIGHT.

The painting shows Bristol Barrow Road Patriot No 45504 *Royal Signals* heading the northbound Devonian express approaching Duffield, north of Derby in the late 1950s. Having started its journey on the Western Region the train would often comprise of a full rake of WR stock. Bristol shed had three Patriots at this time, Nos. 45504, 45506 and 45519 which could be seen on the Devonian, although Jubilees were more commonly used.

Being a Derbyshire lad growing up in the 1950s and having a car my father would often take me to lineside places such as Duffield to see the trains – so I have included us in the painting, I'm sure you can spot us!

I believe that Derby shed only had one Patriot in BR days, No 45509 appropriately named *The Derbyshire Yeomanry*, which I have also painted being turned on the shed turntable.



2020 IS THE 100th ANNIVERSARY OF THE REPATRIATION AND BURIAL OF THE UNKNOWN WARRIOR IN WESTMINSTER ABBEY

ANDREW LAWS RECOUNTS THE STORY

The grave of the Unknown Warrior lies at the west end of the Nave of Westminster Abbey in London. It symbolises all those who died during the Great War whose body or grave could not be identified and may be from any of the three services, Army, Navy or Air Force, and from any part of the British Isles, Dominions or Colonies and represents all those who died who have no other memorial or known grave.

The face of the Unknown Warrior will rightly never be known. He represents the son of every mother, the husband of every wife, the brother of every sister. A permanent memorial for all those who fell during the Great War of 1914-1918. The idea for such a burial came about in 1916 when the Reverend David Railton, an Army Chaplain who was serving on the Western Front, came across a grave in a back garden at Armentières marked by a rough cross, which bore the pencil-written legend 'An Unknown British Soldier'. After hostilities ended, he wrote to the Dean of Westminster, Herbert Ryle with the suggestion that the remains of an unidentifiable serviceman be buried in Westminster Abbey as the representative of the thousands of soldiers who had died in the Great War.

The Dean of Westminster embraced the idea and approached both Buckingham Palace and 10 Downing Street. Prime Minister David Lloyd George received it enthusiastically because it fitted so well with his own vision of a 'national memorial'. This memorial became known as the Cenotaph.

On Sunday, 7th November 1920, four individual parties of soldiers were sent out to the four principal battlefields – Somme, Aisne, Arras and Ypres – to exhume the bodies of four British soldiers. They were identified as British by their boots and buttons but their ranks were unknown. The remains were brought to the chapel at St. Pol. The General Officer in charge of troops in France and Flanders, Brigadier General L.J. Wyatt, with Colonel Gell, went into the chapel alone where the bodies on stretchers were covered by Union Flags. The General, who had no idea from which area they

had come, selected one and the two officers placed it in a plain coffin and sealed it. The other three bodies were reburied.

The next morning Chaplains of the Church of England, the Roman Catholic Church and non-Conformist churches conducted a service in the chapel before the body was escorted to the port of Boulogne to rest overnight. The coffin shell containing the Unknown Warrior was placed in a coffin of English oak which had grown in Hampton Court Palace garden.

The coffin plate bore the inscription:
"A British Warrior who fell in the Great War 1914-1918 for King and Country".

The coffin plate, ironwork banding for the coffin and handles were designed and made by D.J. Williams of the Brunswick Ironworks at Caernarfon in Wales.

On the 10th November 1920, the coffin was transported from Boulogne to Dover by the Royal Navy destroyer HMS Verdun. It was then placed in the 'Cavell Van', a parcels van built by South Eastern and Chatham Railway that had been previously used to carry the bodies of nurse Edith Cavell and then Captain Charles Fryatt following their executions in 1919. The Unknown Warrior was taken by train from Dover Marine station to Victoria station in London arriving at 8.32pm on platform 8 where it rested overnight.

"The train thundered through the dark, wet, moonless night. At the platforms by which it rushed could be seen groups of women watching and silent, many dressed in deep mourning. Many an upper window was open and against the golden square of



The bell of H.M.S. Verdun, on which the Unknown Warrior was brought from Boulogne to Dover on the eve of Armistice Day 1920. Presented by Cdr. J.D.R. Davies, M.B.E., R.N. on Remembrance Sunday, 1990.

IMAGE © 2020 DEAN AND CHAPTER OF WESTMINSTER

light was silhouetted clear cut and black the head and shoulders of some faithful watcher...

...In the London suburbs there were scores of homes with back doors flung wide, light flooding out and in the garden figures of men, women and children gazing at the great lighted train rushing past". (From the Daily Mail, 11th November 1920).

On the morning of 11th November 1920, the second anniversary of the Armistice, the coffin of the Unknown Warrior was draped with the Union Flag that Reverend Railton had used for his battlefield services in France. The horse-drawn gun carriage carrying the coffin was then carried through the silent London crowds to the Cenotaph on Whitehall, which had been designed by Sir Edwin Lutyens as the new national war memorial. King George V laid a wreath of red roses and bay leaves on the coffin, and then unveiled the Cenotaph.

On the first stroke of the eleventh hour from Big Ben, the capital was hushed into silence for two minutes. The King then walked with the cortège behind the coffin, with other members of the Royal Family and ministers of state to Westminster Abbey, observed by huge silent crowds. The Unknown Warrior entered the Abbey through a ceremonial guard formed mainly by recipients of the Victoria Cross. Guests of honour inside the Abbey were a group of about one hundred women. They had been chosen because they had each lost their husband and all their sons in the war. A service with hymns in the Abbey then followed and The Unknown Warrior was buried at the west end of the nave and the grave filled with soil brought from the battlefields of France.

The grave was covered by an engraved stone with a gilded inscription:

A BRITISH WARRIOR WHO FELL IN THE GREAT WAR 1914-1918 FOR KING AND COUNTRY. GREATER LOVE HATH NO MAN THAN THIS.

In the week after the burial, it is estimated that over one million people visited the Abbey to pay their respect.



The Unknown Warrior at Dover.

IMAGE © IMPERIAL WAR MUSEUM



George VI, married Lady Elizabeth Bowes Lyon in the Abbey in 1923. After the wedding ceremony, Elizabeth laid her wedding bouquet on the Tomb of the Unknown Warrior upon leaving the Abbey. This was a mark of respect for her brother who had been killed in 1915 at the Battle of Loos.

The tradition has been continued by royal brides who married in the Abbey and who have sent back their bouquets to be laid on the grave. Royal brides who were married elsewhere have also sent their bouquets back to the Abbey. HRH Princess Beatrice of York who was married in the Royal Chapel of All Saints at Royal Lodge, Windsor this year, was the last royal bride to send her bouquet to rest on the Tomb of the Unknown Warrior.

100 years after the burial, the Tomb of the Unknown Warrior remains one of the most visited war graves in the world. The steam locomotive *The Unknown Warrior* as the new national memorial engine will continue to commemorate the fallen wherever it is seen.

This Union Flag, sometimes called the Padre's Flag, was used day-by-day on flag post, on improvised altar or as a covering for the fallen on the Western Front during the Great War 1914-1918. It covered the coffin of the Unknown Warrior at his funeral on 11th November 1920. After resting for a year on the grave it was presented to the Abbey Church of Westminster on Armistice Day 1921 by the chaplain who used it during the war. IMAGE © 2020 DEAN AND CHAPTER OF WESTMINSTER

A year later on 11th November 1921, the present black marble stone was unveiled at a special service, replacing the original engraved stone in Westminster Abbey. The new stone measured 7 feet by 4 feet 3 inches and had depth of 6 inches. The brass inscription, composed by Herbert Ryle, Dean of Westminster, was made from melted-down wartime ammunition (see photo on page 31).

It is the only tombstone within Westminster Abbey on which it is forbidden to walk.

Reverend David Railton carried his Union Flag to the altar in Westminster Abbey where it was dedicated to, and then laid up over, the Tomb of the Unknown Warrior. It is now hung in nearby St George's Chapel and can still be seen to this day. The ship's bell from HMS Verdun was presented to Westminster Abbey and now hangs near the grave.

The Duke of York, who was later crowned King



The original stone for the Unknown Warrior.
IMAGE © 2020 DEAN AND CHAPTER OF WESTMINSTER



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MEMBERS' FORUM 31st October 2020

ADVANCE QUESTIONS (WITH SUBSEQUENT ANSWERS) SENT IN BY MEMBERS

AGM CONSTITUTION

- 1. John Barrowdale:** How can a limited company not be required to have an AGM as reported on page 2 of the report and accounts, as I was under the impression that by law a limited company is required to have one? Surely the annual accounts have to be put to the membership for approval? How do we elect new directors or vote against existing directors if there is no AGM?

Good question. We did not take this year's decision lightly: in the extraordinary circumstances, we took legal advice to check on our constitutional and legal obligations under the Charities Act 2006. In short we have no constitutional or legal obligation to hold an AGM for the reasons John describes (or any others). We will publish more details on this in the next Warrior, for everyone to see (go to page 45 for a more in-depth answer to this question).

PROJECT TIMESCALES AND COSTS

- 2. David Tuffin:** At the 2019 AGM there was no clear statement possible about overall time line and remaining costs for the project. Covid-19 notwithstanding, do we now have a clearer idea?

Or put more directly, (and probably to the discomfort of my deputy)

- 3. Chris Tasker:** In his report at the last AGM, the former chairman said "PRCLT are currently preparing a quotation for the remaining work on the chassis. With the price for the completion of the boiler to hand plus that for final assembly and for the tender we will be able, for the first time to give a reasonably accurate figure for completing the loco". Has this figure been produced, and what is it?

This has not proved possible yet thanks largely to the extra emerging costs arising from assessing and rectifying historic defects. It remains on the to-do list.

These are perfectly reasonable kinds of questions. However, bitter experience has shown it is unwise make projections of this kind without some kind of foundation. Remember that we have no direct experience ourselves of completing a steam locomotive to main line standards. While we could be reasonably thinking that the boiler for example has about nine months work left to completion, that work has to be integrated with and paid for alongside the chassis and all the quality and safety work; and in those areas we are still coming to terms with the work standards required and the time needed to deliver. We will return to this question as soon as we are better placed to do so.

BOTTLENECKS

- 4. Gerard Homer:** What are the main bottlenecks governing the rate of progress? Is it:

- The rate at which donations are coming in?
- The resources of the main contractors?
- Execution of the project in terms of design details, sign-off and component inspection and approval?
- Certification and back-tracking through document searches?

It's a good job this wasn't a multiple choice question. The answer is – all of the above. I'll try to comment on each.

We have always valued and depended on our members' financial support over the years. Despite the Covid-19 crisis, we have met our income forecasts so far this financial year. However we always have to match our spend carefully to what we expect to have in the bank. We cannot assume that donors' circumstances will not change. For example we have had to limit spend on the boiler this year (fortunately this is not time-critical).

We have always had limited resource within the project team for project management disciplines such as sign-off and component inspection, which has hit us in the past. Our main challenges

have been materials and assembly failure, which add time and cost to the project. However for the first time, we have strong support from PRCLT in the area of work quality, inspection and quality documentation. We have strengthened our project team with the Board appointment of Keith Riches.

We don't see contractor resourcing as a major problem right now, although there is obviously a risk of unforeseen staff shortages in small companies. I'll come on to Covid-19.

We do see documentation as a significant issue, especially with historic issues such as the driving wheel welds repairs. We will also need to use quality documentation to support engineering risk assessment.

If I was made to choose one answer, though, it would be the funding.

EFFECTS OF COVID-19

- 5. Gerard Homer:** Are there any significant risks to the project from the capacity of the contractors and suppliers, both technically and commercially, to deliver in the present Covid-19 influenced climate?

We have experienced nearly 5 months of shutdown at West Shed and slower working for Covid-19 reasons at Leaky Finders and HBSS. There have also been logistical problems elsewhere in the supply chain. Normal working has returned, more or less, for now, although predicting future Covid-19 impacts and any long-term economic impact is beyond me.

WEST SHED CONTRACT

- 6. David Tuffin:** West Shed seems a very good facility (we agree). At the 2019 AGM no actual contract was in place with PRCLT. Can the Board now say a little more about our relationship with West Shed? Is it just a 'contract' for assembly/completion of the engine? Fixed sum or on an hourly basis? Are we paying rent? What happens when the build is completed a year or two down the line? Is West Shed a possible longer term base for us, or just a fixed term contract with PRCLT, and then we will have to move again?

The contract with PRCLT was signed on the 31st March 2020 for a period of two years with the option of an extension subject to agreement by both parties to complete the build. There is a schedule of rates that has been agreed in the contract for any work that is undertaken outside of the fixed price work that they originally tendered for to complete the locomotive. Any additional work that is required outside of the work tendered for is reviewed and approved by the engineering team whether it be a fixed price or on a cost reimbursable basis before an order is raised. Where it is agreed that the work will be undertaken on an hourly cost reimbursable basis, PRCLT provide their time sheets for approval before invoicing. We are not paying rent.

West Shed is a possible longer term base for 5551 – they are extremely keen to support us operating the locomotive when it is completed. It is an option we will seriously consider given their knowledge of the locomotive and commitment in completing it to the highest possible standard.

PRCLT OTHER WORK

- 7. David Tuffin:** I have just seen the announcement that PRCLT are going to do a major overhaul of Jeremy Hosking's 9F engine No. 92212 at West Shed. Another engine moving from Llangollen to West Shed! Any implications for us? (PRCLT presumably have limited manpower).

We have been assured by PRCLT that 5551 remains their priority, although it is better all round that they have another income stream. They have two further staff members who will concentrate on 92212 whilst 5551 will have two full time engineers as was originally agreed. We saw them all in action on Thursday. Also PRCLT will be committing less time to operating 6233 in future under their new contract with Locomotive Services Limited, helping to accommodate the additional engineering work they now have.

Q1/2 2021 ACCOUNTS

- 8. Jamie Hooper:** I have noted the accounts to March 2020. However I believe it would be very helpful to many members to understand the

association/company's present financial situation to have an unaudited update from April to September 2020 (6 months), especially in the light of the pandemic.

The quarterly and half yearly results for the current financial year to 30th September were presented to the board last Saturday. The full details will be included in the next Warrior. However, and briefly, July to September was our 2nd best quarter in the previous 18 months. Total income was £99.5k which put us back on target for the financial year. The first quarter was £65.5k but during that time (April to June) we could not get access to our office in Stafford. Regular donations exceeded £19k for quarter 2, having dipped to below £19k in quarter 1 and other one off donations and sponsorship amounted to £55k. I will also be including our forecasted income/expenditure to the end of the financial year in my report in the next Warrior. Three more things to note here. Some boiler loans have been converted to donations and whilst they are included as income it is not new money (merely a shifting from one side of the balance sheet to the other.) Secondly, we received a one off Covid-19 grant of £5,000 from Staffordshire Borough Council, thanks to our Secretary. Finally, our company sponsorship of £5,000 per month is likely to cease in December. We could really do with this being replaced if not increased. If any of you know a company who is looking to splash out on sponsorship of a worthwhile project then please let us know.

2019/20 LOCOMOTIVE EXPENDITURE

9. Phil Broughton: The accounts listed expenditure contains a one line entry: "Charitable expenditure - £2,758". Is this the only money spent directly on the main objective - to build the engine? If so it seems small and surely it should show more detail on how it has been spent. If not, where is it (and some detail) shown?

The £2,758 listed as charitable expenditure is not related to the build. It is merely that amount of expense incurred solely as a charity. We have a section on Governance within the charity which covers things such as the AGM costs. The amount

spent on the build is contained within the balance sheet. The build costs of the engine increased from £2.106m to £2.424m (an increase of £317,000 and the tender increased from £102,820 to £188,924 (an increase of £86,104). That gives a total spend for the year of just over £400,000.

Just a final comment to those who wonder how we can spend more than the income shown for the year. We carried forward a bank balance of £185,800.

GIFT AID

10. Barry Holland: If a wealthy taxpayer has NOT signed up to Gift Aid they will qualify for the inaugural warrior trip 'on the cheap', as follows:

50% taxpayer - actual donations £750 (after he/she re-claims £750 from HMRC)

40% taxpayer - actual donations £900 (after he/she reclaims £600 from HMRC)

20% taxpayer - actual donations £1,200 (after he/she reclaims £300 from HMRC)

Nil taxpayer (the poorest) - actual donations £1,500

Taxpayer with Gift Aid - actual donations £1,500 + £375 from HMRC (but courtesy of the individual)

How can it be fair to have the same target sum of £1,500 for the 5 examples I have referred to above?

I will have exceeded £1,500 by the time 'Warrior' finally steams (without Gift Aid) but I cannot believe the value of Gift Aid is being ignored and treated as something that is not credited to the donor. This is a serious anomaly which only benefits the richest members.

I take your points on board Barry about the personal individual tax positions and I will expand my answer in The Warrior (see Financial Report), rather than on this platform. However, it might cost the individual donors less in certain taxation categories, but we would only be crediting 20% Gift Aid to the actual donor so each would have to contribute a minimum of £1,200. This was

discussed, I am informed, way back at the start of the promotion of first train seats for £1,500. I was not around at that time but it was decided that as Gift Aid was a government sponsored initiative and as such could end anytime, leaving it out of the equation was fair to all as the majority of those you have referred to as the poorest would not get Gift Aid anyway.

SUPPORT COACH RESTRICTED FUNDS

11. David Tuffin: Looking through the accounts I see a relatively modest but still significant sum £5,897 sitting allocated to the 'support coach' fund? What is the position with this? Wasn't the original target £100K? Is it still a viable proposition or should the project use this money to get the engine and tender built asap? (Latter would probably be my preference having at one time donated some money to the support coach fund).

The support coach we were originally interested in 2018 was a main line registered one and yes we set up an appeal to purchase it and customise it for our own needs. However, at the first board meeting following the new appointments in January this year, it was put on hold as it was agreed that the focus must be to throw everything at the chassis and boiler. In the short term we have been offered the use of the second support coach that PRCLT have.

As these are restricted funds, they will continue to be designated for support coach use in the future. We would, in theory, need to go back to the relevant donors and seek their permission for that to change.

ENGINEERING QUALITY ISSUES

12. John Turner: Why was a cracked driving wheel not rejected at the time of manufacture rather than accepted and repaired with weld?

The welding repair was to correct a manufacturing error (wrongly placed keyways), not to repair a crack.

As far as we can tell the repair approach was discussed with our engineering consultants at the time in 2011, but we have no evidence of any assessment and report nor evidence of

inspection/acceptance of the finished product. The welds have now been examined by a competent welding inspector. It may be relevant that our 2020 weld inspection was carried out to today's standards. We have no record of how this was originally managed with our supplier. I do not intend to apply hindsight now.

13. John Turner: Why was a hybrid front bogie built rather than one of authentic design - surely it must have been realised that this would lead to insurance, running approval problems and other issues?

The bogie was completed in 2016. When the design was considered before that, the concept of using existing donated locomotive components must have been attractive in cost terms. We know that there was dialogue with our engineering advisors about the design at the time, but we have not been able to trace documentation on this justifying the design change to the standard now required. Again, I'm not a big fan of hindsight - we are where we are.

14. John Turner: What quality control measures are in place to make sure future work is of an acceptable standard?

We have tightened our purchase order and invoice payment procedures to ensure as far as we possibly can that payment is only made for materials supplied or work done once we are satisfied with the quality of the work and with the supporting quality documentation. The appointment of Ricardo Certification and working with West Shed have together raised the bar on this.

At the strategic level we want to ensure that expenditure decisions are clearly supported by business and stakeholder requirements.

COST RECOVERY / COMPENSATION

15. Chris Tasker: A lot of time and money is being spent on "rectifying" previous errors and processes in assembly. The latest being a welding problem from eight years ago, meaning that a number of the driving wheels will have to be removed from their axles.

Are the Board confident that there are no more "nasties" hiding in the cupboard and is there any possibility of compensation from those responsible?

16. John Turner: I'm concerned that members appear to be paying twice for work on the Unknown Warrior given the sub standard work which has been found at Butterley and the cost of correcting it. Are we going to reclaim costs from Llangollen?

17. John Barrowdale puts it more bluntly. How far have we progressed on obtaining compensation from the engineering firms who produced poor, shoddy or incomplete workmanship on 5551? For example, Llangollen Engineering, South Devon Railway & others.

We are acutely aware of members' frustration on all this. I would love to be confident that there are no more 'nasties' in the cupboard (a lovely way of describing it – certainly the weld repairs were well past their sell-by date), but I would prefer to have a reputation for cautiousness.

We believe the order of costs incurred putting right the Llangollen defects to be in the broad region of £100,000. We met with Llangollen in February 2020 to register our concern about this, and also to pursue outstanding quality documentation. We wrote formally to Llangollen in September 2020 setting out the detail of our claims, subject to certain cost confirmation. No reply has been received yet. Our Board has discussed opportunities for seeking compensation for other historic defects. As you would expect, the circumstances vary widely from case to case, with different degrees of our own involvement. I don't want to say things here that could jeopardise any negotiation position we adopt, particularly with the Llangollen Railway.

Work on the Llangollen dialogue is taking much longer than hoped, thanks in good part to Covid-19, one way or another. We are aware of the current management changes at Llangollen.

HBSS CRANE

18. Mike Archer-Smith: I'm interested to know the make and model of the mobile crane. More importantly, I'd like to know why no depreciation is being charged on this asset. Having worked in the mobile crane industry for over twenty years, I can assure you that they do diminish in value, and hence must question the policy.

We will look at this again in conjunction with our accountant. The crane was bought by us for HBSS to use with our boiler when they set up business on their own. The agreement was that they would purchase it from us at the original cost when the boiler was complete. It was envisaged that the boiler would have been completed within 12 months but obviously it hasn't and they have used it for other work that they have taken on. We still expect to recover the full cost as notionally the depreciation which would normally be charged on an asset could be offset by the hire fees charged to them for the other work they are doing. We will let you know the make and type of crane!

SALES STAND POLICY

19. John Barrowdale: At the end of 2019 it was decided by the directors not to attend any galas in the south of England, except in exceptional circumstances. Could the directors please review this area if we ever get back to normality as I feel we need every outlet now to produce more sales and donations to complete 5551. While appreciating the northern galas produce better profits like K&WVR, we use to get good returns at the Swanage Railway and Mid Hants Railway if the weather was right and good visiting engines were invited. Our recent 3-day MHR gala we took £395 for 34058, £330 on the Urie S15 stall and £409 for 80150, virtually all on second hand goods. This was on days where visitors were severely restricted because of social distancing. I feel we should concentrate more on second/hand goods than new items in future.

Changes in volunteer availability last year made the logistics of getting a stand set up down

south much more of a challenge, which led to last year's announcement.

However – and let's assume we get back to normality – if the event is worth doing, and, if we have people and the stand to do it, we can go anywhere. We did look at attending this year's Mid-Hants Autumn gala (desperate to get on the road again), but just couldn't resource it this

time. Glad it was a success – I personally have happy memories of counting the notes after Ropley events.

So if there are volunteers out there who want to help out down south, and better still could accommodate at home and transport even a smaller stand, then let us know. We will look again at the sales range as we go forward.

EXTENDED ANSWER TO QUESTION 1 REGARDING AGM CONSTITUTION

Q = Original question A = Company Secretary's answer Confirmation = Charity Solicitor

Q. How can a limited company not be required to have an AGM?

A. In the Articles of Association: section 4 describes the ability of the Trustees to convene, in their sole discretion... a general meeting, designated as an 'annual' general meeting. I take it that we are not required to have an AGM at all?

Confirmation: You're right that it is not an obligation to hold an AGM, it's an option. So the board has the power to decide not to hold a formal AGM this year.

Q. Surely the annual accounts have to be put to the membership for approval?

A. The accounts are approved by the Board not the members. This happened at the July board meeting, and have now been sent to Companies House, and then later will be sent to the Charity Commission.

Confirmation: You can give members a way of accessing copies of the annual accounts and trustees' report so they can read them prior to the informal 'gathering'. Remember those are approved by the trustees (not the members).

Q. How do we elect new directors or vote against existing directors if there is no AGM?

A. In the Articles: section 9 describes the Board; and 9.2 say "None of the trustees shall be obliged to retire by rotation", and 9.3 give the power of co-option, which we used to appoint Colin Hall and Keith Riches following two resignations after the 2019 AGM. Practice has previously been to vote them in at the next AGM. We've always had elections as our members tend to be members of other railway groups and so expect it.

Confirmation: Although the charity has invited members to vote on trustee appointments in previous years, that's not a constitutional requirement and it's not otherwise required by law.

The power of appointing board members lies solely with the board (article 9.3) it's the only power of appointment under these articles. For serving trustees that's of no consequence as they didn't cease holding office. For the 2019 newcomers, as it seems the board has resolved to appoint (terming it a 'co-option') then an effective appointment happened at that decision (not at the subsequent AGM).

Thank you to John Hastings-Thomson who put a great deal of work into organising and hosting the meeting. But an equally big thank you to all of you who attended what was our first Zoom meeting for members. We are aware that there were technical problems with some participants not being able to get into the meeting on time and some members wanting to ask questions at the end. As mentioned it was our first time arranging an online meeting and as hard as we tried we didn't quite manage to get through without a couple of problems, thank you for bearing with us. (Ed.)

MEMBERS' CORNER

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

DELIGHT THEN DISAPPOINTMENT

Dear Peter

I read with great interest the letter from Philip Wilson in Warrior 46 and the reply from Colin Hall.

I have been a member since the early days and although I cannot claim to have been much help in a practical sense I have contributed a not inconsiderable monetary sum over the years. I remember the delight in seeing what appeared to be an almost complete locomotive on the occasion of the AGM when Simon Weston became Patron and now I feel nothing but disappointment when I see it back as an almost wheeled frame with a cab and smokebox.

I do realise there have been many setbacks to the project, some of them out of the hands of the board such as the cessation of boiler work at Crewe but at the same time there have been things which could and should have been handled in dare I say it a more positive and professional manner. The Warrior is a fine publication but has not really told the full story, why for example did we buy not one but two Fowler tenders which were virtually scrap and only yielded some wheel sets and axle boxes which needed a lot of work. Why wasn't their dire condition evaluated before we bought them? Then there is the complete fiasco with Llangollen. I visited once just because I was passing through and was allowed to look at the loco. There was no evidence of any work going on at all. We have not been told exactly what transpired there and just how much we are claiming from them for all the work which was substandard and had to be redone. Maybe that is not public knowledge if litigation is going on but I do think that the membership has the right to know what has happened to our cash.

Obviously the Covid pandemic has been disastrous for the project too but hopefully the job can now go on apace. I am 78 years old and still hopeful of experiencing the first train! I hope the board can keep close control over the various contractors now involved and ensure speedy progress.

Finally, I do appreciate that a lot of the work by leaders of the project has been and is being done without remuneration and I thank them for that.

SINCERELY,
EDWARD MEADOWCROFT, LANCASTER. MEMBERSHIP NO. 098/01

Dear Edward,

Thank you for your continuing support to the project, and your acknowledgement of our efforts.

I am very sorry that you have been disappointed by developments in the project over the last two years. The 2018 AGM with the borrowed tender and Simon Weston's contribution was a stirring event, yes, but all of the problems that we are now tackling were already waiting for us then.

You will be able to read in this Warrior our answers to members' questions on the Llangollen situation, so I am not going to repeat that here.

I do understand your frustration about the two tenders. However, it is not surprising to me that the Project originally decided to go down the 'reuse' route with actual Patriot components, cost being a priority as ever. After all, the railway heritage movement has been heavily dependent on rescuing

Thank you to all who contributed their articles that appeared in Warrior 46, 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.**

locomotives from scrap condition and bringing them back to life; We paid for the second tender only (£3,000) and recouped £2,000 through component sales. Reading through our engineering reports, it is clear that we expected to sort through the components to retain only those that were usable. Unfortunately the extent of wear only became apparent as refurbishment work was being carried out – a common experience in heritage vehicle overhaul, I believe.

Lastly, I must politely take issue with you on the impact of the pandemic on the project. Like you, I feared the worst when everything stopped in March, and we were affected like all other manufacturing in this country: but we are back now and our members are broadly still with us. I want to thank everyone for their continuing support and, like everyone, I hope there are more normal times ahead.

COLIN HALL, CHAIRMAN

FINANCIAL REPORT AND 'TRAFFIC LIGHTS' CONSTRUCTION REPORT

Dear Sir,

Thank you for the August edition of 'The Warrior' magazine.

May I say how much more useful I think the Treasurer's Report is and look forward to completion of the Cash Forecasts ('Transactions') section in future editions. Please pass my compliments to Neil Collinson. Perhaps more to the point, I hope you and your colleagues find it useful as a management tool.

Just as a comment, perhaps we could ignore the pence and simplify the things a little?

My only query is that of 'Donations'. The first table states them as being £57,993. Then, in the 'Donations' table they are stated as £18,833. Perhaps in my dotage I have missed some key definition?

Well done on the '5551 Progress At-a-Glance' table. At last I have a simple overview of where the complex project is in terms of completion. Thank you to those who must have put more than a little effort into it.

I guess if most things are 'In Progress' – say 50% complete (?), then after 12 years to date, we might be looking at the least some 3-4+ years to completion? Call it 2025 to see The Unknown Warrior running, at least on some preserved line, if not main line. You have my sympathies as regards this component certification process. Will the £2.4m spend become say £4.0m? Seems about in line with other new builds.

Please do not trouble to reply to this note – you will have more than enough to do with more important things. Keep going!

YOURS FAITHFULLY,
TRISTAN MAYNARD FCMA FCMI MIMC, MEMBERSHIP NO. 1160/08

MORECAMBE – SUMMER 1951

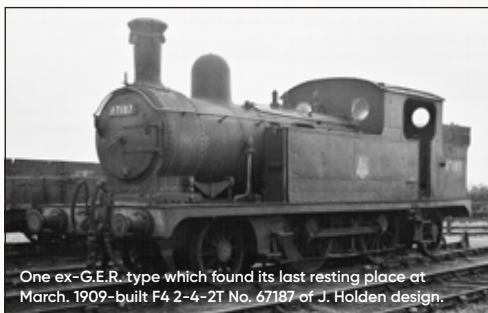
BRYAN S. JENNINGS, MEMBERSHIP NO. 1786/11

This was a very active period for me; I was halfway through a four-year Aero Engineering degree course at Loughborough. I had joined the University Air Squadron which hopefully would provide an opportunity to train to R.A.F. Wings standard.

This service required attendance at a two week Summer Camp each year, and my 1951 location at R.A.F. Upwood suited me fine. With my old faithful Raleigh 'sit-up-and-beg' I would be nine road miles from the L.N.E.R. main line south of Peterborough, and 14 miles from the vast Whitemoor yards at March. During some evenings and two weekends I thus saw every E.R. Pacific type and at March nearly 150 locomotives in one visit. A quarter of these were newly 'demobbed' WD 2-8-0s, but several ex-G.E.R. types had survived at that time, though soon to be withdrawn. My low-flying exploits were not officially recorded, but resulting loco details are in my Railway Records!



An example of a typical E.R. Peterborough-Kings Cross semi-fast – Class A2/3 60522 'Straight Deal'.



One ex-G.E.R. type which found its last resting place at March. 1909-built F4 2-4-2T No. 67187 of J. Holden design.

After two weeks at home in Halifax, I was again southbound on the E.R. main line on Monday 13th August 1951. To gain practical aero experience I had arranged four weeks work in the Assembly Shops of De Havilland at Hatfield, a world famous location which was totally submerged under business estates 40 plus years later. The provided accommodation on the airfield was very handy for evening and weekend visits to Prom Concerts, The Festival of Britain and main sites of rail interest new to me.

Two years later I, like many others, was immeasurably saddened when two of the Comet 1 prototypes to which I had applied my modest best efforts disintegrated in the air over the Mediterranean. Research into metal fatigue were passed to U.S.A. authorities, amongst others, and ensured the lead of Boeing and Douglas in the jet airliner field from then on.

Living in the mid-Pennines I had neutral feelings on L.M.S. v L.N.E.R. so chose to return north from Euston to Stockport on that still mysterious route to Huddersfield via Guide Bridge, arriving at Halifax station at 10.37pm on Friday 7th September 1951.

I had been informed that my parents were taking advantage of the newly introduced 'September Break' and were leaving for Morecambe on Saturday morning 8th September and I could join them if I wished.

After six busy weeks away I initially resisted the idea but thoughts of the L.M.R. main line and considerable interest of the Lancaster region's railways ensured I was in good time for the 0.25am through train to Morecambe Euston Road later in the morning (along with my bicycle).

On Saturday afternoon I checked out some local photo locations, and a sunny Sunday afternoon called me to Hest Bank where 46227 *Duchess of Devonshire* was just passing through with the up 'Royal Scot' at 2.45pm. Fifteen minutes later I was ready and waiting for the next movement with my



No. 46227 *Duchess of Devonshire* working hard at Hest Bank North Junction to recover from the severe PWS delay on Sunday 9th September 1951.

1930 Agfa 120 folding camera wound on, cocked at maximum speed of 1/100th, and stopped down from wide open f7.7 to f9! (In the polluted, generally wet and dull Pennines it generally was set at 1/25th, wide open, with fast film).

A small crowd stood on the down platform and it soon became obvious what was the interest – the up track north of Hest Bank was out of service for the re-ballasting and Up trains were crossing back to 'right line' over the minor crossover in the centre of the station.

No. 46235 *City of Birmingham* made quite an impression as she crawled at slow walking speed over those sharply curved rails. The driver, with obvious anxiety, was double checking he still had 12 wheels on top of the rails. For railway enthusiasts it was a memorable occurrence, followed 15 minutes later by Jubilee No. 45593 *Kolhapur*, piloting Black Five No. 45141 with a Barrow-Euston train.



No. 46235 *City of Birmingham* works the Up 'Royal Scot' relief and is seen returning to 'right line' at Hest Bank after diversion for PWS on Sunday 9th September 1951.

During the following pause I headed to the Signal Cabin where the Signaller provided much interesting local information before later allowing a Stanier 2-6-0 along the down track with a short freight. When his bell signals indicated the next up train was due I returned to the end of the down platform ready for an undistinguished Patriot – nameless 45542, with an equally modest freight.

I returned there several times but that afternoon was unrepeatable.



An express from Barrow-in-Furness follows the train in the previous photo through Hest Bank station with Jubilee No. 45593 *Kolhapur* and Black Five No. 45141 in charge.



Unnamed Patriot No. 45542 passes slowly through Hest Bank station with a freight which may have been concerned with the PWS work in question.

There was much of interest in 1951 in the quite varied railway region. I explored Heysham and the ex-Midland line out past its Lancaster station and shed at Green Ayre (all closed by Beeching from Wennington Junction in 1966). There was also the intriguing little L.N.W.R. Glasson Dock branch alongside the south bank of the River Lune; this small shipping facility was killed by silting.

Whilst looking around Lancaster City itself, I located a very photogenic stretch of the main line south of Castle station, a section of track which resulted from the complicated origins of the West Coast route. The line north to Preston was quickly opened in October 1838 and the straight and level line of

the Lancaster & Preston Junction Railway (L&PJR) to its terminus at Penny Lane, Lancaster on 26th June 1840.

Continuation north by the L&PJR was subject to much argument. Local citizens would not agree to the proposed path from the L&PJR above the terminus and around the east side of the city. They demanded an imposing main station on the west side below the Castle; this required a double curved descent of 1 mile, 8 chains at 1 in 95 northwards from a new junction with the L&PJR, rendering the Penny Lane terminus superfluous when double track was finally completed to Carlisle by January 1847. Southbound trains were generally working hard up the 1 in 95 after a stop or slow at Castle station and Royal Mail drop/pick-up equipment was sited here for both directions. An excellent location for taking photographs.



Patriot No. 45517 climbing the connecting section of 1 mile 8 chains south of Lancaster Castle station with the 2.18pm Lancaster-Euston on 11th September 1951.



No. 46237 *City of Bristol* with a relief train to Euston a few minutes after the Patriot in the image above, with the mail equipment in view.

Another interesting facility at that time was the electric service between Lancaster Castle/Green Ayre/Morecambe/Heysham, requiring two reversals. Working from 6,000 Volt D.C. catenary, I had watched the four-car trains in the 1930s and '40s but never ridden them, nor did I this time. It is recorded that the DC service ended in 1952, but my photographs showed substitute steam operating in September 1951 with push-pull fitted 1932 Stanier 0-4-4Ts.



1932-built push-pull fitted Stanier 0-4-4T No. 41903 climbing up to Lancaster Castle station with an auto train substitute for a DC electric on 12th September 1951.



Ex-WD 2-10-0 No. 90767 hauls a freight to Heysham alongside the north bank of the River Lune on 12th September 1951.

After five hectic days in this pleasant area I returned to West Yorkshire grime, and then back to Loughborough with a mass of photographic work and travel records to deal with.

My thanks are due to the authors of the article in issue 46 of The Warrior (pages 26-30) for stirring so many memories and filling endless hours with absorbing research.

I must also congratulate Philip Hawkins on achieving such quality and authenticity in his wonderful painting which can be seen in the pages of the November edition of Steam World.



A beautiful **NEW** Limited Edition print and our 2021 'Footplate' calendar from paintings by **PHILIP D. HAWKINS FGRA**



'Hest Bank, Whitsun 1961'

Inquisitive faces peer through the windows of the Hest Bank camping coaches as a 'Princess Coronation' class Pacific No. 46254 'City of Stoke-on-Trent' rushes north through the station in Lancashire on a Birmingham to Glasgow express and the 10.53 Workington-London Euston slides into the up platform double-headed by a 'Patriot' 4-6-0 No. 45507 'Royal Tank Corps' and a 'Jubilee' 4-6-0.

A Limited Edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist. Print size 25in x 17.5in, image size 23in x 15in. Price £85 inc. p&p. Artist's Proofs £105 inc. p&p.



'Lysander at Dawlish'

A 'Castle' class 4-6-0 No. 5079 'Lysander', a Newton Abbot engine at this time, heads an up express through the spray along Marine Parade at Dawlish during the late 1950s.

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'Night Scot At New Street'

The unique 'Royal Scot' 4-6-0 No. 46170 'British Legion' waits patiently in platform 6 at Birmingham New Street station with the unofficially titled 'Night Scot' sleeper train to Glasgow in 1962.

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2021 'Footplate' Calendar



'Home from the seaside'



'The White Rose'

Another fabulous collection from the original paintings by Philip D. Hawkins FGRA. Titles included are: 'Citadel Scot', 'Jersey Lily', 'The White Rose', 'Exmouth Branch Meeting', 'Home from the Seaside' and 'Summit Meeting'.

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www.philipdhawkins.co.uk

TRAINSPOTTING AT HEST BANK

I was very interested in the story behind the Philip Hawkins painting set at Hest Bank in 1961.

In steam days, like many spotters from Lancashire and in my case Yorkshire, Hest Bank was about the nearest place you could witness big LMS engines travelling at speed. The water troughs situated just north of the station were an added bonus. Hest Bank's other claim to fame was the fact that it is the only station on the West Coast main line that is actually on the west coast.

Being only a young teenager at the time, my visits often coincided with a visit to Morecambe by my parents in their car. I shunned the Morecambe bit and was dropped off at Hest Bank. Once dropped off I found a good spotting place from where to watch the endless parade of trains travelling at high speed. The line always seemed to be busy even on Sundays.

An ideal place was the start of the cutting on the Down side by the LNW signal gantry which spanned the tracks. There were three tracks here, the nearest one was the single line to Bare Lane and Morecambe. Whitsun that year fell on the weekend of 21st May and on checking my records I was trainspotting there on Whit Monday the day after. I was equipped with a basic snack and my camera, but had no experience of shooting trains travelling at express speeds. I was probably there for about four hours, stretching the time a little despite protestations from my parents who had arrived on time! Diesels had taken over a lot of the more important workings by now. However there was still plenty of steam. My camera tells me the following is what I saw.

The first noted was Patriot No. 45503 *The Royal Leicestershire Regiment*, heading north with a stopping passenger train. I also saw two other Patriots, No. 45548 *Lytham St Annes*, following the previous train. South bound appeared No. 45501 *St Dunstan's*, incredibly filthy. This engine was photographed the next day approaching Tebay northbound (noted in the publication *The Power of the Patriots*). The expresses in the Up direction were Scots, Nos. 46136 *The Border Regiment* and 46169 *The Boy Scout*, Jubilee No. 45606 *Falkland Islands*, diesels, D296 and D5. Down direction expresses noted were Britannia 70015 *Apollo* double-headed with a Black 5.

Just to focus on 45501 for a moment, it still seemed to be earning its keep in its twilight years. In addition to the holiday weekend it worked the all stations stopper to Crewe on the 20th May (noted in *The Warrior*). Finally this historic Locomotive was withdrawn for scrap at the end of August of that year.

RICHARD SMITHIES, MEMBERSHIP NO. 1404/07



2020 CALENDAR



Dear Sir,

Further to my painting on the front cover and for the month of July, I have enclosed a photo of 45544 taken by the late Ken Fairey on 22nd August 1958. Please use it if you can.

YOURS SINCERELY, RAY WAKE, MEMBERSHIP NO. 606/11

STAMP OF APPROVAL

Hi Pete,

I'm not sure whether this will be of interest to you. I was looking through some stamps that I had accumulated over the years and came across two packs related to locomotives. On closer inspection of one pack I saw that it contained a stamp showing a Patriot, No. 5541 *Duke of Sutherland*. I have attached a photo of the pack and one of the stamp.

REGARDS, ALAN SMITH, MEMBERSHIP NO. 260/10



THE PATRIOTS AND THEIR NAMEPLATES

In issue 46 of The Warrior we reproduced an article by David Anderson on the subject of Patriot nameplates. The final paragraph on page 36 references a table which unfortunately I forgot to include. So please find on the opposite page the missing table and thank you to Don Kennedy for pointing out the omission.

PETE SIKES, EDITOR.



We don't tend to feature too many shots of rebuilt Patriots but thank you to Mr Roger Brown for sending this photograph of No. 45531 Sir Frederick Harrison at the head of 'The Manxman'. No location was recorded, do any of our readers know where it is?

MY ONLY PATRIOT

I have only one reminiscence of a Patriot, the only time in my childhood that I knowingly encountered one. The year was, I think, 1961, when we lived in south Cheshire (Malpas, after its line had closed to passengers but was still quite busy with freights and with diesel driver training workings) and we had a family return trip from Crewe to Euston.

On the outward journey we were hauled by D8 *Penyghent*; this must have been during the time when a few of the later class 44 'Peaks' were Edge Hill-based and working some Euston-Liverpool services. On the return journey, we were banked out of Euston by No. 45538 *Giggleswick*. It was clean and smart in green, and I was able to spend a little while admiring it before walking on to join the train.

I spent the whole journey to Crewe wondering what the train engine was (I think in those days some long trains extended out beyond their starting platforms). On arrival at Crewe I was allowed to go forward to see it; it was No. 46200 *The Princess Royal*. The journey had been lovely but this engine was very dirty. Hardly any of its red paint could be seen through the grime.

Obviously I had no idea that the 'Patriots' would all be gone so soon. But at least I have this single memory of one, with that of my only haulage from a Stanier pacific pre-preservation. It is very good that *Giggleswick* is, I think, the only Patriot with a book to itself, Nigel Mussett's excellent little work, of which I bought a copy on one of the current project's AGM days at Crewe.

JOHN PRYTHERCH, MEMBERSHIP NO. 1209/11

SUMMARY OF LMS PATRIOT CLASS NAMES AND NUMBERS IN THEIR FINAL B.R. FORM						
Built	Orig.No.	1934 No.	Rebuilt	Nameplate details (naming date in parenthesis, where known)		Wdn
11/30 D	5971	5500		Originally named <i>Croxeth</i> (a hall near Liverpool), renamed 1937, <i>Patriot in memory of the fallen LNWR employees 1914-1919</i> – a four line plate. The LMS memorial engine.		3/61
11/30 D	5902	5501		<i>Sir Frank Ree</i> *, renamed <i>St. Dunstan's</i> in April 1937, a badge plate honouring the War Blinded Association, London. <i>Sir Frank Ree</i> , a single line plate later carried by 5530.		8 /61
7/32 C	5959	5502		<i>Royal Naval Division</i> (June 1937), single line.		9/60
7/32 C	5985	5503		<i>The Leicestershire Regiment</i> (July 1938), renamed <i>The Royal Leicestershire Regiment</i> (November 1948), crest above double line.		8/61
7/32 C	5987	5504		<i>Royal Signals</i> (April 1937), crest above single line.		3/62
7/32 C	5949	5505		<i>The Royal Army Ordnance Corps</i> (September 1947). Crest above double line, allocated name <i>Wemyss Bay</i> , but never carried.		6/62
8/32 C	5974	5506		<i>The Royal Pioneer Corps</i> (September 1948). Crest above double line. Name unveiled by Viscount Montgomery of Alamein at Euston on 15th September 1948.		3/62
8/32 C	5936	5507		<i>Royal Tank Corps</i> (November 1937). Crest above single line.		10/62
8/32 C	6010	5508		Unnamed		11/60
8/32 C	6005	5509		<i>The Derbyshire Yeomanry</i> (November 1951). Crest above double line. Allocated <i>Commando</i> , never carried.		8/61
8/32 C	6012	5510		Unnamed.		6/62
8/32 C	5942	5511		<i>Isle of Man</i> (January 1938). Island's coat of arms later added above single line plate.		2/61
9/32 C	5966	5512	7/48	<i>Bunsen</i> * (January 1934). Single line plate.		3/65
9/32 C	5958	5513		Unnamed, allocated name <i>Sir W. A. Stanier</i> but never carried.		9/62
9/32 C	5983	5514	3/47	<i>Holyhead</i> (September 1938). Single line plate.		6/61
9/32 C	5992	5515		<i>Caernarvon</i> (January 1939). Single line plate.		6/62
10/32 C	5982	5516		<i>The Bedfordshire and Hertfordshire Regiment</i> (July 1938). Crest above double line, 39 letter name, longest in class.		8/61
2/33 C	5952	5517		Unnamed.		6/62
2/33 C	6006	5518		<i>Bradshaw</i> (June 1939). Single line.		10/62
2/33 C	6008	5519		<i>Lady Godiva</i> * (February 1933). Single line.		3/62
2/33 D	5954	5520		<i>Llandudno</i> (1937). Civic arms above a single line.		5/62
3/33 D	5933	5521	11/46	<i>Rhyl</i> (1937). Civic arms above a single line. Along with <i>R.E.M.E.</i> the shortest plate in the class.		9/63
3/33 D	5973	5522	1/49	<i>Prestatyn</i> (January 1939). Civic arms above single line.		9/64
3/33 C	6026	5523	10/48	<i>Bangor</i> (July 1938). Single line.		1/64
3/33 C	5907	5524		<i>Blackpool</i> (March 1937). Single line, originally named <i>Sir Frederick Harrison</i> , later carried by 5531.		9/62
3/33 D	5916	5525	8/48	<i>Colwyn Bay</i> (1937). Civic arms above single line.		5/63
3/33 D	5963	5526	2/47	<i>Morecambe and Heysham</i> (October 1937). Civic arms above single line – AND in small capital letters.		10/64
3/33 D	5944	5527	9/48	<i>Southport</i> (September 1937). Civic arms above single line.		12/64
4/33 D	5996	5528	8/47	<i>R.E.M.E.</i> (August 1959). Single line.		1/63
4/33 C	5926	5529	7/47	<i>Stephenson</i> (August 1948). Single line. Originally named <i>Sir Herbert Walker K.C.B.</i> , later carried by 5535.		2/64
4/33 C	6022	5530	10/46	<i>Sir Frank Ree</i> (March 1937). Single line. Originally carried by 5902 (5501). The last survivor of the class named after an LNWR General Manager.		12/65
4/33 C	6027	5531	12/47	<i>Sir Frederick Harrison</i> * (1937). Single line. Named after LNWR Chief Goods Manager.		10/65
4/33 C	6011	5532	6/48	<i>Illustrious</i> * (April 1933). Single line.		2/64
4/33 D	5905	5533		<i>Lord Rathmore</i> * (April 1933). Single line. Named after LNWR Director.		9/62
4/33 D	5935	5534	12/48	<i>E. Tootal Broadhurst</i> * (September 1937). Single line. Named after cotton magnate and LNWR Director.		5/64
5/33 D	5997	5535	9/48	<i>Sir Herbert Walker K.C.B.</i> * (June 1937). Single line. Named after LNWR General Manager, later General Manager of LSWR and SR.		10/63
5/33 C	6018	5536	11/48	<i>Private W. Wood, V.C.*</i> (May 1933). Single line. Named after soldier of 10th Battalion Northumberland Fusiliers		12/62
7/33 C	6015	5537		<i>Private E. Sykes V.C.*</i> (July 1933). Single line. Named after soldier of 27th Battalion, Northumberland Fusiliers		6/62
7/33 C	6000	5538		<i>Giggleswick</i> (November 1938). Single line. Named after Giggleswick Public School, Yorkshire. The ceremony took place at nearby Settle station.		9/62
7/33 C	5925	5539		<i>E. C. Trench</i> * (July 1933). Single line. Named after LNWR Chief Engineer.		9/61
8/33 C	5901	5540	11/47	<i>Sir Robert Turnbull</i> * (August 1933). Single line. Named after LNWR Superintendent of the line.		4/63
8/33 C	5903	5541		<i>Duke of Sutherland</i> * (August 1933). Single line. Named after LNWR Director.		6/62
3/34 C	–	5542		Unnamed, allocated the name <i>Dunoon</i> , but never carried.		6/62
3/34 C	–	5543		<i>Home Guard</i> (July 1940). Single line. Named at Euston by Lieutenant General Sir Henry Pownall, KBE, CB, MC, as Inspector General of the Home Guard.		11/62
3/34 C	–	5544		Unnamed.		11/62
4/34 C	–	5545	11/48	<i>Planet</i> (November 1948). Single line. Name from 1830 engine of the Liverpool & Manchester Railway.		5/64
4/34 C	–	5546		<i>Fleetwood</i> (August 1938). Single line.		6/62
4/34 C	–	5547		Unnamed.		9/62
4/34 C	–	5548		<i>Lytham St. Annes</i> (December 1937). Single line.		6/62
4/34 C	–	5549		Unnamed, allocated name <i>R.A.M.C.</i> , but never carried.		6/62
5/34 C	–	5550		Unnamed, allocated name <i>Sir Henry Fowler</i> , but never carried.		11/62
5/34 C	–	5551		Unnamed, allocated name <i>Rothesay</i> , but never carried.		6/62

*Name perpetuated from LNWR 'Claughton' 4-6-0. C = Crewe. D = Derby.

PETER S. EXCELL – 27.06.48 to 13.08.2020

Lifelong railway enthusiast and Project member, Peter Excell died on 13th August after suffering from pancreatic cancer. His interest was inherited from his father Henry who, as a schoolboy, watched LMS trains passing by his school in North London. During his university days in the 1960s, Peter avidly travelled around the country photographing the last steam trains in service before they were replaced by diesel engines. His particular interest was industrial and narrow gauge railway lines and he was a member of many heritage railway societies, notably The Ffestiniog and Welsh Highland Railway Societies in Wales, Middleton and Worth Valley Railways in Yorkshire and the Industrial Railway Society. Overseas conferences, in his academic life as an eminent professor, and family holidays, both in the UK and abroad, often provided opportunities to explore preserved and working railways in obscure places around the world.

Being disappointed to hear that the Royal British Legion was no longer able to support the LMS-Patriot Project, Peter recommended that his family and friends should buy rivets, cylinder bolts and other items needed by the Project rather than the more usual birthday presents.

He was buried at St. Tysilio's Church at Llantysilio overlooking the Horsehoe Falls on the River Dee, the Berwyn Mountains and The Llangollen Railway which now terminates at Corwen, the birthplace of his mother. Right on cue at the start of the funeral service, a steam train appeared through the trees and tooted as it passed – a coincidence but a rather fitting tribute.

Many thanks to Peter's wife, Dianne, and son Matt for sending this obituary. Peter sent several articles for publication in The Warrior and the Project would like to send its condolences to his family and friends. (Ed).

ROAD OF REMEMBRANCE ANDREW LAWS

On a recent trip to Folkestone I visited the Road of Remembrance close to Folkestone Harbour. The road has railings to one side of it decorated with thousands of poppies. The road was originally called Slope Road but was renamed to commemorate the many servicemen and women who used Folkestone Harbour as an embarkation point to get to France and the battlefields of Europe during the Great War. Many of the poppies are crocheted and began to be placed on the railings from 2011 as a lasting memorial and symbol of Remembrance.



Hi,

As a youngster during the 60s, I lived opposite Patricroft sheds which stimulated my interest in steam engines and trainspotting and I pursued the hobby actively up to 1968. I started bunking the shed from about 1961 onwards and visited it many, many times before it closed at the end of steam. I also travelled the length and breadth of the country chasing steam either with a few mates or with official clubs such as the South Lincs Locospotters Club.

I saw quite a few of the Patriots as they were regular visitors to Patricroft, usually from Carlisle Upperby or Edge Hill, Liverpool. I loved these engines from first sight and was very quick to join the project to build a new one as soon as I heard about it. The last one I saw before they became extinct was 45543 *Home Guard*. Unfortunately I couldn't afford a camera until about 1963 by which time the original members of the class were all gone but I did manage to photo some of the rebuilt variety on Patricroft shed, copies of which I attach with this email. The quality of the images are not very good as I only had a cheap box camera until 1966 when I progressed onto a much better 35mm version but hopefully they will bring back memories of these superb locos for some of our readers.

IAN COLLINGWOOD, MEMBERSHIP NO. 133/04



No. 45512 Bunsen



No. 45527 Southport

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You can package them up and send them free of charge to Recycle4Charity using the downloaded label.

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No. 45500 *Patriot* photographed at Manchester London Road in the early 1950s.

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

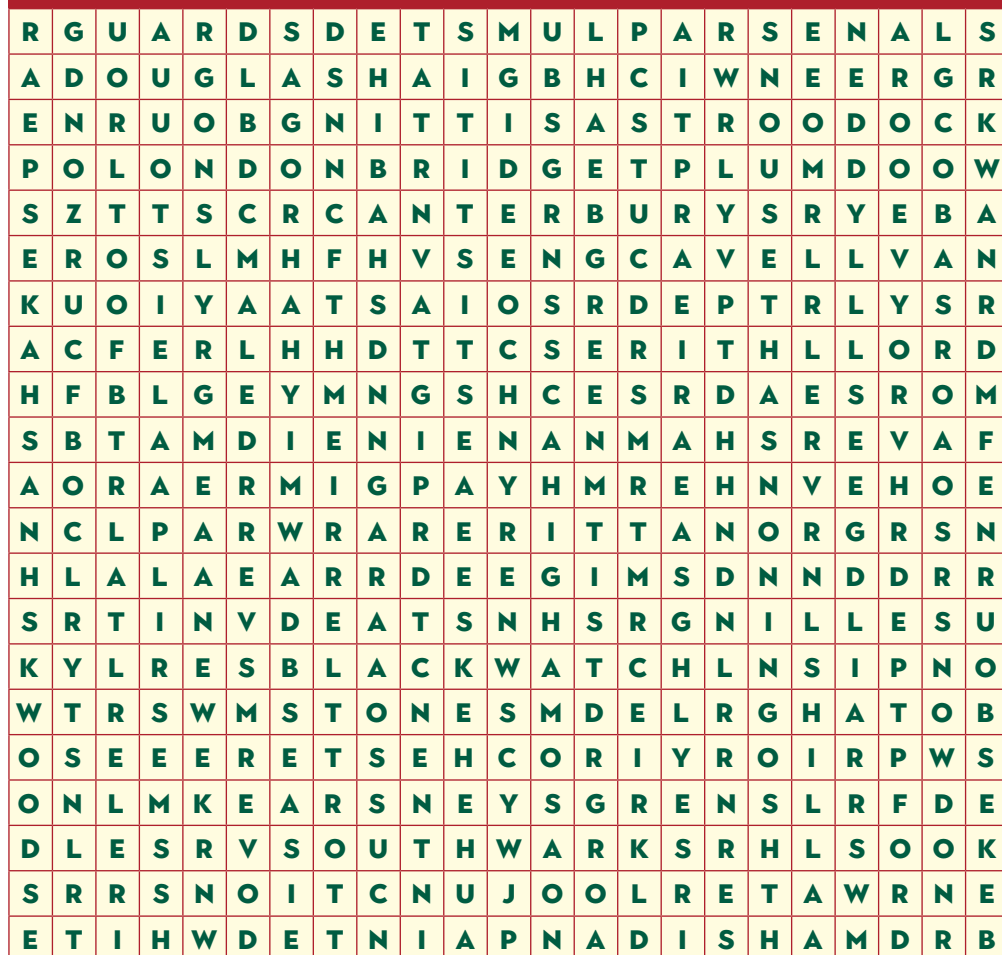


WORD SEARCH 23

THE UNKNOWN WARRIOR, 100th ANNIVERSARY

ADISHAM • ADMIRALTY/ARCH • AYLESHAM • ARMENTIERES • ARSENAL • BECKESBOURNE
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REMEMBRANCE DAY • SELLING • SHAKESPEAR/CLIFF (HALT) • SHEPARDS WELL • SITTINGBOURNE
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SOUTHWARK • TEYNHAM • TRAFALGAR (SQ) • THE MALL • VIC(TORIA STN-PLAT 8)
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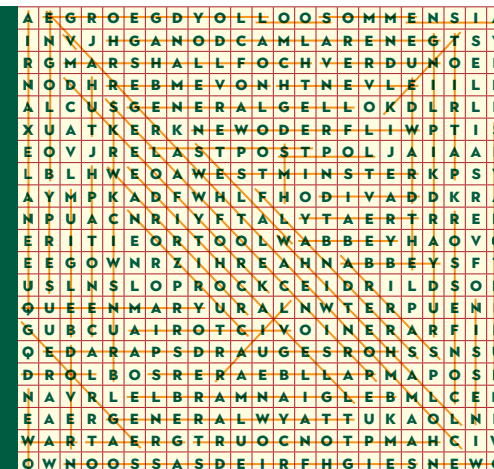
Thanks to Tony A. J. Hewitt of Cheadle, Staffordshire Moorlands.



WORD SEARCH 22

1920 EDITH CAVELL

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