

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



MAY 2021
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Editorial

Welcome to the latest edition of The Warrior where you will read the latest news of what's happening with the project to build 5551. Admittedly it's not all good news, but it is an honest account of where we stand at the moment.

We are now hard at work tracking down and organising our safety and quality paperwork – a major task going all the way back to when the bulk of the chassis was manufactured and assembled. It is the unglamorous side of constructing any type of locomotive but one that is essential to run a locomotive on a preserved railway and the main line.

As the country cautiously starts to open up we have to be on the front foot planning our way back into attending galas and events so that we can begin our sales operation once again, a source of income that has been decimated over the past year and a bit. So, we are glad to say that we have been invited to Statfold Barn, near Tamworth, for their Enthusiast Weekend (www.statfold.com) on 12th and 13th June to resume the sale of our merchandise and meet up with enthusiasts and supporters of the railway movement, we will hopefully make a few sales over the two days to get the ball rolling again. Details of this event will be posted on our website when the booking has been confirmed, we hope to see as many of you there as is possible.

In the last edition I mentioned that we were looking to save on internal costs, including the production of this magazine. So do you know anyone who may be interested in advertising in The Warrior? As well as each member receiving the magazine we send out copies to many people in the railway industry and the railway press, for a small magazine we reach quite a large audience. Please contact me on the address below if you can help or give me any leads to people who may be interested.

Best wishes

Pete Sikes, Editor

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



2020 AWARD FOR COMMUNICATIONS

COVER: No. 5502 pictured on an express working. Unfortunately neither date or location are known.

PHOTO: © THE LMS-PATRIOT PROJECT.

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

Chairman's Thoughts

MAY 2021

Spring is here at last, and it is beginning to look as if normality will return to our world. I am cautiously optimistic (unusual for me) that our virtual Board meeting in April will be the last of its kind. We have, like everyone else, definitely suffered in our work from the lack of personal contact and from home confinement. We are fully intending to organise a Members Day event later this year, all things allowing, and it will be great for our team to meet face-to-face regularly at West Shed, when PRCLT restrictions can be lifted. At present only employees are allowed in the shed during working days. We are still of course working together with PRCLT's Simon Scott on our project issues: Simon joins our monthly engineering meetings on Zoom at present – he can often be seen on his mobile inside or underneath a locomotive or giving us close-ups on our chassis and components.

Project developments over the last quarter have been difficult for us all. In our April monthly bulletin we had to report that one of our driving wheels has to be replaced. The wheel pan cracking discovered in the course of the original weld repairs work at Riley and Son (Bury) was found to be more serious and extensive than anticipated. We are arranging testing of the other driving wheels as a precaution, and as good engineering practice demands. Alongside all this, we are facing up to the reality of considerable delay in obtaining materials for the new axle we need, exacerbated by the pandemic.

You will read more about all this in the engineering report in this issue (page 10). No-one can pretend that these are not major problems – these things are sent to try us, as they say. But we have to focus on our core objective, which is to complete a locomotive fit for purpose.

In the last Warrior, I said that we intended to work closely with our three main contractors to establish a clear picture of the work that remains to be done to complete the locomotive, and publish the results in this edition. We have indeed developed a list of the tasks remaining, with our contractors support. There are over 80 tasks to complete of varying cost and complexity. Costs are known for many, the remainder would be best estimates. However, we have reluctantly concluded that moving to the next stage of completing cost estimates and coming up

with a projection for completion timescales can only be done meaningfully after the driving wheel testing has been completed. We will return to this in later issues, of that I am sure.

We await the outcome of the Llangollen receivership announced in March 2021. Notwithstanding the historic difficulties we experienced and the claim we had to make, I sincerely hope that the railway will be able to re-emerge from this crisis, which nobody wanted to see.

On a more positive note, I welcome on board Gavin Shell who has been confirmed as our new Sales Director. Arrangements are in progress for new sales merchandising management and control, following the retirement of Karen and Neil Kinsey from this role, for domestic reasons. Karen and Neil have given sterling service (and home space!) on this since the project's early days, which is very much appreciated; and Neil will continue in his role as volunteer coordinator and supporting merchandising fulfilment. Gavin brings energy and experience to sales work and is itching to get going again with real sales stands when this is possible.

Best wishes and thank you for your support.

Colin Hall

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

TREASURER'S REPORT

Update for Quarter 4 to 31st March 2021.

NEIL COLLINSON, TREASURER

First thought for the quarter: It is double reporting time for this edition as we have the final quarter of the year, plus the figures for the full year. I will attempt to incorporate the annual comparisons in the table I normally provide for the quarterly reporting to try and make it simpler to follow.

INCOME

Total income to the quarter end was £62,786. The annual figure was £352,000. The £50,000 loan provided in quarter 3 helped us to achieve 107.8% of the budgets set.

Second thought for the quarter: I hope that I am not overloading you with too much information in producing a quarterly and annual spreadsheet.

THE FINANCIALS AT A GLANCE					
		Q4 (2020/21)	Q4 (2019-2020)	Annual (2020/21)	Annual (2019-2020)
INCOME	Membership	£7,247	£5,811	£32,457	£31,026
	Donations	£54,532	£70,076	£251,343	£285,476
	Loans	–	–	£50,000	£70,000
	Sales	£1,004	£1,897	£18,325	£31,263
	Other (interest)	£4	£20	£31	£131
	TOTAL	£62,786	£77,804	£352,156	£417,895
EXPENDITURE	Locomotive	£22,730	£16,103	£143,269	£127,674
	Tender	£5,836	£10,701	£16,342	£85,954
	Boiler	£1,503	£11,242	£25,223	£187,571
	Other Engineering	–	£3,387	£2,637	£8,065
	Sub-total	£30,069	£41,433	£187,471	£409,264
	General expenses	£9,591	£11,289	£41,166	£70,735
	Loans and interest	£4,190	£2,473	£34,109	£43,919
	TOTAL	£43,850	£55,195	£262,746	£523,917

NB: Slight discrepancies in the additions in certain columns may be apparent, due to rounding.

Third thought for the quarter: Again, the comparison clearly shows that emphasis is still being placed on the main frames during the quarter, although this has been limited due to the current restrictions. Although the expenditure on the locomotive (chassis) shows an increase for the quarter and full year, expenditure on the other areas over the full year is significantly less.

As explained in previous issues, the opening and closing bank balances are not included in this chart as the total donation figure shown includes estimated gift aid which does not hit the bank account until after the quarter end. (so, see below for the update in this area.) The significant increases in the balances shown for the quarter and year will not last as we ramp up the work.

BANK BALANCE COMPARISON		
	Q4 (2020/21)	Q4 (2019-2020)
Opening Bank Balance – 1st January	£129,812	£50,982
Closing Bank Balance – 31st December	£148,000	£37,000

VAT refund and gift aid claims of around £9,300 have been made which will give us current working capital of £157,000 approximately to start the new year.

MEMBERSHIP

New membership continues to hold up well with a total of 50 joining us in the last 12 months. You will see from the figures that 2020/2021 is marginally better than 2019/2020. However, we do lose members for various reasons.

Fourth thought for the quarter: Regular donations continue to hold their own at around the £19,000 mark. I would love to see it get to £20,000 plus.

DONATIONS

It gives us £76,500 for the year (95.1% of the budgeted figure). The average amount per donation (not including the £5,000 per month from our sponsor) showed a decrease of 14p in Quarter 4 to £17.30 at the end March. This almost negated the 16p increase in the last quarter and 20 membership subscriptions were paid by regular donation in Quarter 4.

THE USUAL COMPARISON TABLE

2020/21 DONORS FOR COMPARISON					2019/20 DONORS FOR COMPARISON				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter		New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	3	3	12	£18,928	Q4	6	5	10	£19,229
Q3	5	1	4	£19,299	Q3	5	0	6	£19,181
Q2	7	3	6	£19,109	Q2	4	5	4	£19,201
Q1	15	–	8	£19,100	Q1	19	9	5	£19,298

Fifth thought for the quarter: I make no apology for the following heading.

SALES AND NON-EVENTS

Sales income ended up at 85.2% against forecast for the year but was significantly lower than the previous year, realising only £18,300 (£31,200 for 2020). The continued cancellation of galas and events in the 4th quarter led to a further increase in web sales but with no galas, the quarterly figure was well down at £789. Our Patriot Pictorial book sales generated sales of £215. It is worth mentioning again that the raffle ticket sales generated a total of £6,591 – almost double the previous year's amount of £3,519.

INTEREST AND OTHER SUNDRY INCOME

Interest was £4, up from £3 last quarter. Every little helps! A reminder that Bachmann are ceasing to advertise with us in 2021 so your help in encouraging any businesses to advertise in The Warrior would help Expenditure.

EXPENDITURE

Engineering expenditure – I have already reported on the quarterly and annual expenditure comparisons in the chart above, but the total spend at this year-end is £2.59m on the locomotive (including £588,000 on the boiler) plus £205,000 on the tender.

Overheads – Overall, the spend on overheads is within the budgets set at 87%.

Boiler Loan interest repaid for quarter 4 was £4,189 (£34,000 for the year). Annual interest is now payable and I am encouraging lenders to provide their bank details as we are charged 50p for each cheque drawn.

The comment about the charges we incur in the members monthly bulletin at the end of March generated some feedback so I thank those members who responded and for the suggestions made.

When the raffle tickets are sent out this year we will be encouraging you to pay by straight bank transfer or by card, using one of our electronic methods or the website. If that is not possible then we will still accept cheques. It's just that I am trying to keep the costs down as this can be significant. Full details will be provided with the tickets.

Overall, there has been less expenditure than income, leaving an £89,400 surplus for the year.

Final thought for the quarter:

With the co-operation of our three main suppliers, we are working hard to produce a longer term forecast of engineering expenditure. More importantly, from my point of view, is that we should know how much income we need to raise and over what period. Further details will be provided to you when we are in a position to do so but in the meantime, an updated short term forecast is provided.

Thank you for your continued support, particularly in the last 12 months. This has produced a particularly good set of results against the budgets we set at the beginning of the year. The budget for 2021/2022 has been agreed by the board at £302,000 but I would like to see us smash this target.

BEST WISHES, NEIL COLLINSON, TREASURER

treasurer@lms-patriot.org.uk

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WWW.LMS-PATRIOT.ORG.UK**

5551 ENGINEERING EXPENDITURE FORECAST	November 2020	December 2020	January 2021	February 2021	March 2021	April 2021	May 2021	June 2021	July 2021	August 2021
	£	£	£	£	£	£	£	£	£	£
	Current Bank Balance	94,734	149,787	129,812	147,871	147,419	152,007	159,052	163,647	190,194
	Income (Budget) excluding Gift Aid	23,740	23,740	23,740	23,740	23,740	23,715	23,715	23,715	23,715
	New bank Balance	118,475	173,527	153,552	171,611	171,159	175,723	174,685	187,363	213,909
	Other Expenditure (Budget - excludes loan repayments)	6,129	6,129	6,129	6,129	6,129	4,338	4,338	4,338	4,338
	Loan Repayments	-	-	-	-	-	-	-	-	-
	Engineering Expenditure	23,171	27,992	23,148	15,260	13,023	21,628	6,700	9,700	15,700
	Gift Aid Return	8,428	-	6,172	-	-	5,460	-	7,211	-
	VAT Refund (Estimated)	8,499	-	11,988	-	-	3,834	-	9,658	-
	Bank Balance	106,101	139,406	142,435	150,222	152,007	159,052	163,647	190,194	193,872
	Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	108,171	141,476	144,506	152,293	154,078	161,122	165,718	192,264	195,942
	Actual Bank Balance (last day of month)	149,787	129,812	147,871	147,419	147,993				
	Actual Income in Month	96,292	20,771	43,873	16,121	21,160				
	Actual Outgoings in Month	33,282	40,797	25,814	16,573	20,590				

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		Review all driving wheels						
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 Rod Bushes and Oil Adaptors	Machine and fit							
Expansion Link Bearings		Machine castings						

KEY:

Complete		In progress	
Advanced (80% complete)		Not started	

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						
Tank Design		Progress						
NETWORK RAIL SYSTEMS *Locomotive interface								
AWS								
TPWS								
GSM-R								
OTMR								
ERTMS								

PLANNING THE WAY FORWARD – MAY 2021

Since the last overview progress continues to be at a slow but steady pace. Hopefully with the lifting of lockdown and being able to hold face-to-face meetings we should see the situation improving.

Lockdown has provided us with the opportunity to take stock of where we are at with the build. We have taken advantage of the time presented to us by carrying out a review of the tasks remaining with our key contractors, Leaky Finders, HBSS and PRCLT. We have finalised the review with Leaky Finders and HBSS and now have clear understanding of the remaining tasks to complete the tender and the boiler. We will be meeting with them in the near future (all being well) to formalise a path towards completion.

With regard to the engine we have had detailed discussions with PRCLT and established a provisional list of tasks to completion. However, we have decided to pause and take a thorough look at where we are at with the build in engineering quality terms. We are still in the process of getting clarity of the tasks ahead of us as we still find ourselves assessing the status of the previously completed (historical) work done. It is taking longer than we would like to complete this review, however, it is vitally important that we get it right. Although this may sound frustrating, this process will ensure that we achieve a build to the high standards required. Simon and his team at the West Shed have been progressing work on the engine over the last period and this is detailed in the engineering report.

Meanwhile work to complete the tender frames is close to fruition and we will be discussing the next work package with Rory and George at Leaky Finders. As for the boiler, the tooling of the stays continues at a steady pace. The focus on the engine is on establishing the status of the main wheel set and we hope to be able to report on that task very soon.

Look out for more news in our monthly bulletin and on the website. Thank you for your continued support.

KEITH H. RICHES, PROJECT DIRECTOR richeskeith13@gmail.com

ENGINEERING UPDATE

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

The PRCLT engineers have been working on 5551 for one day a week over the period covered by this report due to essential engineering maintenance required on 6233 *Duchess of Sutherland* to prepare it for main line duties later this year. They have also undertaken work on BR Standard tank 80080 following its return from hire at the East Lancashire Railway. Following completion of the required work and test running this loco has now moved to the Ecclesbourne Railway for a hire period.



CHASSIS AND MOTION

Work undertaken at West Shed recently includes machining and fitting the Expansion Link Bearings. Simon Scott has progressed work on these to obtain the correct running fit and clearances. New bearings have been machined to replace those fitted by Llangollen which were out of tolerance. The left-hand side and inside have been completed and fitted, with the right-hand following next. Machining of other fittings continues as time allows.



Expansion Link Bearing being machined. PHOTO: PRCLT



All parts ready to be installed on 5551. The eagle-eyed will notice the mug has been washed! PHOTO: PRCLT



New Bronze Bearings ready to be installed in the mountings. PHOTO: PRCLT



Expansion Link installed on the locomotive. PHOTO: PRCLT



Ready to be pressed into position. PHOTO: PRCLT



View of the right-hand Reverser Shaft and Expansion Link. PHOTO: ANDY COLLINSON



Ready for fitting to the locomotive. PHOTO: PRCLT

DRIVING WHEELS

Work is continuing at Ian Riley & Sons, Bury on the repair to the driving wheels. We have been made aware of several further issues since the previous report which are under investigation.

The current status as of 10th May is as follows:

Centre Driving Axle

Following completion of the weld repairs both wheels have been pressed back onto the axle. We are now waiting for this wheelset to be mounted in the wheel lathe to check that the Wheel Pans are running true to the axle without any wobble or run out of the tyres. Although the interface between the Wheel Pan and the axle is an interference fit, it is almost impossible to return the Wheel Pan to the exact same fit as before. Any slight deviation at the wheel/axle will be magnified at the wheel diameter. This will require checking to ensure the tyre can be re-machined to return it to correct tolerance. This will need to be done to both wheelsets where wheels have been removed from axles. If the tyres on any wheelset require machining all three wheelsets will have to be machined to obtain the same diameter.

Trailing Driving Axle

As described in previous reports regarding the Left Trailing Wheel, it was not possible to press the wheel off of the axle. This was overcome by cutting the axle close to the wheel and then machining the remains of the axle out of the wheel hub. A replacement axle had been ordered before the turn of the year with an expected delivery of March. Due to the effects of Covid-19 at the steelworks in South Africa, which is the only worldwide



Centre Driving Wheel set following reassembly.

PHOTO: ANDY COLLINSON



Left-hand Trailing Wheel following completion of welding repairs.

PHOTO: ANDY COLLINSON

supplier of this grade of material, we are now being informed that delivery is unlikely before Autumn 2022. Unfortunately we are not alone in suffering this delay as several orders for locomotive tyres

have also been pushed back. We have been investigating alternative sources for a piece of the correct grade material for our axle in the hope that someone will have what we require in stock.

As a result of having to cut the Trailing Axle it then became necessary to undertake similar work on the right-hand Trailing Wheelset as well. In our original plan this would not have been touched, but in the light of subsequent discoveries it is a good thing that we did.

Following the removal of the axle the Wheel Pan was machined to clean up the axle bore. While this was being undertaken a crack was discovered in the wheel casting which ran from the axle hole out towards a pair of spokes. Approval was obtained to dig out the crack and weld up the casting. Once this had been completed the insurance inspection was undertaken which showed up further cracks around the wheel hub. As work continued to investigate the extent of these cracks it became apparent that there were cracks of varying depths between each of the spokes into the centre of the wheel hub. At this time we are unable to say how or where these cracks originated, or if they are due to a



Right-hand Trailing Wheel showing where material has been removed to remove the cracks.

PHOTO: ANDY COLLINSON

flaw in the casting process or due to any of the activities undertaken in assembling the wheelsets. As this particular wheel has not had any other work undertaken it is not connected to the current work programme.

We are in contact with the foundry that supplied the castings originally and need to understand why any casting flaws were not

shown up in the MPI and Ultrasonic inspections that were part of the original order. Unfortunately, we do not currently have copies of these reports and these are being requested from the foundry for all of the six wheel castings. The discovery of these flaws has resulted in a full inspection of all the remaining Driving Wheel castings to ensure similar issues are not present. This entails shot blasting to remove all the paint and filler to get back to bare metal before inspection can be made.

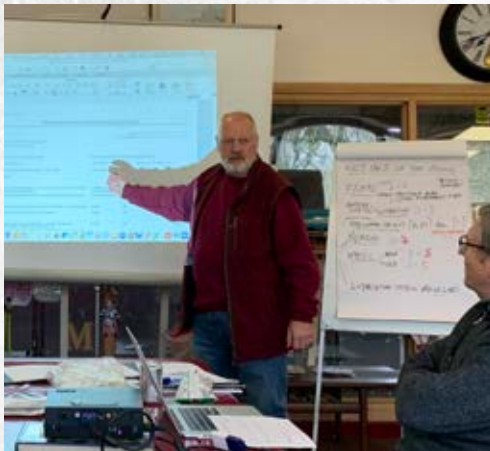
At present we require at least one replacement wheel as the cracked casting is not fit for use. Until a full examination has been undertaken we cannot say if any further castings will be required.

In conclusion, although we were not intending to do any work on this particular wheel in the original repair work, we are relieved to have found these cracks now, rather than suffer a possible failure of the wheel in service, the consequences of which are unthinkable.



Closer view showing the extent of the cracks found.

PHOTO: KEV WEST



Keith Riches explains part of the documentation process while David Tuffin looks on. PHOTO: ANDY COLLINSON

BOGIE

Work is continuing on the rework of the Bogie.

Modification work on the wooden patterns for the Bogie Centre Casting and Bogie Axleboxes has been completed by Premier Patterns. The castings will be ordered once design approval for the complete bogie design has been obtained. In reply to our initial design approval submission to Ricardo Rail, they have requested we provide a full risk assessment of the design before approval can be given. This work is now underway and a submission should have been made by the time you read this report.

Going forward, the requirement for risk assessments on all aspects of the design, construction and operation of the locomotive will be required, another huge workload for our small team to undertake. This is certainly the less glamorous side of steam, but essential work that must be done as without it we will never get approval for 5551 to run. The Engineering team have managed one face-to-face meeting recently, following all requirements of social distancing, alongside many Zoom meetings to progress this aspect of the work.

LUBRICATION SYSTEM

A small amount of progress has been made on the Lubrication pipework because as previously mentioned work on 6233 is taking priority.

The 16-feed mechanical lubricator from 46203 *Princess Margaret Rose* is presently in the C.M.E.'s workshop for measurement so that a set of drawings for the manufacture of a pair for 5551 can be



Underside of 5551's chassis. West Shed, April 2021. PHOTO: ANDY COLLINSON



A batch of Fowler Safety Valves under manufacture. PHOTO: LOCOMOTIVE MAINTENANCE SERVICES LTD.



Above: View of the Firebox at HBSS showing installation of the side stays almost complete.

Right: A further view of the Firebox at HBSS.

BOTH PHOTOS: HBSS

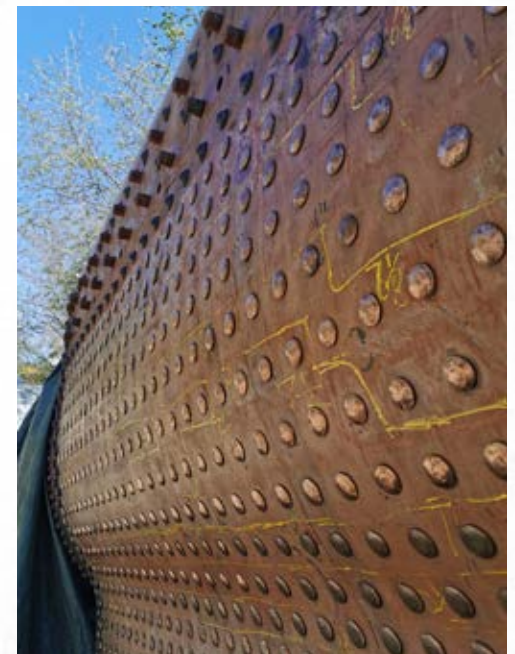
produced. We have been sent a copy of the original LMS drawing for the internal fittings by Steve Alsop from the Bahamas Locomotive Society following the previous report. We are very grateful for Steve's help with this as it will greatly help the progress of the work.

FITTINGS

The Safety Valves being manufactured by Locomotive Maintenance Services of Loughborough are progressing well. Our two are part of a batch they are manufacturing and gives us a considerable cost saving over ordering just our pair.

BOILER

HBSS are continuing the installation and knocking down of firebox stays as time and workload at their works permits.



TENDER

The following photos from Leaky Finders illustrates recent progress.

All that is left now is the fitting of the rear buffer-beam.

Discussions have been held with PRCLT engineers regarding the fitment of air reservoirs required for the air braking system under the tender chassis. Reference has been made to a similar installation to the tender of the Duchess.

TENDER TANK DESIGN

No progress since last report.



Rear drag-box top plate now riveted in place



Internal view of the rear drag-box section, this will be covered up once the rear buffer beam is fitted.



View of the rear left-hand main outer frame plate, showing the snap head and countersunk rivets holding the respective rear spacer box in place. The bolt still fitted is where the stay bolts go for the rear step, don't worry we didn't forget to fit one!



Internal shot of the inner section of rear dragbox, you can see the hole in the inside frames for the main brake hanger pin, the three smaller rivets hold the doubling plate for the pin in place on the inside frames.



Internal shot of one of the rear spacer boxes.



Another view of the inner section of rear dragbox. It becomes apparent when you see the number and position of rivets just how fiddly this has been, hence why we've triple checked everything before finally riveting it in place.



Shot showing the front of the left-hand rear spacer box. Inside frames on the left side of the shot with the brake pin doubling plate, the main outer frame plate is on the right-hand side in black.



The West Shed workshop with 6233's tender in the foreground.
PHOTO: ANDY COLLINSON

PAPERWORK

Work continues on locating paperwork. A number of volunteers are helping to contact our suppliers regarding the paperwork they may hold relating to work on 5551. By spreading the work across a number of people it should speed up the process.

SAFETY CERTIFICATION

The huge task of collating the paperwork required for safety certification continues.

Work is progressing on various elements such as risk assessments, parts lists, Work Record and Certification Certificates for each part of 5551 and all the related documentation. To hold all of this information and make it accessible to all members of the team that require access will need a structured data system to be established. The work on this is now urgent as it may dictate how we organise our data systems. We really only want to do this once.

One area that has become apparent over recent months is in relation to the recording of changes of design or material made in the early years of the project. Most of these decisions were made in consultation with our approvals body at the time, but little documentation has been found to support these decisions. We now are facing the task of revisiting these questions to justify the decisions made to the satisfaction of Ricardo Rail. There is no reason to believe there will be any problems with the decisions made, we just need to document the reasons.

As part of this process we have instigated a complete review of the build from Day One. The first section to be covered is the Locomotive Chassis assembly. Our CME is in the process of assembling all the



The Documentation starts to build up! PHOTO: KEVIN WEST

documentation required into a form where each part on the chassis is covered by the part drawing, the associated Word Record and Clearance Certificate (WRCC) which identifies all activities associated with manufacture of the part and assembly onto the locomotive and all related documentation. The WRCCs are being created from our Master Parts List by our Chair, Colin Hall. Once this has been collated our C.M.E. and Simon Scott from PRCLT will undertake the physical examination to sign off each part in turn. Any deviation from original design or known practice will be noted and what appropriate action to gain approval or any necessary rectification can be identified for further action. Another important task that needs to be undertaken.

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HELP US GET MOVING BY JOINING THE '5551 CLUB'.

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

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

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

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

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

JOIN THE 5551 CLUB

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CALL 07801 945689

OR USE THE ENCLOSED SPONSORSHIP FORM.

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

FROM THE 'HOME' OFFICE

**SEE NOTICE BOARD
ON PAGE 26 FOR THE
LATEST CONTACT DETAILS**
TEMPORARY PHONE NUMBER
07801 945689

As I write this we are still running the office from our home. However, VAST the charity which runs the building where our office is situated, are making plans to reopen. Hopefully that means that when you read this we will have been able to move back there and freed up some space in our house! We will then look forward to welcoming the other volunteers back to the fold but of course after 18 months away some retraining will be required.

We are hoping that by the time the next magazine (number 50) is issued, we will be able to have the 'envelope stuffing team' together again too. Now that the donations/sponsorship/merchandise leaflet is included in the centre of the magazine instead of as a loose insert, it is much easier and quicker to stuff the envelopes. With this issue though we have enclosed four books of raffle tickets. Please ensure that when you buy the tickets you remember to add your name to each stub and also indicate on the front slip how you are paying for the tickets.

You only need complete one of the front slips.

Apart from membership cards and certificates which need a laser printer, general letters such as renewal reminders are at the moment being printed on our desktop printer at home. Some of you may have received letters with strange colouring if there has been a problem with our printer, so please accept our apologies if that was the case.

Many of you who are UK tax payers have kindly completed the documentation to allow us to claim Gift Aid on your donations to the project. That provides us with an extra 25% which we claim from the government scheme at no cost to you. Please let us know straight away if your circumstances change and you no longer pay tax. Failing to let us know could result in you receiving a tax bill from HM Revenue & Customs which sadly one member found to his cost.

As you will no doubt read in other parts of this magazine, we are encouraging you to pay your

membership subscriptions and make donations by bank transfer. That is the most cost-effective way as there is no charge made by the bank. When you do make a payment via the bank it would be very helpful if you could advise us by sending an email to office@lms-patriot.org.uk. In the email please confirm the amount, what it is for and your URN (Unique Reference Number). Doing this will avoid any delay in us being able to update your records.

I will end this report with something totally unrelated to the Patriot but I hope that you will all be interested to know that my husband David (presently the only other office volunteer) made a very significant non-monetary donation on Sunday 2nd May. He gave his 150th pint of blood, his first being back in September 1962. As it was such a special event the Blood Transfusion Service agreed that I could be there (complying with the usual Covid-19 regulations) to take photographs as a record of the event. I am very proud.



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

2021 Grand Prize Draw

Dear Members,

First of all I'd like to thank you for the magnificent response to last year's prize draw. Income almost doubled from previous years. We are of course running a draw again this year and it would be tremendous if we could better the result. The draw will be made at our AGM (date and venue to be confirmed).

You will find 20 Prize Draw tickets included with this edition of The Warrior and I would graciously ask if you could purchase or sell as many as possible to help boost our funding, and of course increase your chance of winning a cash prize.

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

This year we are asking for payment to be made by other means than a cheque for the reason that our bankers have significantly increased the amounts they charge for the manual handling of cash/cheques etc. As a result, we are trying to minimise these charges.

There is a small form on the reverse of the ticket stub (see above), we would be grateful if you could complete this, you only have to do it once.

The preferred methods of payment are as follows:

- **Payment can be by direct bank transfer (BACS) to the account detailed on the counterfoil, or;**
- **By card on our website – www.lms-patriot.org.uk**

If you don't have access to the internet or are not familiar with online payments then we can take payments by telephone – **07801 945689**.

Please note that we will continue to accept payments by cheque if you have no alternative means.

Finally don't forget that the stubs need to be returned to the office address:
LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ

Previously some have been sent to my home address, which as promoter has to be on the ticket. My wife and I are hoping to move house soon and although we will have our mail forwarded we cannot guarantee that tickets sent to us will arrive and therefore they may not enter the draw.

Thank you and good luck!

NEIL KINSEY, PRIZE DRAW PROMOTER.

No. 45551 replenishes her water supply from
Dillicar troughs, south of Tebay, in 1961.

PHOTO: © G. W. SHARPE.



SALES REPORT

GAVIN SHELL, SALES DIRECTOR · sales@lms-patriot.org.uk

Well, what can we really say about sales in the final quarter of the 2020/21 financial year! It's definitely been one of the quieter on record that's for sure, in fact it is the quietest on record.

However, this might actually be quite lucky in some ways as it will enable us to bed in the new sales team before we hit the road again.

Unlike previous quarters that hold up reasonably well – summer onwards we have the calendar sale, and items for Christmas gifting – the fourth quarter is one where we always rely very heavily on the winter steam galas that normally take place and provide a good income, so it's clearly an understandable situation.

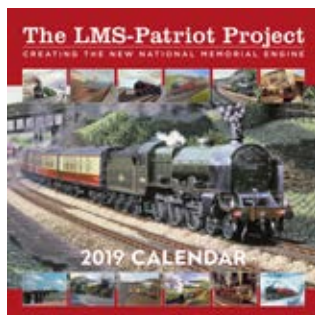
As it was 'end of year' on 31st March we have updated the yearly income sales graph (right) which quite clearly shows the dramatic decline in sales due to the effects of the pandemic.

Looking forward to the 2021 season and it's still very much a case of wait and see when it comes to what future events we can attend. As I am writing this we are very much unsure how the Indian variant of Covid-19 will affect the easing of lockdown.

However, we are now looking at the 2022 calendar design as this has always been a great seller, and other items are being considered to add to our range. Keep an eye on the monthly updates on the website for more information.

The sales team looks forward to seeing you, hopefully, at an event sometime soon.

KIND REGARDS, GAVIN SHELL



As mentioned in the report above, the design and production of the 2022 calendar will commence once this edition of The Warrior has been delivered to you. We are looking for high quality Patriot paintings, such as those above, that have not appeared before. If you have any information about Patriot paintings or have a canvas you have painted yourself please contact us at: sales@lms-patriot.org.uk or warrior-editor@lms-patriot.org.uk

SEE PULL-OUT IN THE CENTRE PAGES FOR THE FULL RANGE OF LMS-PATRIOT MERCHANDISE AVAILABLE.

YEARLY INCOME SALES GRAPH BY QUARTER 2011/12 – 2020/21



NOTICE BOARD

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

07801 945689

Please send all postal correspondence to our normal address:

LMS-Patriot Company Limited

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

Merchandise purchases can be made as normal via our website or you can send the enclosed order form directly to the office address shown above.

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.

MEMBERS DAY AND AGM

LATEST NEWS

At this moment in time we can't say with any certainty that a Members Day or AGM will take place this year, but that doesn't stop us planning as we want to be as well prepared as possible in the event that we can.

We are looking at a September date for a possible Members Day at West Shed and are in early discussions with our friends at the PRCLT.

A provisional date and venue has been pencilled in for the AGM, which is Saturday 13th November at the Kidderminster Railway Museum.

Further information will appear in Warrior 50 and on our website.



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MAJOR SPONSOR OF 'THE UNKNOWN WARRIOR'

WHERE WE STAND WITH 42424

GAVIN SHELL

As many of you will know back in 2015 we put out an announcement stating our intention to build a Fowler 2-6-4 tank once 5551 had been completed. Since then we have had significant delays in getting 5551 completed as a working locomotive and the whole preservation scene has changed with the impact of Covid-19. Preserved lines have had minimal income from a loco owning point of view, and there are many locomotives that have a boiler ticket ticking away with little or no steaming fees being put in the bank. With all that being said, we believe starting another new build in around 2024 at the earliest is not a wise decision. The locomotive would take around 10 years to complete with a good headwind, for a sum of at least £2.5 million. While I personally would love to see one of these fine locomotives (if I won the lottery I would pay for it myself!) my head tells me that preservation already has enough tank engines to run the required services,

and the money could be far better spent elsewhere, especially on creating more covered accommodation that will keep items of rolling stock in much better condition and help with the sustainability of preservation as a whole.

Please do not think that this is a message of our fantastic project giving up once

5551 is complete, we have many ideas for things we

can do together that are exciting for us as

enthusiasts, but we definitely need to

focus all our efforts on getting

5551 completed, earning money

out on the main line and

preserved railways across

the country.

Fowler 4P 2-6-4T No. 42424 is seen in ex-works condition at Derby on 7th August 1960.

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

WORKING WITH THE A1 TRUST

We had a positive experience during the March lockdown period when the A1 Trust, in the shape of Graham Nicholas their Professional Head of Engineering, spent a Saturday morning on Zoom with our Engineering team. This was a valuable session, sharing not only the insights of the Trust on their approach to safety certification, but also the rail industry safety management background for steam locomotives. (Graham played a major role in the development of new industry standards for steam in his employment with the Rail Safety and Standards Board.)

We had hoped to build this relationship in 2020 until the pandemic intervened. However, it's never too late. We have agreed with the Trust on sharing relevant information and on potentially joint actions where there are common elements of the safety certification process. I believe that this will bear fruit, as the safety certification process develops both for ourselves and the P2 Project. We much appreciate this cooperation.

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

MEMBERSHIP REPORT

The current membership, year to date, is 1,038; at the end of the last financial quarter which refers back to December 2020 it was 1,051. The budget forecast for the current year to the end of March 2021 was to have included 100 new members – the actual was 50.

Renewals are holding up very well at between 96.9% and 83.2% depending on single or family/joint membership. With Gift Aid, total membership income for the Project was £32,457 – overall 97.3% of the forecast which was itself agreed at the Board meeting in April 2020. Reasons for this? Foremost is the effect of Covid-19. That has prevented our presence at all the railway linked events that we would have normally attended – and presentations at the various railway groups that the three of us who are invited to present the talks – came to an abrupt end in early 2020. I had five booked during last year but only made one and I walked to the next village to give that, maintaining social distancing, and was driven home by my wife on her way home from tennis. The second reason is the sad recognition that those of us who remember the Patriots in "wild steam", our own members or members of other groups are becoming older and leaving us.

RICHARD SANT membership@lms-patriot.org.uk

NEW YOUTUBE CHANNEL LAUNCHED

The LMS-Patriot Project's new YouTube channel is now up and running. On the YouTube website, search for 'The LMS-Patriot Project' or enter this link into your browser: <https://www.youtube.com/channel/UCX8mxpS8-4flr-yggxaCmlA>

A new Appeal/Update video is being filmed at West Shed by Andrew Kennedy from Oakwood Visuals who has been filming the Project since 2008. This hasn't previously been possible because of lockdown rules. Colin Hall will be providing an update for the video which will be available soon. Watch this space!

We want to increase our online presence and the YouTube area is a brilliant way for Members to show their own videos as well as getting our message out to a wider audience. If you would like to see your own Patriot related video on our channel, please email: marketing@lms-patriot.co.uk

ANDREW LAWS

UNKNOWN WARRIOR PRESENTATION VIA ZOOM

By the time you read this I will have made my first presentation about the Project via Zoom. Covid has pushed us in all-sorts of new directions and Zoom has been one of the major triumphs!

As presentations tend to be booked 12 months in advance, it is only now that we have reached this landmark. If it is successful, it opens up a whole new area of possibilities. We will have the possibility of reaching people all around the world. I have a Zoom Licence, so can host presentations, groups only have to get their own individual copy of Zoom (which is free of charge) to log in and enjoy!?

It will help us meet groups beyond the reach of a two hour car journey. Scotland, Wales and Ireland are largely untapped. But let us not limit our ambitions, the world is our oyster!

Please help get this message out there and if you can get any interest or, better still, bookings, contact me on: hastingsthomson@btinternet.com

Then I will try to do the rest!

JOHN HASTINGS-THOMSON, EXTERNAL RELATIONS DIRECTOR



There are three easy steps:

- Go to www.easyfundraising.org.uk, search 'LMS Patriot Project' and sign up for free. Now you have your account and you have chosen what good cause you are supporting you can do the second thing.

- Start shopping. Every time you shop online, head to **easyfundraising** first. They have over 3,000 retailers on board, so simply pick the one you want to visit and start shopping.

- Now the third and best thing, after you've checked out, the retailer will make a free donation to the project and it won't cost you a penny extra!

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

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

Donate to The LMS-Patriot Project the easy way

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

www.easyfundraising.org.uk/causes/lmspatriotproject

45515 *Caernarvon* at Farington on a Glasgow-Manchester service on 24th June 1960.

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



MEMBERS' CORNER

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

WARRIOR 48

Hi Peter,

Many thanks for another interesting edition of The Warrior Newsletter. It's good to see so many high quality photos appearing, maybe some are being published for the first time?

The centre spread showing a Pug, an Ivatt Class 2 and Patriot is one that we should be able to recreate one day! And the very lengthy freight behind No. 45541 suggests that steam locos could be quite efficient in the right circumstances.

Ron Herbert's photo of an unidentified Patriot at Hest Bank, 3.6.61 was taken just a few days after several members visited at the Spring Bank Holiday. Although most of the original Patriots were still in service it appears to have a short nameplate without a badge so there are around seven likely contenders – Nos. 45518/24/46/15/39/43/38. I wonder if anyone was there to actually identify it?

The letter from R. Cutler (British Railways) dated 26.7.62 notes that only two original Patriots were still in service a year later, both based at Carnforth. It confirms my long held view that I was very lucky to see one of these, No. 45550, at Colwyn Bay just two days after his letter. Looking back at my notes it is so hard to believe that in a single day there was so much steam activity on the North Wales coast. Briefly there were: one Duchess, two Brits, five Scots, four rebuilt Patriots, one original Patriot, eight Jubilees, one rebuilt Jubilee, 43 Class 5s, 13 BR Class 5s, two B1s, four Crabs, two BR Class 4s, one Fairburn Tank and just three diesels. Wonderful! I can still visualise that as one train came past us the next would appear in the distance, waiting to proceed.

The back cover photo of No. 45533 was a bonus – my favourite spotting place, Gledholt Junction, back in the period 1959–67.

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

P.S. I hope that the problems at Llangollen are not too problematical for the Patriot Project.

Hi Pete

I am sure that we are not alone in wanting to thank Linda and David Westerman for all the sterling work they have done, working at home to keep the office running smoothly since last March. They also sent out over a thousand magazines with the help of Norman Ball and his wife every three months. I am only too aware of what amount of work goes on in the office with all the other volunteers under normal circumstances. They have all held the fort brilliantly.

Best wishes to everyone when you are back working in The Hub.

REGARDS TO ALL
SHIRLEY AND MIKE DUNN

Thank you to all who contributed their articles that appeared in Warrior 48, 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.**

Hi Pete,

I was interested in the letter from Martin Walker in respect to the attempts of his father Colin Walker to acquire a nameplate from *The Royal Pioneer Corps*. He was unfortunate in choosing the Regiment which took up the option of acquiring both plates. Interestingly with those particular plates they only had one badge with the other turning up at auction in 2006.

Whilst it may have been the case that the Regiments were offered the plates not all took up this option and the unclaimed plates were purchased by others. The only other Regiments which acquired both plates were *Royal Tank Corps*, *The Derbyshire Yeomanry* (I am not sure if these first went to the Regiment because both are in local museums), *Grenadier Guardsman*, *The Royal Artilleryman*, *The Cheshire Regiment* (one escaped the Regiment in mysterious circumstances!), *Royal Army Ordnance Corps*, *Sherwood Forester* (one with Regiment the other in a local museum), *The Duke of Wellington's Regiment (West Riding)*. There's an interesting aside to this one – some years ago I was working with a former Officer of the Regiment and he told me that as a punishment for misdemeanours soldiers had to polish the nameplates! Also there is *The Welch Regiment* and *The Bedfordshire and Hertfordshire Regiment* which are both now in local museums.

Like Colin Walker, I repeatedly wrote to the BR Stores Controller in the early 60s with a view to purchasing any nameplate from a Duchess or a Scot but was also told each time that all the LMS plates had been reserved for prior applicants. This may have been true but not every prior applicant completed the purchase of the 'reserved' plates and I was never advised of this, so I missed out on the possibility of purchasing a plate directly from BR. I think there was an element of large block reservations taking place and they did keep putting the price up which could have put some people off proceeding with all their wants.

Whilst Martin's father tried to purchase four LMS nameplates he does not say if he was successful. The NRM claimed one side of *Duchess of Abercorn* (presumably on account it's spectacular test performances) but I have got recorded that the other side passed to collectors in Gloucestershire, Merseyside and Leicestershire (where I think it still is). *Travancore* has appeared at auction but *Sandwich* has moved between collectors over the years.

KIND REGARDS
DAVID HUGHES, MEMBERSHIP 144/04

5551
CLUB

**JOIN THE 5551 CLUB TO WIN A SEAT
ON THE FIRST TRAIN.
WWW.LMS-PATRIOT.ORG.UK/DONATE
OR CALL 07801 945689**

CLERK R. CUTLER

Hello Pete,

Many thanks for the copy of The Warrior, February 2021, and what a superb magazine you produce. First of all my sincere apologies for giving you the incorrect information regarding 45500 which as your colleague says is clearly Manchester London Road (see bottom right).

I was most interested in the letter from Clerk R. Cutler, who worked at Preston MPD at that time, to Colin Walker. I knew Roy Cutler through the RCTS and later when he worked for the divisional maintenance engineer at the Preston divisional HQ at Ladywell House, Preston. Roy would come down to the control office with the locomotive shed transfers, withdrawn locomotives, etc. for the power controllers to keep their records updated.

Some years ago a fellow controller gave me a copy of Roy's 'Locomotives of the LMS' which he had purchased at a boot sale. I have scanned the pages with regard to the Patriot's which Roy has added where he had seen them which I thought you would be interested to see.

I regret to say Roy died in, if I remember correctly, a road traffic accident many years ago while en-route to photograph steam on the Settle and Carlisle line.

KIND REGARDS, RON HERBERT

4-6-0 (5P)				See page 27
NO.	SHED NO.	SEEN AT	DATE	
5450	266	BELLE VUE LOCO. SHEDS	27/5/51	
5451	12A	PRESTON STATION	1/50	
5452		PERTH LOCO. SHED	6/5/60	
5453		INVERNESS LOCO. SHED	5/5/60	
5454	10A	CHESTER (GENERAL) STAT.	8/7/51	
5455	68A	CREWE LOCO. WORKS	15/3/53	
5456				
5457				
5458				
5459		INVERNESS LOCO. SHED	4/8/56	
5460	63A	CARLISLE STATION	18/8/53	
5461		INVERNESS LOCO. SHED	5/5/60	
5462	66B	BIRMINGHAM LOCO. SHED	15/3/52	
5463		INVERNESS LOCO. SHED	5/5/60	
5464		PERTH STATION	4/8/56	
5465		TRIN LOCO. SHED	9/5/60	
5466	68A	BLACKBURN STATION	20/8/56	
5467	63A	GLASGOW (POLMAR) LOCO. SHED	12/8/53	
5468	65B	CARLISLE (KINGMOOR) LOCO. SHED	18/8/53	
5469		PERTH HILL LOCO. SHED	5/5/60	
5470		PERTH HILL SHED	15/10/53	
5471	65B	GLASGOW (ST. ROLLAN) LOCO. SHED	12/8/53	
5472		STIRLING LOCO. SHED	6/5/60	
5473				
5474				
5475		INVERNESS STATION	5/5/60	
5476				
5477		BOWEN BRIDGE STATION	4/8/56	
5478		DUNDEE STATION	2/8/56	
5479		INVERNESS LOCO. SHED	4/8/56	
5480		CARLISLE STATION	3/8/56	
5481	68A	CARLISLE (KINGMOOR) LOCO. SHED	14/8/53	
5482		ST. ROLLAN LOCO. SHED	5/5/60	
5483				
5484	66A	CARLISLE STATION	6/12/52	

4-6-0 (5P)				See page 27
NO.	SHED NO.	SEEN AT	DATE	
5485	66A	PRESTON STATION	9/6/51	
5486	62A	CARLISLE (KINGMOOR) LOCO. SHED	7/6/53	
5487	66A	PRESTON STATION	1/50	
5488		PERTH STATION	4/8/56	
5489	67A	PRESTON STATION	1/50	
5490	67A	PRESTON STATION	1/50	
5491	67A	PRESTON STATION	10/6/51	
5492	65A	PRESTON STATION	31/4/51	
5493		RUGBY LOCO. SHED	2/7/56	
5494	12A	PRESTON STATION	12/1/50	
5495	2B	PRESTON STATION	2/12/50	
5496		PRESTON NO. 2 SIGNALBOX	5/3/58	
5497		PERTH LOCO. SHED	6/5/60	
5498	66B	CARLISLE (KINGMOOR) LOCO. SHED	7/6/53	
5499				

4-6-0 (5XP)				See page 28
NO.	SHED NO.	SEEN AT	DATE	
5500	2A	LONGSIGHT LOCO. SHEDS	25/3/51	
5501	2A	LONGSIGHT LOCO. SHEDS	14/5/51	
5502	5A	PRESTON STATION	16/6/51	
5503	5A	BLACKBURN STATION	16/7/51	
5504	5A	PRESTON STATION	1/50	
5505	12A	LIVERPOOL (EXCHANGE) STAT.	5/7/50	
5506	5A	PRESTON STATION	23/12/50	
5507	5A	PRESTON STATION	1/50	
5508	10B	PRESTON STATION	1/50	
5509	5A	PRESTON LOCO. SHEDS	2/6/51	
5510	5A	PRESTON STATION	1/50	
5511	5A	PRESTON STATION	2/12/50	
5512	12A	PRESTON STATION	25/12/50	
5513	5A	PRESTON STATION	10/10/50	
5514	1B	PRESTON STATION	16/6/51	

4-6-0 (5XP)				See page 28
NO.	SHED NO.	SEEN AT	DATE	
5515	8A	PRESTON STATION	9/6/51	
5516	10B	PRESTON STATION	1/50	
5517	12A	PRESTON STATION	1/50	
5518	12A	PRESTON STATION	10/8/50	
5519	10B	PRESTON STATION	15/50	
5520	2A	LONGSIGHT LOCO. SHEDS	25/3/51	
5521	2B	PRESTON STATION	14/5/51	
5522	1B	PRESTON STATION	10/6/50	
5523	5A	PRESTON STATION	10/8/50	
5524	10B	PRESTON STATION	1/50	
5525	5A	PRESTON STATION	23/12/50	
5526	12A	LEYLAND (BENT BRIDGE)	2/8/51	
5527	8A	EDGE HELL LOCO. SHEDS	10/5/51	
5528	5A	PRESTON STATION	1/50	
5529	5A	PRESTON STATION	1/50	
5530	2A	LONGSIGHT LOCO. SHEDS	15/4/51	
5531	2A	MANCHESTER (VICTORIA) STAT.	26/3/51	
5532	1B	PRESTON LOCO. SHEDS	7/4/51	
5533	2A	PRESTON STATION	10/6/50	
5534	2A	MANCHESTER (LONDON RD) STAT.	12/5/51	
5535	5A	PRESTON STATION	1/50	
5536	2A	PRESTON STATION	6/9/50	
5537	10B	PRESTON STATION	1/50	
5538	8A	PRESTON STATION	25/12/50	
5539	2A	LONGSIGHT LOCO. SHEDS	17/5/51	
5540	2A	LONGSIGHT LOCO. SHEDS	25/3/51	
5541	12A	PRESTON STATION	30/3/50	
5542	12A	PRESTON STATION	1/50	
5543	5A	LEYLAND (BENT BRIDGE)	2/8/50	
5544	10B	PRESTON STATION	1/50	
5545	3B	PRESTON STATION	2/10/50	
5546	1A	PRESTON STATION	24/7/51	
5547	2A	PRESTON STATION	1/50	
5548	5A	PRESTON LOCO. SHEDS	7/4/51	
5549	12A	PRESTON STATION	15/4/51	

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* Re-built Class 6.

4-6-0 (5XP)				See page 29
NO.	SHED NO.	SEEN AT	DATE	
5550	12A	PRESTON STATION	1/50	
5551	12A	PRESTON STATION	1/50	

4-6-0 (5XP)				See page 29
NO.	SHED NO.	SEEN AT	DATE	
5552	12A	PRESTON STATION	20/10/50	
5553	2E	TRAFFORD PARK LOCO. SHEDS	2/8/51	
5554	16A	CREWE LOCO. WORKS	19/8/52	
5555	12A	PRESTON STATION	1/50	
5556	2A	LONGSIGHT LOCO. SHEDS	29/3/51	
5557	14B	TRAFFORD PARK LOCO. SHEDS	15/4/51	
5558	10C	PRESTON STATION	1/50	
5559	10C	PRESTON STATION	1/50	
5560	16A	CREWE LOCOMOTIVE WORKS	13/1/53	
5561	22A	CREWE LOCOMOTIVE WORKS	13/1/53	
5562	20A	LEEDS (HOLBECK) LOCO. SHED	2/4/51	
5563	10C	PRESTON STATION	12/4/51	
5564	68A	PRESTON STATION	27/12/50	
5565	20A	HELLIFIELD STATION	1/1/51	
5566	20A	HELLIFIELD STATION	6/3/51	
5567	3A	PRESTON LOCO. SHEDS	20/4/51	
5568	20A	LEEDS (HOLBECK) LOCO. SHED	8/4/51	
5569	20A	LEEDS (HOLBECK) LOCO. SHED	29/7/51	
5570	17A	PRESTON STATION	21/2/51	
5571	28A	PRESTON STATION	1/50	
5572	22A	DERBY (MIDLAND) STATION	2/5/52	
5573	20A	LEEDS (HOLBECK) LOCO. SHED	8/4/51	
5574	28A	PRESTON STATION	1/50	
5575	14B	BERRY (MIDLAND) STATION	13/12/52	
5576	67A	BOLTON STATION	22/4/51	
5577	68A	BOLTON STATION	27/5/51	
5578	12A	PRESTON STATION	1/50	
5579	66A	PRESTON STATION	20/11/50	

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IT'S DEFINITELY MANCHESTER LONDON ROAD!

Hi Pete,

Sorry, but you will have to break the bad news to Ron Herbert. I've found another photo (top) of the same location, the gantry matches and the signals are identical. The clue which makes me sure it's London Road are the electrification masts on the right for the Manchester to Sheffield line. Also on the extreme left is the elevated London Road No. 1 box with its wartime concrete lid. Beneath the gantry in the distance is a bracket signal which shows up on both photos.

REGARDS, CHRIS TASKER,
MEMBERSHIP NO. 45545/00



WARRINGTON DALLAM SHED 22nd August 1960

Greetings Peter,

Looking at some of my old negatives, I've turned this up. Whilst the ex-works ex-LNW class G2 0-8-0 number 49416 is the principal object, there two Patriots in steam, number 45549 on the right, and an unidentified one on the far left. Beyond the latter's tender there appears to be a third, the 8F alongside number 45549 has a Fowler tender from a Jubilee.

Footnote to the reprint of my old 1970 newspaper article in Issue 48, February 2021, page 55, in the penultimate paragraph the year 1962 should be 1967.

The Rochdale-Heywood-Bury-Bolton did close, sadly missed for its potential freight use and part of it is now operated by the East Lancashire Railway. Beeching had recommended it remain open. It was one of the last major line closures and was replaced by an express bus service and as expected that's bitten the dust as well.

The Rochdale to Oldham line is now Metrolink light rail. Through trains to York did return but caused so many delays to the Calder Valley services from Rochdale that they no longer run beyond Leeds.

REGARDS, RICHARD GREENWOOD



CALEY 0-6-0 NO. 828

JOHN HASTINGS-THOMSON

Preserved Caledonian 0-6-0 No. 828 has been a favourite of mine for a long time so when it was part of the line-up for Steel, Steam and Stars III at Llangollen in 2012 it was great to spend a week in its company, even if the weather was foul!

At that stage The Patriot Project didn't have enough loco to mount the nameplate on so it was placed on a special mounting created by Neil Kinsey. During the week we placed it on several of the visiting locos including 828 (see photo above). We could only put the name plate on if we promised not to scratch the running plate!

To say I fell in love with the loco would be an understatement and when Colin Wright started doing miniature paintings, I commissioned him to do one of 828. Sadly, Colin has not enjoyed the best of health recently, so it is only now that the painting has materialised. We made extensive use of the excellent account of the Story of 828 by Jim Macintosh: *Caley 828 The Story of a Victorian Locomotive*. I am delighted with the outcome and hope you will enjoy it as well. I am even more delighted that Rails of Sheffield have commissioned Bachmann to produce a 4mm scale model which should be available by the end of the summer.



No. 45506 *The Royal Pioneer Corps* on express passenger duties is pictured near Chesterfield on 1st September 1961.
JEFF EDWARDS COLLECTION. © THE LMS-PATRIOT PROJECT.

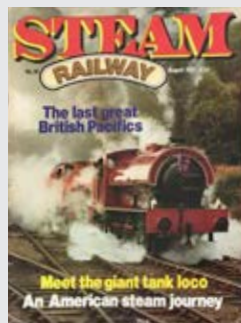


Dear Sir

I was throwing away my collection of Steam Railway magazines and on one last reading of them came across edition 16, August 1981, which included a picture of an unnamed Patriot on Dallam shed plus 45508 on a train in 1960, and an article by Mike Cokayne on his passion for Patriots, with photos of 45515, 45510 and 45506. Are you aware of these? I can send them to you if you wish.

ROBERT BRISTOW, MEMBERSHIP NO. 1732/02.

Find below part one of the article mentioned which is reproduced courtesy of Steam Railway magazine (steamrailway.co.uk)



MY PASSION FOR THE PATRIOTS

IN PART ONE, MIKE COKAYNE RELIVES SOME EXPERIENCES WITH A CLASS OF LOCOMOTIVES THAT INFLUENCED THE LIVES OF MANY YOUNGSTERS.

In Spring they say, a young man's fancy turns to thoughts of love. But love of what? For a youngster in the 1950s it was more likely to be a steam locomotive than the girl next door!

Springtime is a time of innocence, of novelty and mystery. This very much applies to a boy as he grows and learns of the world around him, often the explanations are provided by his friends and thus his view of life is a reflection of the experiences and opinions of boys of a similar age. Only later, in the autumn of his life, will he have developed his own versions of the truth! This is particularly true in the field of Railway Enthusiasm where age, location, education, experience and personal opinions give rise to blind prejudice! Among enthusiasts, the Fowler Patriot in its original form never really generated extremes of love and hate. Many people have a soft spot for them but probably cannot tell you why! They went about their business in a fairly unspectacular way, popping up here and there without causing too much fuss. And yet, by their very origins and appearance they could not be ignored and their influence on many youngsters' lives was considerable.

In order to describe the impact that the Patriots had upon me and many of my fellow spotters it is essential to understand the world in which we lived.

Many of you will have grown up in similar circumstances and will recognise many features of our boyhood activities. At the end of World War Two I was living in the South Gloucestershire village of Mangotsfield. It had a 13th century church with a spire, a school, three chapels, four pubs, ten shops, a post office, two bus stops, a garage, a graveyard, a First World War Memorial, a vicarage, two allotments, a common, three disused coal mines and the usual mix of stone built terrace cottages, Victorian villas, and a number of larger houses of substance, for the better off. Until the age of ten this was my entire world. With limited travel, no television and very few wireless programmes for children, I was aware of two other places with certainty. Germany, which was a source of great fear but not really something I could visualise, and the nearby city of Bristol, which the Germans had recently flattened. This I could visualise but not really understand.

I had started school in 1946 but as it was on the other side of the road from my home this did not offer any opportunity to see the world! However, my horizons broadened suddenly in 1950 when Bobby Young, one of my friends, said the words "station" and "trains". These were apparently places that he visited regularly for some unknown purpose.

Feeling bored with endless playing in the garden I decided to follow him, thereby choosing to ignore many warnings "not to wander off because the nasty man might get you" (amazingly this character did exist and did later get me). Although the walk was not really very far, on that first occasion it seemed endless, and more than once I decided to turn back, only to be called "coward, baby, etc." which shamed me into continuing. We passed the Elizabethan Rodway Manor House and trudged across the large open common of Rodway Hill. For most of the journey the ground was level but at the end of the common there was a sudden falling away where Mangotsfield Station and the railway had been carved out of the side of the hill.

The approach road to the station was about 1 in 4 but the grassy slope beside it, which was to be our 'grandstand' for many years, was more like 1 in 2. As I stood at the top of this hill and looked down, I was looking at another world. It was like nothing I had ever seen or imagined. The station itself seemed very old, and yet I had very few new things to compare it with! Walking along the echoing platform was certainly exciting and there were many things to look at, but my boyish curiosity changed suddenly to blind terror when the first train approached. The vibrating ground and thunderous noise were bad enough, but when the engine's safety valves lifted I turned and ran as far as I could with my fingers in my ears. This was one aspect of train watching that my friend had forgotten to mention. However, he also had his fingers in his ears!

Fortunately, my fear of these fire-breathing monsters was soon overtaken by a fascination which drove me to see more of them, and I was soon brave enough to venture on to the platform to view these dangerous beasts in their lairs, albeit from a safe distance. There were thousands of new experiences in store for me over the years, but dominating them all from the outset was the stark contrast between the smells of bracken, cut grass, damp earth and hawthorn; the sounds of the warm breeze rustling leaves and the skylarks singing high overhead; and those of the railway which, under a baking sun, smelt of creosote, iron oxide, iron dust, oil, the milky

dampness of steam, and above all, coal smoke. Always sounding of hissing steam, sizzling and gurgling water, roaring exhaust, grinding brakes, clanking rods and the metallic clack of wheels hitting rail joints. Add to this the squeaking flap of signal wires, the tinny tap of a lowered signal, the clang of the fireman's shovel, the rumble of station trollies and the shrill of porters' whistles and you can imagine that this 'new' world was very varied indeed, even without the ever-changing patterns of locomotives and rolling stock.

Often forgotten when reminiscing about the railways is the human voice. Living in Gloucestershire we all sported somewhat 'arrish' accents tainted with the flat monotones, missing H's and T's, poor grammar and uplifted sentence endings of Bristol. These dominated the shouts of "whoaw", "Old'er there", "move'er up", "rih'away", "Change 'ere fer Baath and Bornmuth" and "Bug*er off" which echoed up from the station to our young ears. You can imagine therefore my bewilderment when, on my second or third trip to the station, I had plucked up courage to stand near enough to a Stanier Class 5MT to be able to hear the crew talking. I could not understand a word they were saying! For a single fleeting moment I thought: "They must be Germans!" Then I thought they must be speaking some special railway language but I asked one of my friends shy they spoke like that. "Well, they don' live roun' 'ere do they?" he said knowledgeably. "Where d'they live then?" I said, "Dunno, 'ere mister, where d'you live then?" The man nearest turned slowly towards us, his head and shoulders framed in the cab window. "Sheffield" he said firmly. I did not understand. His mate called out from the other side of the cab, "Better than this bleedin' place!" That I did understand! Only one question remained, where was Sheffield? My friend explained, "It's up North". "What's up North?" I asked. "Well, past Gloster, 'n, Birminum, 'bout 'undred miles I should think!"

At that moment the whole truth and purpose of railways became apparent, the trains did not simply shuffle back and forth through the station from Bristol to the range of hills on the horizon beyond Mangotsfield, where steam could often be seen rising.

They went further, much further, and at the other end there were people like us living in another town! That such a thing should be a surprise is difficult to believe but I suppose that with no maps, few books, few photographs, fathers away at war, all the signposts taken down and families too preoccupied with the war to explain simple things, it was left to many of us to find out such things for ourselves. In addition BBC radio was very much the 'Auntie' and full of RADA voices, rarely did one hear an 'accent' in those early post-war years.

When I had been visiting the station for a few weeks my friend Bobby Young introduced me to the folklore of 'trainspotting'. When being told I must write down every number I saw and keep it, I asked: "Why?" I cannot remember the explanation, but it must have been a good one for I kept doing it for nearly twenty years! I was told that I couldn't use just any old bit of paper. I had to have a proper book with all the numbers printed so that you could mark them off. Finances did not permit this for some time, and I used a variety of scruffy scraps which invariably got lost. I learnt that these were locals with tank engines, and that those were expresses with 'namers'; these were 'Blackies', those were OXOs (3F and 4F 0-6-0s) and keep away from the station foreman, etc. etc.

It was significant that we never called the 'namers' Jubilees (for that is where they were). We saw no other named engines, and so 'namers' was enough. Eventually, I bought a 1949 Ian Allan London Midland Region ABC and started collecting the numerous 22B, 22A, 71G, 20A, 17A, 21A, 17B, 18A Stanier/Ivatt 2-6-2Ts, Midland Compounds and 2Ps, Ivatt 2-6-0, Crabs, 3F and 4F 0-6-0s, Stanier 5MTs, Jubilees, Jintys, 8Fs and S&D 2-8-0 types that puffed and rattled to and fro. For some reason I could not find any of the engine names in my book, and I wrote them on the ABC flyleaf. After several months I found that my list of named engines was not growing any longer. I had seen Saskatchewan, *Alberta*, *Victoria*, *Western Australia*, *New Zealand*, *Eire*, *Newfoundland*, *Hyderabad*, *Travancore*, *British Honduras*, *Cyprus*, *Fiji*, *Gold Coast*, *Seychelles*, *Rooke*, *Kempfenfelt*, *Jervis*, *Trafalgar*, *Barfleur*, *Leander*, *Repulse* and *Ulster*. During a quiet Saturday

afternoon spotting session I announced to the other lads that I had now seen all the 'namers'. I shall never forget the expressions of anger and disbelief which greeted this comment. Reactions varied from "Tear up his book" to "Bash 'is 'ead in!" My book was seized for examination and the five older lads went into a huddle to pass judgement on me and my book.

Finally a fourteen-year-old lad handed me back my book and told me I hadn't seen anything yet. How right he was! After that, they carried on ignoring me until Bobby began to explain the truth of the matter. "All you've seen is the usual namers. Look at all these." He produced a well-worn ABC which looked similar to mine but had pictures in it. "You haven't seen *Giggleswick* nor *Home Guard*, nor *Bedfordshire* and *'ertfordshire Regiment*." He was, of course, correct. Furthermore, I hadn't even heard of them! Bobby pointed to the open page in his book and all was revealed. His book had names as well as numbers. All mine had was numbers and shed codes. I do not think this was a unique situation, I have heard several people say that they spent their first few weeks trainspotting at place such as Paddington trying to find WR numbers in an SR Ian Allan ABC (I've even heard of one person who became so desperate that he scribbled out the '4' prefixes in an LMR book so that he could use it for recording WR numbers!)

As my eyes travelled across those hallowed pages, the full richness and glamour of the LMS namers began to fix themselves forever in my mind. While I studied the names and the photographs Bobby, who already had a couple of years' trainspotting experience gave me my second lecture on the folklore. This time it was about what you **didn't** see at Mangotsfield! And so I learned that there were huge Pacifics called Duchesses that tore through the night at one hundred miles an hour, followed closely by the Princess Royals that **didn't** have smoke deflectors. Then there were the Royal Scots that **didn't** go quite so fast but had fantastic names. Finally there were the Patriots, like the Scots only smaller. They were like the Jubes only older and they had smoke deflectors. A pounding jumbled image of Kings and Queens and

Princesses and Royalty and soldiers and heroes and badges and far-away cities filled my mind. These I really must see. The inspiration and excitement were rapidly squashed as Bobby told me that the only place to see them was "up North".

As I was reading his book I realised that he had not seen any of these marvels either, except for several Patriots. "Where did you see these" I asked. "Down 'ere, 'corse!" was the reply. "I've seen 45516, 45538 and 45543." He pointed to them in the book. "What do Patriots look like?" I asked. Bobby turned over the page and there was a photograph of what seemed to me to be the most wonderful thing in the world. I soaked up the details with a religious fervour. Some of its shape was similar to the Midland 2P and 4P, only by comparison it look bigger, sleeker and more powerful. (This is an interesting way to judge the impact that the shape of the 'Pats' might have had when first built.) The big feature was of course the smoke deflectors. Nothing we saw at Mangotsfield had those! The unique chimney and the 'high speed' Midland dome were set off beautifully by a wonderful broad curved nameplate topped with a fantastic badge. The large flat-sided firebox was mirrored by the square smoke deflectors with splayed tops. Then there was the cab, unusual by LMS standards with its single window, and a traditional Midland-type tender. Below the running plate was the tidiest outside cylinder, outside Walschaerts geared 4-6-0 arrangement that one could hope for. I was in love!

I needed to know more. Did they really come to Mangotsfield? When was the next one coming? Which would it be? At last the reality of trainspotting became apparent. No-one knew when or what or where, you just had to be there when it happened otherwise you missed it! Bobby tried to reassure me. "They do come down. We had two last year and one's been down already this year. If you keep coming down to the station you'll see one, one day." Reluctantly I accepted what I knew to be the truth, Patriots were rare visitors and no one knew when. This merely added to my infatuation, they were so elusive and unattainable. As with any young buck, I promised to pursue my loved one with passion and resolve.



No. 45504 *Royal Signals* pictured on a freight working at Mangotsfield in June 1961.

JEFF EDWARDS COLLECTION. © THE LMS-PATRIOT PROJECT.

Armed with a more comprehensive ABC, I spent nearly every Saturday between July and September 1951 sitting on the 'grandstand' slope or elsewhere on Rodway Hill waiting for my first Patriot. The weeks went by and my disappointment became anger and frustration. Instead of running excitedly towards the station first thing on Saturday mornings, I began to find other things to do. The final straw was my 1951 holiday which took me to Dawlish Warren, and for many reasons led me on to other things! At the end of September I drifted away from trainspotting for several months and it was not until a dull grey November day that my attention momentarily returned to trains. A small group of us ten-year-olds were adventuring in the village when one of them said: "Let's see how far we can go that way."

He was pointing in the direction that I had come to know as "Up North". I felt a sudden surge of the old excitement. Could I now see what "Up North" was really like? One of our number displayed a fear of the unknown, or rather fear of the known in the form of "what is Dad" going to do to him if and when he gets back home. Full of confidence and expectation the remaining four of us set off, walking firstly along the road, then on to a footpath and finally across fields. At this stage it began to get difficult. There were no paths and the fields were very muddy. There were also many bulls and farmers with guns. As we walked we scared ourselves to death with talk of local boys in our parents' youth who had been

smashed in to strawberry jam by huge black bulls driven mad by German bombers, or others who had their legs shot off by drunken farmers. The familiar landmarks were left far behind and we began to feel very much alone.

Suddenly, a couple of miles ahead I saw something which my eyes open very wide indeed. In the distance, behind a grim looking, black, flat-topped hill numerous puffs of white smoke were rising and fading, only to be followed shortly after by some more. I remembered seeing these some time ago when gazing “Up North” from the village. Now, of course, it was much nearer! Although one or two of my colleagues were suggesting that we had come far enough, I was certainly going on. At last I was about to see what it was like “Up North”. I was sure that I was going to see all of those fantastic Duchesses and Scots roaring past in the way my friend had described! The last miles of that walk seemed to last forever, through brambles, mud, cow pats, barbed wire and the like, we staggered until at last we stood at the foot of the sombre hill we had seen from the distance. Now we could hear the spasmodic hollow “gruff-gruff-gruff” of shunting locomotives on the other side. It only remained for us to climb the slope and we were there, “Up North” at last! This was easier said than done as the hill was a mass of filthy black sludge. What else would one expect to find on a coal mine spoil heap? Another lesson learnt. Finally we reached the top and saw the other side. There below was a vast area of railway tracks and wagons in the middle of nowhere. Among them were several Fowler 3F and 4F 0-6-0 tender engines clattering and banging the wagons together in a series of ear-shattering shunting movements. Well, it was certainly different but not quite what I had thought. Where were all the factories and chimneys I had been led to expect?

I began to realise that something was wrong when I was close enough to see the engine numbers. They were all Bristol engines that I had seen passing through Mangotsfield. Our safari had been in vain. “Where are we?” I asked. “I don’t bloody know, I want to go back home” was the reply! We turned back and began the long trudge home. I had seen no

Patriots. The return journey was a nightmare. We got lost and it started to rain. Furthermore, it was now beginning to get dark. The misery of that walk will never leave me. At one stage we were actually walking in circles to avoid crossing a field with a bull in it. Eventually, as if by divine intervention, we caught sight of the spire of Mangotsfield Church, and with renewed vigour we gathered up our weary legs and for the first time in ours we actually knew where we were going! Looking back on that experience I have often wondered if church spires were intended as navigational aids for mortals rather than as tributes to God!

When we finally emerged on to a road, we literally cried with relief and misery. Covered in mud of various varieties, soaked to the skin, shoes ruined and clothes torn on barbed wire we shuffled wearily home to face our parents. We all suffered punishments of varying severity and vowed never to go “Up North” again! What we had succeeded in reaching by our five hour trek was Westerleigh Marshalling Yard, a mere three miles or so up the track from Mangotsfield. Small wonder we had seen no ‘Semis’! The effect of this incident was that I did not venture out very much during the next month or so.

Christmas came and went and the beginning of 1952 saw me spending rather more time that usual with Bobby Young. He was still very interested in railways and 8th January saw us sitting on a rock outcrop at the side of Mangotsfield Station discussing what had been and what might be. He was again trying to convince me that spotting was worthwhile and that Patriots really did come down sometimes. My enthusiasm had waned, however, and he could not raise my interest. As we sat, we heard a strangled Stanier hooter and the heavy rumble of a Northbound train approaching very fast indeed through the station. As the engine flashed into our view, oversized cab-side numerals announced that it was 45728 *Defiance*, then 68A, Carlisle Kingmoor. With hair standing on end, we leapt up and down shouting and cheering and waving our books at the succession of amazed and bewildered passengers gazing at us momentarily as their carriage windows hurtled past. As suddenly as she had arrived, *Defiance*

was gone. At last I had real proof that the unusual can and does happen. Bobby and I left the station with a rosy glow desperate to tell some of our friends what they had missed.

I was once again fired with my passion for the Patriots. When I got home that night I took out my ABC and studied the class for the umpteenth time. I savoured each name as I read it and a succession of rich and varied images filled my mind. Patriot, a hero in bandages and old brown uniform hanging out of the cab trailing a huge Union Flag; Isle of Man, with its fabulous nameplate roaring along a seaside track somewhere “Up North”; *Caernarvon*, *Prestatyn*, *Llandudno*, apparently places, but always seen as a vague image of smoky distance, *Private E. Sykes V.C.*, once again a hero surrounded by the smoke of war. *Lord Rathmore* and *Duke of Sutherland*, tinges of grandeur and respect, and the name that haunted me for years, *Lytham St. Annes*. To me it was just a name, a wonderful combination of letters and words, with no particular meaning. It simply conveyed a pleasing sound and appearance and once again symbolised that unreachable unattainable unknown, the smoky North. In short it was the epitome of human desire, beautiful to look at, lovely to hear, and completely out of reach!

Having underlined 45728 in my book, I resolved to take my spotting much more seriously in future and began paying more frequent visits to the Midland at Mangotsfield. With new confidence I braved the winter frosts, now certain that *Home Guard* was going to appear at any moment. Days turned into weeks, then months, but no Patriots appeared. The seemingly endless procession of 2Ps, 4Ps, 4Fs, 3Fs, 5MTs (21A’s) and 8Fs were greatly appreciated, but the glamour was missing. However, the occasional sight of an S&D 2-8-0 chomping up the ‘Pines’ line from Bath to Westerleigh with a late evening freight was a thrill, as the type usually only appeared once a day. Inevitably, my interest waned once more, for I had not yet developed the gift of patience. For several months I did not even look at my railway books, let alone go spotting, and it was Saturday 10th May before I once again found myself next to a railway line.

It was a fine spring morning. At 9.30am it was already warm and the sky was mainly blue with patchy white cloud. I was sitting on the garden wall with the backs of my knees against the warm stone, kicking my heels against the wall waiting for one of my friends to appear in the street. A sudden movement caused me to look skyward, and what I saw against the white and blue sky probably changed my whole little life! A soft fluttering roar passed overhead as a huge cloud of weaving, swirling birds momentarily blotted out the sun. Again and again they circled, thousands and thousands of birds, wheeling, turning in great arcs, disappearing behind trees and roofs only to return a few seconds later. Seemingly for hours I watched this amazing sight until I was giddy from looking upwards and my eyes were sore from the glare of the sun. I jumped off the wall and searched the street for someone to share the experience with, but the village seemed to be deserted. I ran along the road, and still they came in clouds, wheeling around and then flying on. When I reached the church I stopped. There seemed to be no point in going further as there was no clue as to where the birds were coming from.

I was about to walk back home when I noticed two boys running down the street towards me. Even though they were a hundred yards away they were waving frantically and their high-pitched shouts were just audible. I waited, thinking they were about to tell me that they had just seen a lot of birds! As they came nearer, their breathless shouting began to take form, and one or two words could be identified. “Cop, cop! Gudya, Gudya!” When they finally reached me, completely out of breath, they continued shouting, “Lady Godiva, Lady Godiva, Patriot, Patriot!” With sudden recognition and excitement I asked “Where?” “Down the flippin’ station of course, on a special!” “What special?” I asked. “Ruddy pigeons of course, can’t you see them, you must be blind!” “Is that what all those birds were? Have they all escaped?” My two friends turned away in exasperation, “They’re racing pigeons, stupid, they bring them down from Up North, then let them go to see which one gets home first!” The logic of that arrangement escaped me then, and I am not too

Mike's first Patriot, No. 45519 *Lady Godiva* at Unstone, near Chesterfield, with a Sheffield to Bristol Temple Meads service on 18th June 1960.

PHOTO: KEVIN SMITH. © THE LMS-PATRIOT PROJECT.



convinced even now! However the idea of a Patriot bringing down a train full of pigeons did appeal to me; a special job for a very special engine! "How often does this happen?" I asked. "Every spring, about the first week in May I think, they come down in the morning, 'bout 'alf past eight and goes back in the afternoon". "Or 'evenin" said the other. The picture was now complete, the arrival of a Patriot at Mangotsfield was always heralded by a great cloud of pigeons in the sky in springtime. I prepared to run the mile or so to the station, but my friend told me that it was no use. "She's already gone down to Bristol sheds, you want to go back down this afternoon and see her come back".

For the whole of that afternoon, a small group of us sat on Rodway Hill overlooking the siding which was usually empty but which today held the long rake of empty pigeon vans. The vigil continued right into the evening, and one or two very disappointed lads were forced to return home without having seen 45519. Every time the Up line signals were raised our hearts thumped with anticipation, but she did not appear. At 7.00pm we received some good news as one of the older lads arrived on his bike saying that *Lady Godiva* was still on Barrow Road shed half an hour before. At 7.20pm a light engine quietly clanked into our view and we all leapt to our feet as an unfamiliar shape could just be seen passing beyond the empty vans in the siding. It was unmistakably a Patriot, and almost certainly *Lady Godiva*. With a lump in my throat I stood quietly and watched the top of my first Patriot as she hid behind the vans. Suddenly a great cheer went up and the fifteen or so lads who had now assembled broke into a mad stampede down the station for a closer look. I ran after them as they slithered and tumbled down the grassy slope towards the station.

When we reached the platform we could not believe our luck. She was standing in the bay waiting for the Up Bristol-Newcastle to pass. We ran across the platform to see her, cheering and whistling all the way, with a small group of passengers making little effort to conceal their annoyance. We surrounded *Lady Godiva* like a racehorse in the winner's enclosure. Everything within reach was touched,

particularly the nameplate and cabside number. The smoke deflectors were stroked and the flat double-chinned smokebox front was examined and discussed. She was everything I had imagined. The photos, the rumours, the dreams and the hopes translated into metal, paint, heat and smoke. The 10B (Preston) shed plate was a rare spectacle at Mangotsfield also and it, too, received a great deal of attention. A Holbeck Jubilee brought the Up Newcastle through without receiving a second glance, and at last the way was clear for 45519 to take her train away. She backed down to the siding and was coupled up. We sat on porters' trollies at the end of the platform until, at about 8.00pm, *Lady Godiva* let out a hollow roar and with cylinder draincocks open began to lift her train out of the siding and onto the main line. As she approached, she whistled that slightly baleful Fowler sound and gradually gained speed, slipping slightly. A quick glance northwards revealed that, although the starter signal was up, the distant was not. She pulled slowly through the station towards the signal and the distant lifted. She whistled long and loud as she passed us, and leaving a massive pall of black smoke hanging over everything she disappeared under Carson's Bridge and was out of sight. My first ever Patriot was gone! The vans rumbled on past, and at last the flickering red tail lamp also went under the bridge as the rapidly-accelerating exhaust beat of 45519 faded into the distance. We stood and discussed this outstanding event until one by one, we began to drift off home. I was overjoyed. After waiting nearly eighteen months I had at last seen one of my favourite engines.

Part Two will be published in issue 50 of The Warrior.



Thanks to Steam Railway (steamrailway.co.uk) for allowing us to reproduce this article. It was first published in the August 1981 edition.

A SUMMARY OF THE EXTRAORDINARY LIFE OF SIR HENRY FOWLER

In 1887, at the age of seventeen, Henry Fowler started a four-year apprenticeship under John Aspinall at the Lancashire & Yorkshire Railway's new works at Horwich. He served there until he joined the Midland Railway at Derby in 1900 where he had joint responsibility for the posts of Gas Manager and Head of Testing. Within the decade, a serious disagreement between Richard Deeley (C.M.E.) and Cecil Paget (General Superintendent) would facilitate his becoming Chief Mechanical Engineer at the age of thirty-nine. One of his first challenges in this role was to assess how the Midland 'Compound' 4-4-0 locomotives could be improved through superheating.

By the end of the 19th century 'compound' locomotives had had a chequered history and were supported only by a diminishingly small number of senior railway engineers. However, under Samuel Johnson, they gained a foothold on the Midland Railway when, in 1901, he used the three-cylinder layout favoured by Walter Smith of the North Eastern Railway to produce two prototypes. Smith's symmetric design placed the high-pressure cylinder between the frames and the similar-sized low-pressure cylinders outside. Steam at boiler pressure was fed to all cylinders during starting, but, when a modest speed had been achieved, the outside cylinders were switched to being fed from the inner one thus creating the compound arrangement.

These locomotives had 7 foot driving wheels and a boiler pressure of 195 psi. On showing worthwhile economies in coal and water consumption three more were built before Johnson retired in 1903. One was later improved (both mechanically and stylistically) by Deeley to produce what became the definitive variant of the class with boiler pressure raised to 220 psi. Forty more of this type were built during the Edwardian period.

It became feasible to superheat these once a scheme to accommodate the necessary pipework in the Compound's modest-size boiler had been devised. Crucially, Fowler's team also showed that valves and pistons could be lubricated satisfactorily in the higher temperatures. Following trials led by Fowler, twenty-one of this class were converted (and pressed at 200 psi) between 1913 and the 1923 Grouping a decade later.

In 1911 Fowler had two '4F' 0-6-0 tender locomotive prototypes built to appraise superheating options on this new design. This resulted in the 'Schmidt' arrangement being chosen in preference to that used by the G.W.R. This class became his most numerous with 722 eventually constructed – second only in quantity in this country to Stanier's Black Fives. However, apart from the '4Fs', only a handful of other new locomotive schemes were produced by the Derby Locomotive Design office before the outbreak of hostilities.

The introduction of superheating enhanced the Compound's generally superior performance and helped perpetuate the Midland Railway's preference for using 4-4-0 and 0-6-0 types for its most demanding requirements. However, occasional exceptions were made for specific applications such as the batch of eleven 2-8-0 7Fs introduced from 1914 for the Somerset & Dorset line run jointly with the L.S.W.R. and the unique 0-10-0 'Lickey Banker' of 1919.

By the outbreak of war the consensus elsewhere was that a mix of 4-6-0, 0-8-0, 2-8-0 and 2-6-0 locomotives (combined with smaller types and tank engines) could provide for all traffic requirements without the need for regular double-heading. But the Midland's board (notably Sir Guy Granet) and their chief locomotive draughtsman (James Anderson) remained to be persuaded on this issue throughout.

This viewpoint was not necessarily one of simple stubbornness however, as not only did it comply with the Civil Engineer's requirements, but the

running of frequent medium-length passenger trains had been given impetus back in 1909 when Cecil Paget introduced a system of traffic control based upon his studies in North America. This plan called for regular modest-capacity passenger services and significant reductions in the periods long freight trains were kept waiting for paths.

During the Great War Henry Fowler's organisational skills were sought-out by the government to lead the country's production of munitions. Then later, he was given charge of the procurement of new fighter aircraft (notably the Folland-designed SE5a) at the Royal Aircraft Factory, Farnborough. His outstanding contribution to these areas was rewarded with a C.B.E. in 1917 and a knighthood in February 1918. (He later declined an offer of a Lordship.)

At Grouping on 1st January 1923 Sir Henry became deputy C.M.E. of the L.M.S. under his more senior apprenticeship colleague George Hughes who remained at Horwich. The next four years saw regular dynamometer-car testing – much of it on 'Compounds'. The vehicle used was that procured by Aspinall for which Sir Henry had project-managed construction some three decades before. The Compound became a standard L.M.S. class in 1924 when a further 195 – featuring 6' 9" driving wheels – were ordered. However, perpetuation of the 4-4-0 type caused further controversy with both Crewe and Horwich, and when Hughes retired in October 1925 (actually, he 'gave up' on Derby!) he was succeeded by Sir Henry.

In 1926 L.M.S. locomotive policy was redirected under a new and visionary chairman, the brilliant economist and itemised-cost champion Sir Josiah Stamp. Following the impressive performance of the G.W.R.'s *Launceston Castle* on runs between Euston and Carlisle whilst on brief loan (almost certainly arranged by Stamp with his friend Sir Felix Pole) the order for urgent procurement of fifty 4-6-0 express passenger locomotives was given. As Derby had insufficient time to produce a design, Fowler contacted another old apprentice friend, Richard Maunsell, who was by now C.M.E. of the Southern Railway. This, most generously, resulted in a set of Lord Nelson drawings being provided on which the new L.M.S. design could be based.



In the November the North British Locomotive Company was approached and agreed to build what became the 'Royal Scots' – and to have them ready for the 1927 Anglo-Scottish summer schedules. Although the last of the batch was not delivered until the autumn, most were by then in service which was a magnificent achievement by the Glasgow-based organisation. The success of the three-cylinder layout led to the development of the 'Baby Scot/Patriot' class which, between 1930 and 1934, replaced the long-serving ex-LNWR 'Claughtons'.

After frustrations with locomotive policy, whereby designs for a compound 4-6-0 and a Pacific were thwarted (and adherence to under-sized bearings led to frequent 'hot-boxes') it was also in 1927 that Sir Henry finally took an uncharacteristically forceful action to impose a key feature of best-practice.

A research paper presented to senior railwaymen by E. L. Diamond (a young graduate engineer) showed that when travelling at typical express speeds on level track as much as two-thirds of the available tractive energy from a 4-4-0 locomotive could be wasted. The effect of the short-travel valves was to throttle both the steam's admission to the cylinder and also its

escape which was further hampered by excessive back-pressure.

Sir Henry was notably perturbed by this finding. On retuning to Derby, he immediately ordered that 'long-lap, long-travel' piston valves (as used elsewhere for some two decades) were to feature in the new 2-6-4 tank locomotive design that was nearing completion. This was proved well-justified when these locomotives very soon became noted for their free-running.

Sir Henry was coerced into retirement in 1930 but continued in good spirit with typical energy as a research consultant until his health began to fail. With Sir Harold Hartley, he co-founded the research establishment in Derby that evolved into the British Railways Railway Technical Centre in the early 1960s. Sir Henry was known for his quick mind and affability. He was a good friend of Nigel Gresley (from their days at Horwich) with whom he collaborated in 1921 on G.N.R. braking trials for loose-coupled wagons.

He held several presidencies of engineering institutions and transport bodies (both road and rail) and worked with senior national and international organisations all involved in extensive committee business and meeting

schedules. He contributed to the understanding of boiler metallurgy and superheating, and probably had the widest range of life-activities of any C.M.E. Conversely, his contribution to the advancement of locomotive design was, as he himself admitted, modest (confessing to H. G. Ivatt one day that he wasn't too familiar with the finer details of Walschaert's valve gear).

He made time to captain Spondon Cricket Club, play football as goalkeeper and partake in inter-county hockey matches regularly. He was devoutly religious and led bible classes for many years.

Sir Henry Fowler K.B.E., LL.D., D.Sc., J.P. died on the 16th October 1938 at his home, Spondon Hall, and was buried in Chaddesden Cemetery.

Acknowledgement of principal source material:

1: *Sir Henry Fowler – a versatile life:*

J. E. Chacksfield; Oakwood Press

2: *Derby Works and Midland locomotives:*

J. B. Radford; Ian Allan

3: *The Midland Compounds: O.S. Nock;*

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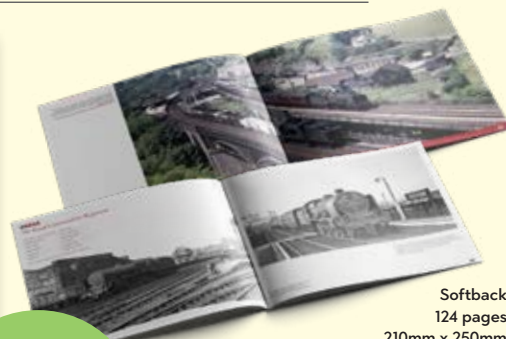
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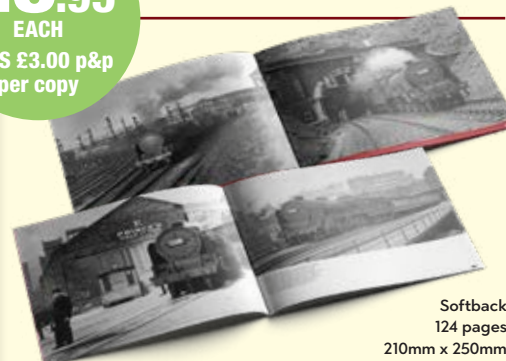
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THE EVOLUTION OF MY PAINTING

The attached photographs show the progress in the painting created as a gift to me by Philip Hughes. He has many paintings hung in galleries in and around Manchester, where is very well known.

He is not a railway enthusiast but he has other railway friends who pointed out that the dome should be in the engine colour, and not black.

He did quite a lot of research including our visit to the NRM at York to see the Crab. The figure in the drawing is a copy of one he did of me when toured (non-railway) with our wives to New Zealand.

He also painted a head-on view of the Patriot titled 'In Full Steam' which was exhibited in a Manchester gallery. Both paintings hang on my walls.

As an enthusiast from 1946, I am still a signalman on the East Lancs Railway. I visited all the UK sheds and many in Ireland. Among the 17,000 locos I saw were all of the Patriots, but sadly have few photographs of them.

I am an admirer of the late Bill Ashcroft's work which often appears in the magazine. He and I made many trips together in the 1950s.

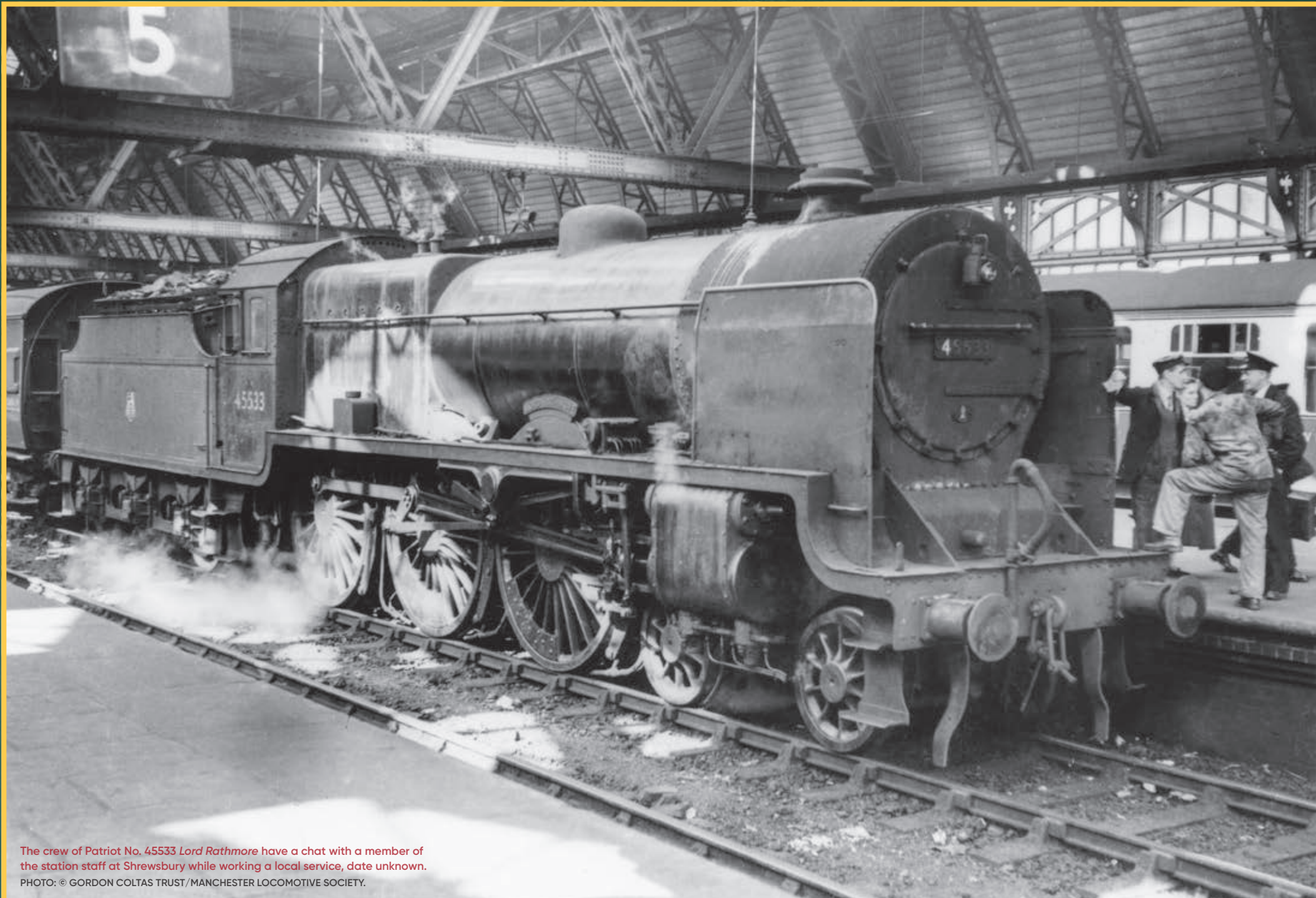
You have my permission to use the photos in the magazine.

REGARDS, DAVID PENDLEBURY, MEMBERSHIP NO. 1148/07

Below, the finished painting, the progress shots follow on the next two pages.







The crew of Patriot No. 45533 *Lord Rathmore* have a chat with a member of the station staff at Shrewsbury while working a local service, date unknown.
PHOTO: © GORDON COLTAS TRUST/MANCHESTER LOCOMOTIVE SOCIETY.

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WORD SEARCH 25

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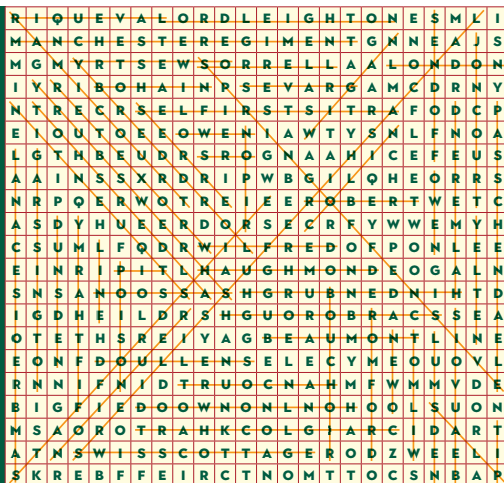
Thanks to Tony A. J. Hewitt of Cheadle, Staffordshire Moorlands.

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C	O	N	D	O	R	P	A	R	K	I	R	O	N	V	I	L	L	E	R	D	A	S
A	L	L	E	W	K	C	A	L	B	S	E	S	U	O	H	T	S	E	W	P	I	R

WORD SEARCH 24

WILFRED OWEN, 1894-1918

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DUNSDEN • DOULLENS • FIFTH ARMY • CRAIGLOCKHART
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HAUGHMOND • HINDENBURGH/LINE • HONLNON WOOD
JONCOURT • LANCASHIRE FUSILLIERS (SIC) • LONDON
LORD DERBY • LORD LEIGHTON • LUMSDEN (GENERAL)
MANCHESTER REGIMENT • NETLEY • OSWESTRY • ORS
OWEN (x3) • PASSCHENDAELE • PLAS/WILMOT • POISON
ROMFORD • ROBERT/GRIMES • REUNION • RIPON
RIQUEVAL • RAMICOURT • SAMBRE-OISE CANAL
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WILFRED OWEN WAY

The subject of Word Search 24 was war poet Wilfred Owen. The creator of the Patriot Wordsearches, Tony Hewitt has written a book titled 'Wilfred Owen Way'. This a fact-filled guide taking you on a 155 mile walk from Birkenhead to Church Stretton with visits to Wilfred's birthplace of Oswestry and Shrewsbury en-route.

Wilfred Edward Salter Owen MC (18th March 1893 – 4th November 1918) was an English poet and soldier. He was one of the leading poets of the First World War. His war poetry featured the horrors of trenches and gas warfare, and stood in contrast to the public perception of war at the time and to the confidently patriotic verse written by earlier war poets. He was killed in action at Sambre-Oise Canal, France on 4th November 1918 aged 25.

The guide is available for £5.00 (including post and packing), write to:
Mr. Tony Hewitt,
48 Mill House Drive,
Cheadle,
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The view through 5551's inside cylinder, April 2021.
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