

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



AUGUST 2021
Issue 50 • £2.50



CONTENTS

| | |
|---|---------------------|
| Chairman's Thoughts | 3 |
| Treasurer's Report | 4-7 |
| News items | 8 |
| Engineering Update | 10-16 |
| 5551 Club | 17 |
| Sales Report | 18 |
| 2021 Grand Prize Draw | 18 |
| Patriot 2022 Calendar | 19 |
| Notice Board | 20 |
| From the 'Home' office | 21 |
| The Welsh Mountaineer | 22-26 |
| Preston Plaques | 27 |
| Your Trustees and Directors | 28-31 |
| Picture Gallery: 45538, Preston | 32-33 |
| Sponsorship/Merchandise Pull-out Leaflet | Centre pages |
| The 'other' LMS new-build | 34-37 |
| Members' Corner | 38-56 |
| Close to my heart | 40-42 |
| Ticking all the boxes | 43-45 |
| My Passion for the Patriots | 46-51 |
| Final Journey | 54-56 |
| The Patriots: Volumes 1 & 2 | 52 |
| Picture Gallery: 45551, Tebay | 58-59 |
| Bespoke Membership Numbers | 60 |
| Word Search 26 | 61 |
| Project Contact Details | 63 |



2020 AWARD FOR
COMMUNICATIONS

Editorial

Welcome to the fiftieth edition of The Warrior. All being well we would have been talking about main line excursions No. 5551 had hauled and what trips or visits were planned for the future. But as we all know things haven't quite gone our way.

Led by our capable Chairman we are now close to a position of knowing exactly what we need to do to make this a reality, and it goes without saying that we want you all to be with us when *The Unknown Warrior* is running on our country's main lines and preserved railways. So we say thank you for your unstinting loyalty – stick with us, we WILL get there.

There have been a few changes at Board level over the past couple of years so we thought that in this issue we would introduce you to some new faces and reintroduce you to some more familiar (older) ones – you will find them on pages 28 to 31.

As usual many of you would have received our quarterly email asking for contributions, so I was pleased to receive a message and an article from a new member, Mr. Geoff Smith.

An extract from his email reads: "A suggestion is that perhaps you could use my article as a starter for a series where members might like to share their personal reasons for getting involved with the Project? I think many others would find such a series an interesting read, and it would develop a 'sense of team belonging' within the membership."

Thank you very much for the suggestion Geoff, the article is in Members' Corner on pages 43 to 45. I hope it may encourage some of you to write in and tell us the reason you joined the Project. Who knows, it may result in a regular feature for The Warrior.

Best wishes

Pete Sikes, Editor

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

COVER: LMS 5XP Patriot 4-6-0 No 6011 (later 5532) comes downgrade from Edwalton to Nottingham London Road Junction with a St. Pancras to Leeds express which includes milk empties for Appleby in 1934.

PHOTO: T. G. HEPBURN, © RAIL ARCHIVE STEPHENSON

This is one of many superb photos featured in our two volumes titled 'The Patriots'. See the advert on page 52 to order your copy.

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

Chairman's Thoughts

AUGUST 2021

The Warrior turns 50 in this Issue, and the irony is not lost on me that we are confronting problems with orders whose completion headlined in Issue 10.

Most of you will know from our monthly bulletins that we are having to replace all six driving wheels, because of serious cracking detected in June testing by British Engineering Services. There is more on this in our engineering report. This was to, say the very least, disappointing news. However our last Board meeting reviewed the findings of the inspection which led to this; documented the professional basis for our decision; and gave guidance on the way forward. This was our first face-to-face Board meeting since January 2020 – such a review and discussion would have been barely possible on-line.

We are in dialogue with Boro Foundry who cast the wheels in 2010/11. This is likely to take a little while to allow the foundry to complete their own investigations as a start point for discussion between the parties. In parallel we are actively considering our replacement options and we will report further at the appropriate time. It would be premature to report further on this at this stage in our discussions with the foundry.

It might seem hard to find the positives in this – and yes the cost and time implications will be very significant – but there are positives. It is always better to know what you face now, rather than it coming as a disastrous surprise further down the line. Secondly, the emerging knowledge of the problem in the early summer helped bring matters to a head in terms of forward thinking on the project.

We decided in May to suspend significant expenditure and planning on the chassis to allow West Shed to carry out a detailed technical

assessment of the chassis: while much work had already been done in this area – for example on the motion and bogie and other specific components – we wanted to be as sure as we could that any further problems were identified and understood, to minimise project risk.

Simon Scott at West Shed has completed this assessment and at the time of writing we have a crucial review session in the diary at West Shed on 10th August to agree the findings and action required. Some of the findings are in our Engineering Report, which is a sobering read in places.

What does this mean for the project? If we can get this right, we will for the first time have a robust idea of what remains to be done to complete the engine. (We already have good information on the boiler and tender from our friends at HBSS and Leaky Finders).

I am acutely aware that you our loyal supporters deserve a proper, strategic view of the project at this point: it is our intention to use our November AGM meeting at Kidderminster Railway Museum to present this view. I very much hope you will come along.

Best wishes and thank you for your support.

Colin Hall

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

TREASURER'S REPORT

Update for Quarter 1 to 30th June 2021.

NEIL COLLINSON, TREASURER

First thought for the quarter: I wish to thank all of you who have continued to have confidence in the project team to get the job done. Please do keep the faith as we are determined to have a locomotive fit for the purpose of running on the main line. However, we cannot do it without continued financial support. I am however pleased to report that the figures now revealed are on a par with the same quarter last year albeit on a slightly reduced budget.

INCOME

Total income to the quarter end was £60,900 which is 20.2% of the budget set. (£65,600 for the same quarter last year), but it was exactly the same percentage against last year's budget. It includes expected Gift Aid of £5,500. Restricted funding included amounted to £2,000.

Second thought for the quarter: Thank you to those who responded positively to me continuing with the detailed comparative information provided in chart form.

| THE FINANCIALS AT A GLANCE | | | |
|----------------------------|----------------------|----------------|----------------|
| QUARTER 1 COMPARISONS | | Q1 (2021/22) | Q1 (2020-2021) |
| INCOME | Membership | £5,978 | £6,176 |
| | Donations | £50,903 | £57,993 |
| | Loans | – | – |
| | Sales | £3,945 | £1,401 |
| | Other (interest) | £4 | £23 |
| | TOTAL | £60,831 | £65,593 |
| | | | |
| EXPENDITURE | Locomotive | £24,185 | £10,198 |
| | Tender | – | £5,428 |
| | Boiler | £5,539 | £15,207 |
| | Other Engineering | £848 | – |
| | Sub-total | £30,572 | £30,833 |
| | General expenses | £8,447 | £7,888 |
| | Loan(s) and interest | £891 | £3,171 |
| | TOTAL | £39,910 | £41,892 |

Third thought for the quarter: Again, I expect we are all fed up with the comments about (engineering) work being limited due to Covid, but we have seen some progress on the boiler this quarter, but the main thrust is on the chassis. No good finishing the boiler until it is ready to be fitted to the frames.

As mentioned previously, the opening and closing bank balances are not included in the foregoing chart as the total donation figure shown includes estimated Gift Aid which does not hit the bank account until after the quarter end. See below for the update in this area where you will see fairly significant jumps in the balances.

| BANK BALANCE COMPARISON | | |
|-------------------------|----------------------|------------------------|
| | Q1 (2021/22) | Q4 (2020/21) |
| Opening Bank Balance | 1st April – £147,993 | 1st January – £128,325 |
| Closing Bank Balance | 30th June – £170,213 | 31st March – £147,993 |

VAT refund and Gift Aid claims of around £9,100 have been made which will give us working capital of approximately £180,000 to start the new quarter.

MEMBERSHIP

Membership income – £5,978 (17% of budget.) New members still trickle into the firebox but the renewal figure at £4,075 is less than the budget of £6,042. Gift Aid reclaim on memberships is £1,010 and included in the £5,500 referred to earlier.

Total donations were £50,900 including Gift Aid of £4,502 (20.5% of budget). Again the same percentage as the same quarter last year.

Regular donations recovered above the £19,000 mark (almost on budget for the quarter). Although we never did reach the magical £20,000 I have referred to regularly I am encouraged that we have gone back over the £19,000 mark.

One off donations amounted to £11,300 (12.6% of budget). This is the worst quarter for quite some time. Some of the remaining bespoke numbers have been taken in the quarter so we have achieved 200% against the quarterly budget.

18 membership renewals were paid from the members regular donations in quarter 1. The Graywell contribution of £5,000 per month is guaranteed until at least December 2021.

THE USUAL DONATION COMPARISON TABLE

| 2021/22 DONORS FOR COMPARISON | | | | | 2020/21 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 | £18,825 |
| | | | | | Q3 | 5 | 1 | 4 | £19,299 |
| | | | | | Q2 | 7 | 3 | 6 | £19,109 |
| Q1 | 2 | 5 | 7 | £19,382 | Q1 | 15 | – | 8 | £19,100 |

Fourth thought for the quarter: Although the sale of merchandise does not build a steam locomotive it adds to the pot. Attendance at events has been sadly missed, with the exception of Statfold Barn in June. Our volunteers have been circulated about a restart in September so that we can engage again with you, our members, and persuade others to join us, preferably with a regular monthly donation.

SALES AND ALMOST NON-EVENTS

Sales achieved £3,945 against a budget of £4,750 (20% of the budget set), helped by early issue of the raffle books which to the quarter end produced £2,633 in income. Quite a few members are paying by bank transfer or card which helps us save a reasonable sum in bank charges, which in some months in 2020 exceeded three figures. Please mark the bank transfer with your URN number and raffle/prize draw, I keep a list on a daily basis of all £20 payments and multiples of £10. The easily identifiable ones are shown as Defo's but those not marked with raffle etc. are known as Possibles. This list is pinged over to Linda, our volunteer office manager, every two days who reconciles the counterfoils with the lists and bounces back any queries. Encouraging are the few members who add a fiver or a tenner to the payment. Pete's books are still selling, realising £635 in the quarter.

Events As mentioned above, we had the one only, at Statfold Barn, which realised some funds and is included in the £678 shown as sales income.

INTEREST AND OTHER SUNDRY INCOME

Not worth mentioning really but you will have seen the nominal £4 interest earned in the quarter.

We have had a 'Recycle for Charity' donation recently and we do have small donations from other sources such as Amazon Smile, PayPal, and Just Giving.

EXPENDITURE

Engineering Expenditure amounted to only £30,572 in the quarter (again, it is the same amount spent as in the first quarter last year).

Total spend to date - £2.6m, (including £594,000 on the boiler) and £205,000 on the tender.

Overheads - Overall, the spend is well within the budgets set. However, I suggested at the recent board meeting that marketing and publicity decide on a strategy to spend their accumulated budget of £1,000 in an attempt to remind the public that we are still a going concern and need the funds.

Loans We are now well into paying the annual interest due on the boiler loans and I am pleased to say that the donations are good from this source with the Gift Aid claimed in appropriate cases.

An updated short term financial forecast follows this report (it excludes the possible cost of remedying the wheel issues). We are also working hard with our suppliers to obtain quotations for finishing the work streams so we know what amount we still have to raise.

Finally, income exceeded expenditure in the quarter resulting in a surplus £20,900.

Final thoughts for the quarter (yes, two for the price of one):

- 1) We have an issue with cash being paid into HSBC in Stafford due to the closure of the counter service at the branch. Can I please ask that you do not send cash to the office through the post? We prefer payments firstly, by direct bank transfer or secondly, by card via the website. You can telephone Linda Westerman, who is still working from home, using the mobile phone dedicated to the project.*
- 2) Thank you for your continued support, particularly in the last 18 months.*

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

| 5551 ENGINEERING EXPENDITURE FORECAST | January 2021 | February 2021 | March 2021 | April 2021 | May 2021 | June 2021 | July 2021 | August 2021 | September 2021 | October 2021 | November 2021 | December 2021 |
|---------------------------------------|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| | Current Bank Balance | 129,812 | 147,871 | 147,419 | 151,607 | 163,514 | 170,300 | 189,587 | 198,869 | 206,351 | 224,864 | 232,142 |
| | Income (Budget) excluding Gift Aid | 23,740 | 23,740 | 23,740 | 23,715 | 23,715 | 23,715 | 23,715 | 23,715 | 23,715 | 23,715 | 23,715 |
| | New Bank Balance | 153,552 | 171,611 | 171,159 | 175,322 | 187,229 | 194,015 | 213,303 | 222,584 | 230,066 | 248,579 | 255,857 |
| | Other Expenditure (Budget - excludes loan repayments) | 6,129 | 6,129 | 6,129 | 4,338 | 4,338 | 4,338 | 4,338 | 4,338 | 4,338 | 4,338 | 4,338 |
| | Loan Repayments | - | - | - | - | - | - | - | - | - | - | - |
| | Engineering Expenditure | 23,148 | 15,260 | 13,023 | 12,542 | 12,592 | 14,628 | 10,096 | 11,896 | 13,900 | 12,100 | 15,100 |
| | Gift Aid Return | 6,172 | - | - | 5,396 | - | 7,211 | - | - | 7,211 | - | - |
| | VAT Refund (Estimated) | 11,988 | - | - | 3,834 | - | 7,327 | - | - | 5,824 | - | - |
| | Bank Balance | 142,435 | 150,222 | 152,007 | 167,672 | 170,300 | 189,587 | 198,869 | 206,351 | 224,864 | 232,142 | 236,420 |
| | Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid | 144,506 | 152,293 | 154,078 | 169,743 | 172,370 | 191,658 | 200,939 | 208,421 | 226,934 | 234,212 | 238,490 |
| | Actual Bank Balance (last day of month) | 147,871 | 147,419 | 147,993 | 163,514 | 170,213 | | | | | | |
| | Actual Income in Month | 43,873 | 16,121 | 21,160 | 23,882 | 23,495 | | | | | | |
| | Actual Outgoings in Month | 25,814 | 16,573 | 20,590 | 11,975 | 16,775 | | | | | | |

PROGRESS REPORT – AUGUST 2021

I believe we have reached a significant phase in the Patriot programme. The detailed inspection of the engine has been completed at West Shed and we are now busy compiling the list of tasks that have resulted from this work. The At-a-Glance chart updating has been suspended pending the outcome of our current assessment work but will reappear in the next issue.

The completion of the inspection is positive news as it is the first time we will have a clear understanding of all the tasks remaining and, this will enable us to plan a detailed work schedule to recover the defects and make good progress. Although we have had significant setbacks we are in a position to go forward with confidence that the engine will be built to main line standard. I look forward to be able to present a planned schedule of work in the near future.

Meanwhile work resumes on the engine at PRCLT post the detailed inspection.

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

PRCLT EXHIBITION

For some time we have been considering where we can stable the engine, once it's complete and ready for main line running. There are three criteria established to guide the decision. Firstly, a main line connection, adequate engineering facilities and a place where we can exhibit the New National Memorial Engine – when it is not in steam.

On that basis discussions have begun with PRCLT, and progress has been made on the general outline of an exhibition, for which grant funding will be sought. The museum there has been accredited, and the current thought would be to have a number of display panels mounted on the mezzanine level overlooking where the engine is being assembled. One would feature 5551 as *The Unknown Warrior*, we would supply a nameplate with the crest on it, 5501 St. Dunstan's, with an original nameplate on loan from Blind Veterans UK, leaving us the task of approaching Colas Rail at Rugby which houses one of the original nameplates from 5500 *Patriot*.

RICHARD SANT membership@lms-patriot.org.uk

CHASSIS UPDATE VIDEO NOW ON YOUTUBE CHANNEL

Andrew Kennedy from Oakwood Visuals has recorded a Chassis Update video featuring our Chairman, Colin Hall and Simon Scott, Workshop Manager of the P.R.C.L.T. The video can be seen on our LMS-Patriot Project channel by copying this link in your browser: <https://youtu.be/seU3HGj7Hpg> or by searching for **The LMS-Patriot Project** on YouTube.

We also plan to release short video progress updates after our monthly engineering meetings which take place every month at West Shed. This wasn't previously possible due to West Shed being closed during the pandemic.

If you have any Patriot related videos including archive footage, or know of any videos that have previously been released featuring Patriots, please let us know at the email address below.

ANDREW LAWS marketing@lms-patriot.org.uk



Branches throughout the North West

Contact your local branch:

| | |
|----------------|---------------|
| Lancaster | 01524 383780 |
| Bromborough | 0151 334 1237 |
| Liverpool | 0151 236 1971 |
| Abergele | 01745 824533 |
| Northwich | 01606 786333 |
| Birkenhead | 0151 647 0805 |
| Padiham | 01282 771011 |
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| Cheadle Hulme | 0161 486 0777 |
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ENGINEERING UPDATE

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

ALL PHOTOS BY KEVIN WEST

Work on The Unknown Warrior has continued at a limited pace since the last report. The PRCLT engineers have continued to work on 5551 for one day a week over the period covered by this report. Work on 6233 *Duchess of Sutherland* is nearing completion. Test running is due during August with a return to the main line during the autumn. Once commissioning has been completed it will allow the engineers to return to work on 5551 over the coming months.



CYLINDERS

The outside cylinders are being prepared for some work to install guide bars for the valve heads that were not shown on the original drawings used to produce the casting. The Guide Bars are narrow ribs in the centre chamber of the valve chest which support and guide the valve rings on the valve head through the centre chamber during the fitting or withdrawal of the valve assembly. The Guide Bars are shown on the original inside cylinder drawing and were included on the casting.

For some unknown reason they were not shown on the original drawing for the outside cylinders, so they were not included in the castings. PRCLT's Simon Scott has plenty of experience in the maintenance of steam locomotive cylinders and strongly recommended that we add these features to our cylinders.

A little pain now will reap great reward every time the valves are fitted or removed in the future. The only way to install these ribs is to weld them in place, but as the material is SG Iron (also known as Ductile Cast Iron) they have to be heated for the welding to take place and for that to be done they must be removed from the frames. Originally this was a disappointing thought, but now the left-hand cylinder has been removed it has revealed further issues that require attention. Without removing this cylinder we would probably not have discovered these points which would undoubtedly cause problems with the loco in service and required the loco to be stopped for repair.

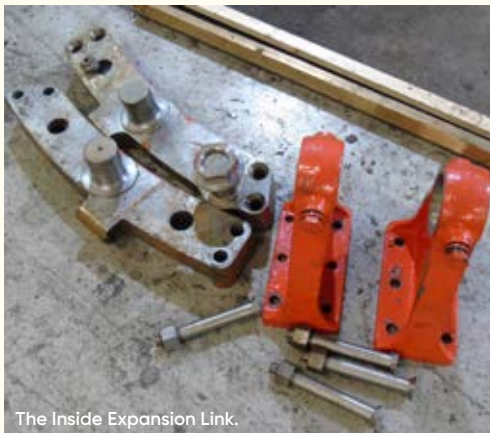
The first issue concerns the surface finish of the main frames where parts are bolted or riveted. As supplied, the steel has a skin known as 'mill scale', which leaves an uneven surface. This is normally removed by either shot blasting or scraping to provide a smooth, flat surface for castings such as a cylinder block to be fitted hard up against the frame plate surface.

CHASSIS AND MOTION

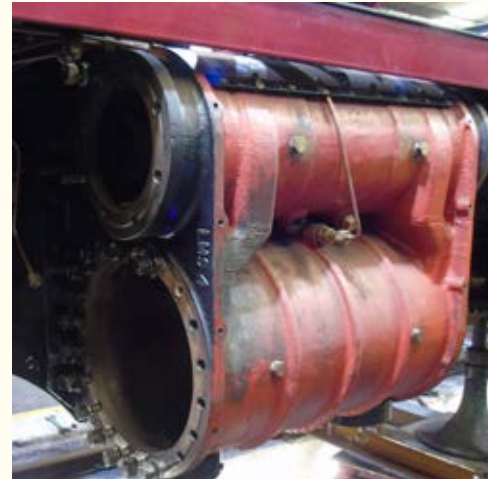
Work undertaken at West Shed recently includes machining and fitting the Expansion Link Bearings.

Simon Scott is progressing work on the Expansion Link Bearings and Fittings. The inside assembly is being completed as time allows, with new fitted bolts for the mounting brackets made recently.

Machining of other fittings continues as time allows.



The Inside Expansion Link.



Right-hand Cylinder being prepared for removal.



The Bogie Pivot Stretcher following removal from the Frames.

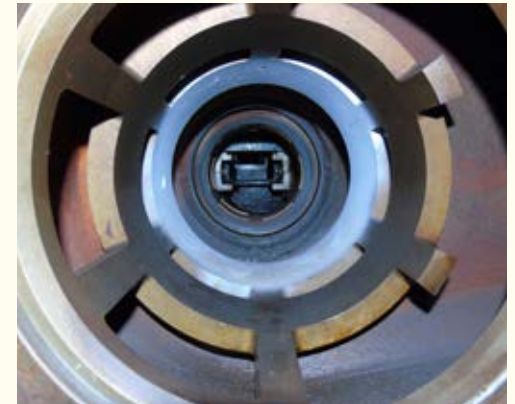
Once the left-hand cylinder had been removed it is clear that this 'mill scale' has not been removed.

As the lower cylinder bolts also locate the Bogie Pivot Stretcher to the inner faces, this has also been removed and revealed a similar condition with mill scale still on the frame surface. If left in this condition it could lead to the parts becoming loose and moving slightly as the locomotive runs. Over time this 'fretting' would get worse and result in vibration at least, and a failure at worst, in time.

The right-hand cylinder is due to be removed imminently so the condition there will then be known. Having discovered this between the frames and the outside cylinders leads us to question if it is the same for the inside cylinder, stretchers, horn guides and all the other parts bolted to the main frames. The only way to find out is to remove the parts and check.



A view of the inside of the Inside Cylinder Valve Chest. The four guide bars can be seen running between the valve liners.



A view of the inside of the right-hand outside cylinder valve chest.

At present the plan is to remove the front buffer beam, which is fitted with bolts anyway, so relatively easy to remove and then follow with the inside cylinder. This is necessary anyway as the second issue found concerns the fitted bolts used to mount the cylinders. A fitted bolt has a hexagonal or countersunk head, a precision turned shank and a threaded end section for a nut.

The hole that the bolt is fitted into will be drilled through all parts and then reamed to be a smooth round hole of a known size. The shank of the bolt to go into the hole will be turned to be slightly larger than the hole by 3 or 4 thousandths of an inch. The bolt is hammered into the hole to provide a positive location, a nut fitted, tightened and then the nut may be stitch welded to the bolt to stop it rotating.



A view of the left-hand main frame following removal of the outside cylinder. The uneven surface where the cylinder sat can be seen.



Fitted Bolt.



The previously-mentioned broken fitted bolt.

On 5551 we have found many cylinder bolts slightly smaller than the hole rather than slightly larger. As the left-hand cylinder was removed it was possible to just pull the bolts out instead of having to drive them out with a hammer. The combination of poor surface contact between cylinder and frames and poor bolt fitting could have resulted in the cylinder becoming loose in a very short time in service with major consequences for the locomotive.

We also had one fitted bolt that was a reasonable fit but the thread broke off as it was being punched out. This was due to the undercut between the thread and the shank being incorrectly machined with square corners instead of there being a radius in each corner. This square corner introduced a weak point that can lead to a failure such as happened to this bolt (see picture below left).

DRIVING WHEELS

The Driving Wheels have been consuming a large amount of our time over the last three months, but not for the reasons we wished.

Following on from the last report when we had found the right-hand trailing wheel to be badly cracked, a full inspection of the remaining five wheel castings was instigated. This entailed shot blasting to remove all of the paint and filler back to bare metal. This took longer to arrange than we had hoped and led to a slight delay before we could book the inspectors from British Engineering Services to undertake the required testing.

The inspection finally took place on 14th June in the presence of our engineering team and Nick Norton from The Boro Foundry, who supplied the original castings.

The process entails using magnetic probes on the casting in the area to be tested. Once in position and powered up an aerosol spray which contains fine graphite particles is sprayed onto the casting surface. The magnetic field draws the graphite into any surface cracks which show up as lines on the surface. This only shows up the cracks on the surface, not details of the depth of any defect.

In summary all five castings have numerous cracks and surface defects both where the spokes join the centre hub and the outer rim. The number of, and the size of the defects are outside the acceptable maximum in the relevant standard for wheel castings.

We have examined if there is a possible repair method and/or an enhanced inspection regime that would be acceptable to the relevant approval bodies but this has been found to be not possible, so the only approach is to replace all of the six driving wheel castings. This is obviously a major disappointment and there are a lot of questions relating to how castings with so many defects were approved and allowed to progress as far as they did. Boro Foundry have started their own investigations and the wheel sets are due to be transported to their works (at no cost to the project), to aid this to be undertaken. The x-ray inspections that Boro had undertaken by an external contractor when the wheels were cast have been found to be poorly exposed and not capable of showing up any defects.



Inspection of the left-hand trailing driving wheel.



A view of one wheel with the surface cracks highlighted.

The wheels testing was carried out by British Engineering Services. Their summary of the findings was reported as follows:

"When assessed against ASTM E125-63 a number of the discontinuities were found to exceed severity level V which is the highest severity level within E125-63, Table 1 of BR170 only allows a maximum of Level III for linear discontinuities and that's for the lowest quality level of casting..."

...as the wheelsets are rotating mass these would be required to meet the highest quality level this would need to be confirmed with the regulatory body.

Most discontinuities were found to be linear in nature, hot tears and shrinkage which would be considered to be the most deleterious in future use."

Overleaf: The official BES summary of findings for Wheel No. 1 is illustrated on the following pages.



EXAMINATION REPORT

British Engineering Services
1 - 3 West Ashton Street
Manchester
M50 2XS
Telephone 0161 831 7000
NDT Mechanical Test 0161 831 7012

| | | | |
|-----------|----------------|--------------|---------------|
| JOB No: | NDT000533579-1 | REPORT DATE: | 26/06/2021 |
| ORDER No: | GM 08.6.21 | TEST DATE: | 11&14/06/2021 |
| | | PAGE No: | 1 of 9 |

Client:
Riley & Son (Electromec) Limited
Premier Locomotive Works
Sefton Street
Heywood
Lancashire
OL10 2JF

Location:
As Client Address

Attention: Greg McGill

Description Of Item: Cast Steel Loco Wheel

1 off Cast Steel Loco Wheel.
Patriot Wheel

Identification: No. 1

Manufacturer: Not known

Year of Manufacture: Circa 2011

Nature of Test:

Magnetic Particle Examination of above detailed Cast Steel Loco Wheel.

Magnetic Particle Examination In Accordance With BS EN ISO 9934-1:2016 & British Engineering Services Procedure 02-111-I047.

Acceptance standard BR170:1986 Table 1 (ASTM E125-63).

Results:

The wheel was examined in accordance with the above detailed standards and procedures utilising a combination of Current Flow (Prods) and Magnetic Flux Flow Techniques (Electromagnetic Yoke), the wheel was found to contain inherent casting discontinuities.

When assessed against ASTM E125-63 a number of the discontinuities were found to exceed severity level V which is the highest severity level within E125.

Most discontinuities were found to be linear in nature, hot tears and shrinkage which would be considered to be the most deleterious in future use.

See attached pages for further details.

S.J.Marsh
Authorised Signature



EXAMINATION REPORT

British Engineering Services
1 - 3 West Ashton Street
Manchester
M50 2XS
Telephone 0161 831 7000
NDT Mechanical Test 0161 831 7012

| | | | |
|-----------|----------------|--------------|---------------|
| JOB No: | NDT000533579-1 | REPORT DATE: | 26/06/2021 |
| ORDER No: | GM 08.6.21 | TEST DATE: | 11&14/06/2021 |
| | | PAGE No: | 5 of 9 |

Wheel No. 1

| Discontinuities | Location |
|-----------------|---|
| 1. Tear | Adjacent to central hub between spoke 1 & 2, ~20mm long. |
| 2. Tear | Adjacent to central hub between spoke 2 & 3, ~30mm long. Tear on spoke 2 adjacent to hub ~30mm long. |
| 3. Shrinkage | Adjacent to central hub between spoke 3 & 4, ~35mm long. |
| 4. Tear | Adjacent to central hub between spoke 4 & 5, ~120mm long (Tear on machined face of central hub 20mm long). |
| 5. Shrinkage | Adjacent to tyre on spoke 5, ~25mm long. |
| 6. Tear | Adjacent to central hub between spoke 5 & 6, ~70mm long. |
| 7. Shrinkage | Adjacent to central hub between spoke 6 & 7, ~40mm long. |
| 8. Tear | Adjacent to central hub between spoke 7 & 8, ~70mm long. |
| 9. Tear | Adjacent to central hub between spoke 8 & 9, ~65mm long. |
| 10. Tear | Adjacent to central hub between spoke 9 & 10, ~45mm long. Tear on spoke 9 adjacent to hub ~35mm long. |
| 11. Tear | Adjacent to central hub between spoke 10 & 11, ~50mm long. Tear on spoke 11 adjacent to tyre ~15mm long. |
| 12. Tear | Adjacent to central hub between spoke 11 & 12, ~40mm & 10mm long. |
| 13. Tear | Adjacent to central hub between spoke 12 & 13, ~50mm & 20mm long. |
| 14. Tear | Adjacent to central hub between spoke 13 & 14, ~70mm long. |



EXAMINATION REPORT

British Engineering Services
1 - 3 West Ashton Street
Manchester
M50 2XS
Telephone 0161 831 7000
NDT 0161 831 7012
Mechanical Test

| | | | |
|------------------|----------------|---------------------|---------------|
| JOB No: | NDT000533579-1 | REPORT DATE: | 26/06/2021 |
| ORDER No: | GM 08.6.21 | TEST DATE: | 11&14/06/2021 |
| | | PAGE No: | 6 of 9 |

Wheel No. 1

| Discontinuities | Location |
|-----------------|--|
| 15. Tear | Adjacent to central hub between spoke 14 & 15, ~90mm long. |
| 16. Tear | Adjacent to central hub between spoke 15 & 16, ~70mm long. |
| 17. Tear | Adjacent to central hub between spoke 16 & 17, ~90mm long. Sand inclusions on spoke 17. |
| 18. Tear | Adjacent to central hub between spoke 17 & 18, ~55mm long. |
| 19. Tear | Adjacent to central hub between spoke 18 & 19, ~60mm long. |
| 20. Tear | Adjacent to central hub between spoke 19 & 20, ~140mm long. |

BOGIE

Work is continuing on the rework of the Bogie.

The next stage of this work is to complete all of the drawings required for the bogie as soon as possible.

LUBRICATION SYSTEM

Design work on the 16-feed mechanical lubricators awaits completion.

FITTINGS

Our Safety Valves that are being manufactured by Locomotive Maintenance Services of Loughborough are reported to be finished and awaiting testing and calibration.

BOILER

HBSS have now completed the installation of the firebox side stays. An order has been raised to cover installation of the Transverse Stays that run across the firebox above the inner firebox.

TENDER

The tender frames are close to completion at Leaky Finders with the rear buffer beam being fitted as this edition goes to press.

PAPERWORK

Work continues on locating paperwork.

APPROVALS AND CERTIFICATION

This task also continues.

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WWW.LMS-PATRIOT.ORG.UK**



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

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

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

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

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

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

JOIN THE 5551 CLUB

WWW.LMS-PATRIOT.ORG.UK/DONATE

CALL 07801 945689

OR USE THE ENCLOSED SPONSORSHIP FORM.

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

SALES REPORT

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

LOOKING TO THE FUTURE

I think it's fair to say that without the sales stand, members day and other opportunities, sales are at their lowest since the project first started doing them. Nett sales for the quarter were £793.39 which is clearly not going to break any records, with the sales stand only getting out for one event at Statfold Barn, it is extremely difficult to do much at the moment.

However, the future is starting to look brighter and we have our first new sales line of the financial year in the 2022 Calendar, see the advert opposite for information on how to get yours now!

This item has sold out twice in the last three years so while we have done a slightly larger order, we highly recommend getting one sooner rather than later to avoid disappointment. Yet again there is a fantastic range of paintings from some of the best railway artists out there.

Moving on, with growing confidence that we will stay out of lockdown, more railways are planning a mixture of steam and mixed traction galas which we will definitely try to get out to. If there is anyone out there who would like to join our team of volunteers please email volunteer@lms-patriot.org.uk – it would be great to have you on board.

KIND REGARDS, GAVIN SHELL

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

2021 Grand Prize Draw

Thank you to all who have returned their Prize Draw tickets, many with an additional donation. If you still haven't returned yours you can still do so as the draw will not take place until the AGM on Saturday, 13th November at Kidderminster Railway Museum.

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

There is a small form on the reverse of the ticket stub, 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

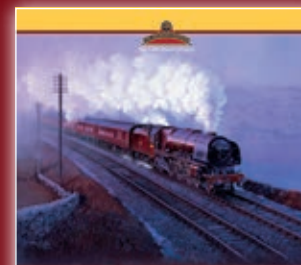
ON
SALE NOW



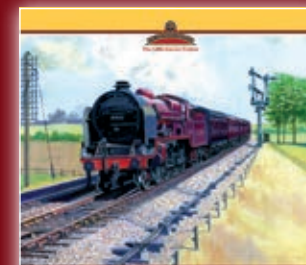
PATRIOT 2022 CALENDAR



Leaving Beucham Tunnel



Windy Morning at Greenhalme



Setting to grips



A superb quality calendar featuring top railway artists' paintings of LMS Patriot, Duchess and Princess class locomotives. Size: 238 x 238mm (476mm when open).

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ONLY
£10
PLUS
£2.50 P&P

NOTICE BOARD

BOARD CHANGES

Kevin Finnerty our Board member and Vice-Chairman has advised us that he is stepping down from the Board with immediate effect. This is wholly due to his domestic circumstances, which now effectively prevent him from being away from his home for the time necessary to attend Board meetings. Kevin has indicated that he would be prepared to continue to support the Project by working from home. Kevin has served the Board since 2008, and his support over that period is much appreciated. We extend our best wishes to Kevin and his wife Norma.

David Tuffin, who recently joined the Engineering Team has accepted an invitation to join the Board. David joined the Patriot team in August 2020 as an active volunteer and has been supporting us since then with the development of a risk assessment workstream. He is succeeding in bringing his career experience with risk assessment to bear in the railway environment, and otherwise providing constructive support to the Project.

2021 AGM

For this year's AGM we will be returning to the Kidderminster Railway Museum at Kidderminster Station on the Severn Valley Railway. Proceedings will begin at 1.00pm on Saturday 13th November – an hour earlier than is customary to allow extra time for questions and discussion following the promised comprehensive update on the Project's state of play. We look forward to welcoming those of you able to attend so that we can thank you personally for your continued and much-valued support.

You will find the Calling Notice along with the Report and Accounts booklet included with this edition of The Warrior.

The Museum is located on the right of the ticket barrier at the Severn Valley Railway's Kidderminster station. Two car parks are located nearby. Severn Valley Railway pay and display parking is located to the right of the station, £4.00 all day. Parking is also available at the National Rail station which is located to the left of the Severn Valley Railway station, pay and display, prices vary.

Sat Nav Ref: Comberton Hill DY10 1QX.

A location map and directions can be downloaded from the SVR website: www.svr.co.uk

FROM THE 'HOME'
OFFICE

**TEMPORARY
PHONE NUMBER
07801
945689**

We are continuing to deal with all the administration work from our home as access to our office building is still difficult. That means this edition of The Warrior is the sixth we have sent from home. The blank envelopes are delivered to Norman and he and his wife Brenda put on the address labels and then make sure we have them in time to insert the magazines. With this edition you will also find the annual report and accounts along with information about the AGM to be held on 13th November.

Many of you might have realised that in July there were ten working days when our website was out of action. I understand that the company who provide our domain name didn't advise us that renewal was due. It took far longer than we expected to resolve the issue and steps are being taken to avoid it happening again. We can only offer our sincere apologies for the inconvenience. If you sent an email to us between 18th and 26th July it is unlikely that we will have received it.

Thank you to those of you who have already bought the Prize Draw tickets. At least half of the tickets sold so far have been paid for by bank transfer so that means a considerable reduction in the costs we previously incurred in processing cheques. Having said that, we realise that many of you don't use online banking and if that is the case we are happy for you to send payment by cheque. Please note however that we can no longer accept payment by cash. The local branch of HSBC is changing to digital only banking from September this year which means there will be no counter service and therefore no means of paying cash into our account.

Our account is with CAF Bank (Charities Aid Foundation) and HSBC is their clearing agent. CAF are aware that so many branches are becoming digital only or even closing completely, that they have arranged for us to pay in cheques through the Post Office.

There is still time to buy the draw tickets if you still have them at home. Also, when you have paid for them by bank transfer please don't forget to post the stubs to us so that they get included in the draw which will take place on 13th November. Please remember to add your name and contact details to each stub and not just the first one.

A few unsold tickets have been returned to us and we do understand that some people prefer not to receive them. If you include your name or Unique Reference Number when you return unsold tickets I am able to mark the records so that we don't include any in future mailings. You can also let me know by phone or email if you prefer not to receive draw tickets in future.

The email address is office@lms-patriot.org.uk and the current telephone number is 07801 945689.

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

Y MYNYDDWR CYMREIG THE WELSH MOUNTAINEER

BY ANDY COLLINSON

As the glimmers of hope began to appear during the last lockdown that Coronavirus restrictions could be lifted during this summer, all being well, fifteen '5551' members, volunteers and supporters decided to take the plunge and book a seat on 'The Welsh Mountaineer' which was to run on Tuesday 20th July 2021.

This is a quirky and unique tour that I have travelled on twice before and for me personally, it rates high up there as one of the best. This charter only operates once a year and the route is via Chester, running along the scenic North Wales Coast Line to Llandudno Junction, where it then reverses and takes in the beautiful Conwy Valley to the slate mountains at Blaenau Ffestiniog. This certainly gave us something all to look forward to, this in fact being the first proper 'LMS-Patriot Project' social event for eighteen months for reasons we all know fully too well.



The crew of *Scots Guardsman* prepare for the day ahead with a bacon buttie, I think the two chaps on the right are wondering where the brew is. PHOTO: PETE SIKES

Having stayed in Preston overnight and with a departure time set for 06:41, we strolled onto Platform 6 at Preston where we were greeted by a resplendent Royal Scot No. 46115 *Scots Guardsman* simmering at the head of the train with just six carriages behind the drawbar where even one of these vehicles acts as the support coach. At first sight, you question how on earth this tour can be commercially viable. However, it forms

part of one of the Railway Touring Company's UK Holiday Excursions called the 'Snowdonia and Northern Fells'. This particular holiday excursion takes place over six days where the customers alight this charter at Llandudno Junction for a one way trip up the steeply graded Conwy Valley line transferring to the Ffestiniog Railway for an onward journey to Porthmadog. Normally this tour also gives you the opportunity to have a return trip to Tan-y-bwlch but sadly the 'Back to Blaenau' services had not yet resumed, only a charter was running to collect the holiday excursionists for their onward journey.

We departed on time for a brisk run down the West Coast Main Line picking up at Warrington Bank Quay before turning off at Acton Grange Junction to head towards Frodsham, our second pick up station and first water stop. We were 4 minutes early arriving into Chester at 08:42 where No. 46115 was detached to turn on the Chester triangle giving us chance to stretch our



Scots Guardsman takes water at Llandudno Junction on the outward journey. PHOTO: ANDY COLLINSON



PHOTO: ANDY COLLINSON

legs and enjoy a posh frothy coffee! With the pick-ups completed and all of our party now on board, 'Scots Guardsman', now back on the head of the train but operating tender first, departed Chester bang on time for a non-stop run to Llandudno Junction under gorgeous clear blue skies with stunning views along the coast. Amusingly, there was some confusion as our steward announced we would have to wear masks on the train as we entered into Welsh territory. Five minutes later he announced that we do not have to wear masks, a relief to us all. Common sense prevailed in that we had all been sat together not having to wear masks for three hours on the journey anyway! If you look inside the cab of No. 46115, you will see that it clearly states 'Max. speed in reverse 45mph' on the cab roof. They must have special dispensation as we were bobbing along at 60mph leading to a 9 minute early arrival into Platform 4 at Llandudno Junction at 10:14. A booked allowance time of 81 minutes for the locomotive to run round the stock and take on water allowed us to replenish with provisions for the next stage of the journey.

We set off for Blaenau Ffestiniog on time at 11:43 following the delightful River Conwy up to Llanrwst where we were scheduled to pass the Transport for Wales Conwy Valley service train heading back to the junction. A slight delay meant a 9 minute late departure before we received the token from the signaller and as 46115 got into her stride, we entered the Snowdonia National Park passing the wonderful Conwy Valley Railway Museum at Betws-y-Coed. Now the climb began in earnest where the Scot attacked the 1 in 50 gradient turning into a 1 in 47, the sound of the exhaust was superbly impressive but as the speed gradually reduced approaching Pont-y-Pant Tunnel with carriage flanges squealing, the train slowed to a stop inside the tunnel itself. After a 15 minute wait, where the safety valves could then be heard feathering, and upon the fourth attempt, we were on the move again. 'Scots Guardsman' then put in an impressive performance for the final 1 in 60 climb from Roman Bridge where we plunged into the depths of Ffestiniog tunnel. At over two miles long (3,861 yards) this impressive piece of engineering is the longest single-track tunnel in the country. Given the earlier stall, we rolled into



After an on-time arrival at Blaenau Ffestiniog crowds gather to watch the engine detach and run round the stock before a shunt movement to allow service trains into the single-platform station. PHOTO: ANDY COLLINSON



PHOTO: PETE SIKES



PHOTO: ANDY COLLINSON

Two views of No. 2 Prince which was working a charter service, adorned with a 'Back to Blaenau' headboard.



Now back on board the group almost smile for the camera as the train makes its way back down the Conwy Valley to Llandudno Junction. PHOTO: ANDY COLLINSON

our destination at the summit of the line (790 feet above sea level) bang on time at 13:08. Clearly a longer allowance had been catered for in the timings to ensure we cleared the steep climbs.

We had just under three hours to enjoy at Blaenau Ffestiniog whilst the locomotive was serviced, a couple of pubs were frequented, a pasty shop was found and another trip had to be made to a supermarket to buy cold refreshments for our return journey. It was delightful to see Ffestiniog Railway No. 2 Prince (built in 1863) steam into the slate town with a 'Back to Blaenau' charter specifically for the 'Snowdonia and Northern Fells' customers.

With everyone back on board, we departed Blaenau bang on time at 15:55 for the leisurely journey downhill to Llandudno Junction enjoying the lovely views in the warm afternoon sunshine. Once No. 46115 had run round its stock once again and the tender was topped up, we left for a fantastic run back down the North Wales coast arriving at Chester South Junction 16 minutes early. We were booked for a 37 minute pathing stop outside the station so with the early arrival we spent the best part of 48 minutes in another tunnel before we got moving again, air conditioning would have been most welcome. Leaving Chester on time, we arrived at Warrington Bank Quay 2 minutes early but incurred a 12 minute late departure to follow two late running Pendolino's. A spirited run clawed back 6 minutes and our arrival back at Preston was just 6 minutes down at 21:23.

A brilliant rail tour, but the best part was being able to meet up with friends again and enjoy a grand day out behind an LMS thoroughbred!



The '5551' touring party pose for the camera on a blisteringly hot day during a break on the return journey at Llandudno Junction. PHOTO: ANDREW MCRAE



Is the Chairman deep in thought or is he taking an afternoon nap? PHOTO: ANDY COLLINSON



A happy footplate crew after arrival back at Preston, after a lengthy wait the engine and stock will return to Carnforth. PHOTO: ANDY COLLINSON



No. 46115 is captured roaring through Wigan Boars Head at its maximum permitted speed of 75mph on the return journey.

PHOTO: CHRIS AINSCOUGH



One last photograph of a wonderful LMS thoroughbred before it returns to West Coast headquarters at Carnforth.

PHOTO: ANDY COLLINSON

PRESTON PLAQUES

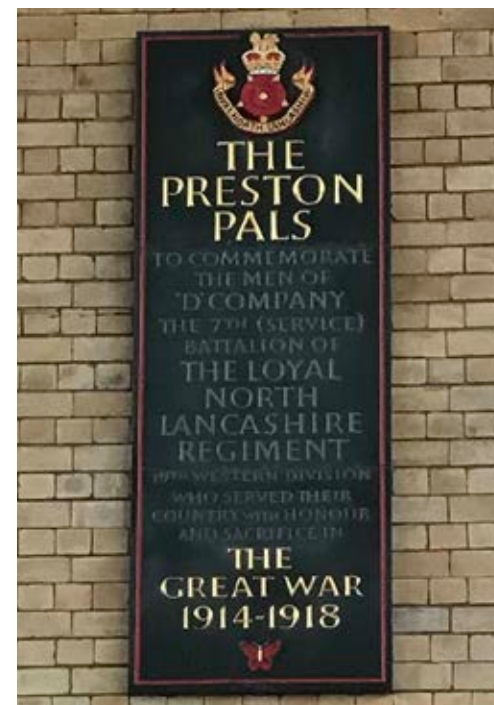
With a bit of time to spare before the 06.41 departure of 'The Welsh Mountaineer' I took the chance to have a look around the wonderfully atmospheric Preston station and found two interesting plaques, one a memorial to 'The Preston Pals' and the other commemorating the end of regular steam hauled services on our railways.

The Preston Pals fought with distinction on the Western Front and were driven by a steadfast determination to fulfil their duty to their King and Country. The Preston Pals War Memorial was installed at Preston railway station in July 2012. Situated between platforms 3 and 4, it honours the men who volunteered to fight in World War One within 7th Battalion, the Loyal North Lancashire Regiment (now part of the Duke of Lancaster's Regiment).

Until the plaque was put in place there was no official Memorial to the Preston Pals, therefore a board of trustees was created to honour the men who left from Preston railway station on their fateful journeys. In the autumn of 1914, volunteers from all over the country represented the flower of British youth who were willing to fight for their country. After the campaigns of 1915 and the Battle of the Somme the following year, their deeds were written in blood across the battlefields of France. The Preston Pals later fought with distinction at Messines Ridge in Belgium in 1917.

The second plaque commemorates the 50th anniversary of the official end of steam traction on British Railways, this occurred on 3rd August 1968. With Preston station packed with enthusiasts and general public alike, they witnessed the last two ordinary timetabled steam hauled trains leave. The Blackpool service had left at 20.50 with 'Black Five' No. 45212 at the helm, and everyone now waited for the last of all, the 21.25 Preston (ex-Glasgow) to Liverpool Exchange depart with another 'Black Five', No. 45318 at the head of a packed train. This was usually diesel hauled but a decision was made to allow the service to be steam hauled on that Saturday evening.

PETE SIKES



YOUR TRUSTEES AND DIRECTORS



Colin Hall
Chair

chairman@lms-patriot.org.uk

I first came across our Project in Autumn 2013 by accident on a first-time visit to a Mid-Hants Railway gala. I had just regained my childhood interest in steam trains, which had somehow survived my career on the modern railway. When I learnt about the twin aims of the project I was hooked – my father was a long-serving LMS and then BREL senior manager, and my grandfather and posthumous great-uncle were torpedoed and killed respectively in the Great War – a remembrance link shared with many members. I was born in Derby and with various family railway connections there and in the north, coming back to Derbyshire for the project has felt like coming home after a very long time away.

I'm married with four grown-up and happily married daughters, and nine grandchildren at the last count. I live in Henley-on-Thames, Oxfordshire.

My railway career was predominantly in railway operations (with some good tales to tell), although I had interesting differing roles after railway privatisation. One of these was a three-year stint as the first Head of [Safety] Acceptance for Railtrack, which taught me something that could help with getting a steam engine on to the modern railway. I also worked in Brussels representing Europe's railways in their dealings with the EU. I retired in 2008.

After supporting the sales stand operation for six years, I got the call unexpectedly from the Project team in November 2019 asking if I would like to take an active Board role, given the need to strengthen the Board at that time.

And I now find myself as Chairman since January 2020. I was energised and at the same time a touch apprehensive about this. One of the advantages of taking up a new role at the age of 71 is that "you have a decent idea of what you can and can't add to a project team." Despite all our challenges since then, I still enjoying working with colleagues and figuring out how I can both lead and support. You need to listen to what people say.



John Hastings-Thomson
Deputy Chair and External Relations Director

hastingsthomson@btinternet.com

My first memories of steam were visits to Liverpool Lime Street Station, that wonderful cathedral of steam in the late 1940s and early 50s as a very small boy. On a recent visit it still had the same atmosphere but without the smoke.

After moving to Birmingham in 1954 I had the choice of GWR at Snow Hill and LMS at New Street. The latter provided my first encounters with Patriots both original and rebuilt. *Giggleswick, Lady Godiva* and *Bunsen* spring to mind. At the end of steam I abandoned railways for my other love: Mountains. I trained as a teacher and spent much of my career introducing young people to the wonders of the natural environment.

During the 90s I became more aware of the heritage movement and in 2002 became involved with the Ecclesbourne Valley Railway, north of Derby. Following retirement in 2005 I became a member of the permanent way team and later the steam team, restoring the two, on loan, Andrew Barclay 0-4-0 tanks. Once we had one loco working, I trained as a fireman and later passed out as a driver, only stepping down from the footplate just before Covid appeared.

I became involved with The LMS-Patriot Project in 2008 as part of the sales team and joined the Board in 2012. I have travelled widely across the country doing presentations about the Project for over ten years and on Zoom during the lockdowns. I am poised to go back on the road in September, Covid restrictions permitting.

I am delighted that the Project is now based at the West Shed as they have plenty of experience working with LMS locos, and the added bonus for me is that it is only a 20 minute drive from my home.



Richard Sant
Company Secretary

membership@lms-patriot.org.uk

I became a trainspotter in 1958, at the age of 11, when steam was in full flow although I do have a memory of the prototype Deltic in electric blue. My time was spent on the WCML, and frequently at Crewe where my mother had worked after the Grouping in 1923. By my teenage years, this enthusiasm faded – diesels, 'O' levels and girls took over. My first full time job was in Martins (later Barclays) Bank before I trained as a teacher and worked at Stafford College of Further Education until 1999. I then developed a family mediation charity with Claire George (now our Financial Administrator).

As my children grew older, I began working in the Permanent Way gang on the Churnet Valley Railway in the Staffordshire Moorlands, and acted as Company Secretary for the NSRC, the associated volunteer support charity. Both that, and the mediation charity, gave me the experience of making successful grant applications. I retired from paid work in 2007. The same year there was an article in Steam Railway about building a new Patriot class engine. Remembering them from my spotting days, contact followed and I became Company Secretary, and have also acted as Grants Director.



Keith Riches
Project Director

richeskeith13@gmail.com

Born in 1952 in Beckenham, Kent, my parents moved north of the river to South Ockendon in Essex. My father had a small business in Grays adjacent to the river and it's here that I was exposed as a young boy to an engineering environment, first helping and then, when I left school, working with him for a while. Fabrication, welding, small production runs and factory maintenance covered most aspects of the work scope. Although the scale is different, the workshop environment that *The Unknown Warrior* is in, is not foreign to me. Like a lot of young men, I wanted to broaden my horizons so having left college with a Diploma in Mechanical Engineering I joined HM Forces (Army). I met my wife Kate while serving in Germany and we have two children. After serving as an Aircraft (Helicopter) Technician for nine years I decided to move on. I forged a career in aviation firstly as a licensed aircraft engineer, and then subsequently moved into engineering management. I developed a skill for project management and following successful engineering projects in an exacting and demanding environment, it led me into senior engineering management posts serving as Head/Director of Engineering for medium and large aircraft engineering maintenance organisations over 35 years until my retirement in 2017.

As your Project Director I have been asked to take responsibility for the strategic management and implementation programme to get *The Unknown Warrior* into steam. I believe I have the skills and experience to help guide this project to a successful conclusion.

It will come as no surprise to learn that on a number of occasions I have been asked why, as an engineer with a career in aviation I should be interested in this Project. The honest answer is not so much to do with the Patriot engine, it is more to do with what it stands for. The concept of having a National Memorial Engine is, I think, a brilliant idea. From the moment I met a very enthusiastic and passionate project supporter, Gavin Shell, at an event at the North Norfolk Railway I was captivated by the concept behind *The Unknown Warrior*. Having served and lost comrades in conflict it was a project that struck a chord with me and has left a deep and lasting impact. So at the time when retirement was edging closer the timing was right to get involved. With Kate giving me her full support we became life members and I got stuck in! I worked as a volunteer on *The Unknown Warrior* while the engine was at Crewe Heritage Centre and quickly came to understand the difficulties that the Project had encountered. My first significant involvement was to help co-ordinate the 2018 Remembrance ceremony and AGM at Crewe, an event that proved successful due to the team working together as one to make it happen in a very short time frame. This was an encouraging sign as it demonstrated there was a very determined bunch of people behind this project and despite any difficulties that may occur nothing was going to dampen their enthusiasm. As a consequence, I am very pleased and honoured to be a member of a motivated team devoted to making this project the success it deserves to be.



Neil Collinson

Treasurer

treasurer@lms-patriot.org.uk

I first became interested in steam trains when I used to go and stay with my auntie and uncle in a place called Saltney, just outside Chester. My uncle was a driver based at 6J Mold Junction (LMS) and I was very often to be seen down the shed. No 'elf and safety' then as I was allowed to wander around at will. I distinctly remember riding the footplate when locomotives were taken/brought back to/from Chester.

Living in Colwyn Bay with my school next to the main line, I was often seen waiting after school for the 16.20 and 16.30 Up and Down expresses between Euston and Holyhead. These were usually headed up by a selection of Stanier's finest, Patriots, Jubilees, Royal Scots and occasionally Princess Coronations.

It seemed natural that I would support this Project as a member and donor in the very early days. When a plea for clerical help came in The Warrior back in 2012, I thought why not? Little did I know that they were looking for a treasurer. My background in finance fitted the bill apparently and after an interview with the Company Secretary I was arm wrestled to take on the job. We possess the bespoke membership number 45525 which was named *Colwyn Bay*.

I worked in banking prior to retirement with experience as an internal auditor. After retirement I qualified as a bookkeeper and had a range of clients. No more though as this volunteer treasurer role takes up a considerable amount of my time. Just ask Mrs. C.



Andrew Laws

Marketing & Publicity Director

marketing@lms-patriot.org.uk

As a child of the 1970s I never saw any 'Patriots', or any other BR steam until the preservation era, when one of my earliest memories is travelling on a railtour to York hauled by 4472 *Flying Scotsman* (then a single chimney A3 Pacific in LNER Apple Green livery). What a sight this was to a young child! Visits to Steamtown at Carnforth reinforced my love of steam and I remember seeing locos such as *Sir Nigel Gresley*, *Duchess of Hamilton* and Black Fives, as well as the little 15 inch gauge steam railway which ran down to Crag Bank.

Having been born in Morecambe, I became aware of a 'Patriot' steam loco named *Morecambe and Heysham* but didn't know much about the class until I read an article in 2007 in Steam Railway magazine about a new-build project which aimed to build an original Fowler parallel boiler Patriot. There was a website address in the magazine for The LMS-Patriot Project but no website then existed. So I contacted our then Chairman and volunteered to create our first website. I later attended the first ever Patriot meeting in Autumn 2007 at the Llangollen Railway and was one of the first three founding Directors of LMS-Patriot Company Ltd. Shortly afterwards I became the Marketing & Publicity Director, having initially set up the sales role and sales stand and for a very short while was Treasurer until others joined the Project.

My main role now is co-ordinating our marketing and publicity effort which has thankfully expanded as more members have come forward to help.

My day job is a Technical Author in the Aerospace Industry, having graduated with a degree from Coventry University in Technical Communication. I have been lucky enough to work in Germany and Holland as well as in Bristol which was the original centre of civil aerospace production and now one of two main Airbus sites in the UK.

I currently write operator manuals for the repair and maintenance of helicopters which often seem a lot more complicated than steam locomotives!



Gavin Shell

Sales Director

sales@lms-patriot.org.uk

A lot of people ask me how did I get into steam being only 35 years old. Well, I would say that while I didn't experience steam in the 50s and 60s, I still grew up with steam, visiting heritage railways and going on main line railtours all through my childhood.

Volunteering in preservation

While enjoying steam I always had a desire to get involved in something, and once I got a driving licence I joined the Churnet Valley Railway working in the P'Way Department (or o.a.p-way as they like to be called). This was a great experience and I helped as part of the team on the Cauldon Low reopening. Around the same time I also joined The LMS-Patriot Project and got involved in fund-raising as I had experience in this area and sales from my time working at Sainsbury's supermarkets. Customer service is something that you get taught and this has always served me well in being part of the team, chatting to the general public at events, helping to expand our membership and also helping with ideas for new sales items.

Anyone that knows me well knows that I come up with hundreds of ideas for things we can do, some workable, others not so! But out of many of these ideas every now and again out pops a gem, this results in helping the Project to raise a decent sum of money to build 5551.

I am also involved in the Patriot Trading Company that will look at maximising the income to keep 5551 in steam. This is where ideas will be most suited to try something different!



David Tuffin

Hazard and Risk Management Director

david.tuffin52@gmail.com

I first became fascinated by steam locomotives as a youngster in the late 60s as I suspect most of us did. In truth I'm not sure I ever saw a Patriot in service, unfortunately my ABCs went missing years ago. Being a Londoner my thing was Merchant Navy's and Kings. So why the interest in the Patriot project?

What attracts me is the opportunity to combine my interest in steam alongside respect and remembrance of the sacrifices my family has made in our armed forces. Both of my grandfathers served through WW1. My maternal grandfather was an 'Old Contemptible' and my father and all three uncles served in WW2 (two of whom I never met because they made the ultimate sacrifice). Sadly, I doubt this impact on our family is that unusual, but it means a lot to me.

My professional life has been as a PhD research scientist working in the chemical and pharmaceutical industry. 25 years with AstraZeneca. Frequently this involved analysing high risk R&D projects, monitoring progress and plans, assessing the likelihood and severity of adverse events, and identifying steps to mitigate the risks. The skillset required to approach these things is broadly transferable, so I now find myself on the Patriot Project Engineering Team and Board with responsibility to lead on risk analysis.

My family has always supported heritage railways. I am currently also donating to the GCR Mind the Gap fund. An ambition I harbour would be to see our engine run the full length from Leicester to Nottingham, with me on board, obviously!

No. 45538 *Giggleswick* departs Preston on the
12.45 to Crewe, date unknown.

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



THE 'OTHER' LMS NEW-BUILD

ANDREW HOSEASON, IVATT DIESEL RECREATION SOCIETY

The Ivatt Diesel Recreation Society was formed in 2011 with the aim of producing a recreation of the lost pioneer main line diesel loco, 10000, which, along with its twin 10001 was scrapped in 1968, long before the diesel preservation movement got off the ground. The official reason for not preserving one of the locos seems to have been that they weren't original enough. What really happened will probably never be known, but by April of 1968, four months before the end of steam, both locos were gone.

Ivatt LMS Diesel No. 10000 at Luton in February 1948.
© LUTON NEWS WITH PERMISSION, COURTESY OF DAVID AINSBURY



Although the end of the story is unclear, where it all started is better documented. The LMS first looked at main line diesel locomotives in America in the 1930s, the view at the time was that the benefits were not worth the high cost of introduction. During the Second World War, this view understandably continued. This changed in January 1946 when H. G. Ivatt became CME, and immediately started looking for support for both 1,600hp and 800hp designs. His plan to reduce the initial cost was for English Electric to supply the power equipment at their cost. Despite Ivatt's plans, the final cost of the two pioneers was around five times higher than initially expected.

The contract for the power equipment was placed in November 1946, and the design work

completed by the drawing office at Derby in April 1947. Work on the main frames started in July. It was at this point that the now President of our group, Stan Fletcher, first got involved, as a Commissioning Engineer for English Electric. After the war, and as a qualified engineer, he had decided that it was time he got a 'proper job'. A friend of his had been offered the job, but was unable to take it, and recommended Stan. It turned out to be a good move, as he spent the rest of his career with the company, travelling the world commissioning new diesel locos and training drivers and maintenance staff to operate them. Now 101 years old, Stan continues to be involved with the project to recreate 10000 and has provided a huge amount of information after travelling over 150,000 miles on the original locos.

It is well known that the first loco was an LMS product, just, being completed a matter of weeks before nationalisation. We had read stories of Mr. Ivatt pushing hard for the loco to be completed on time, but Stan tells a different version, saying that Ivatt was an excellent boss, and that there would be trouble if he caught them working late. He says they worked hard because they wanted to complete it for him.

10000 was first started up on 4th December 1947 and emerged from the paint shop with Ivatt at the controls three days later. 10000 officially entered service on 13th December 1947, joined by 10001 on 5th July 1948. They were used both as separate units and in multiple. One common misconception is that the locos required two crews, as there were often people in the cabs of the trailing loco. This was not the case though, and the people in the rear loco were usually English Electric staff, monitoring the operation of the engine and electrical system.

Probably the most notable journey made by the twins was on the 1st of June 1949, when the 'Royal Scot' was diesel hauled for the first time. Although the locos were built with nose end connecting doors, an additional special corridor connection was constructed to allow guests to move from the train, through both locos, to meet the driver.

Stan recalls taking VIPs in groups of four through both locos, as they travelled flat out up the West Coast Main Line.

By 1958, when the locos had been in service for 10 years, the first class 40 locos appeared, powered by the Mk2 version of the 16SVT engine, followed closely by the class 44 'Peaks'. As these newer locos became more numerous, it was inevitable that, as non-standard prototypes, the Twins' days were numbered. 10000 was stored at Derby Works in November 1962, and never ran again. 10001 soldiered on until early 1966, but was withdrawn in March of that year. Both were cut up in 1968.

Fast forward 43 years to 2011, and a group of chaps started a discussion on the WNXX website about lost diesel designs, and what the possibility would be of recreating them. It might have all ended there, but our lead engineer, Paul Etherington, happened to know that the ex-EM2/Class 77 bogies owned by the EM2 Locomotive Society and stored at the Midland Railway, Butterley, were almost identical to the bogies used on the twins.

Fate was on the side of the project, and an advert was spotted for two 16SV generating sets for sale in Chesterfield. One of them turned out to be a genuine Mk1 16 SVT, number IH1861. It had



Donor loco No. 58022 passes the Centenary Works at Wirksworth upon delivery on 18th August 2020.



10000 pictured in Derby Works on 4th March 1959.
PHOTO: BRAIN WEBB, © INDUSTRIAL RAILWAY SOCIETY.

been produced as part of a batch of ten 16SVT engines for a locomotive order that was subsequently cancelled, then sold to the RAF, who used them as standby generators. So it was that we came to purchase an engine virtually identical to that used in the twins, maintained to a military standard, and with less than 500 hours running since it was built.

Over the next few years, much design work was done in the background. Paul's theory that the Class 58 chassis would be a suitable base to work from was confirmed, and this led, in 2016, to the purchase of Class 58 loco No. 58022, which will donate its chassis to the new 10000. The group underwent a few changes in this period and was relaunched in 2017 with some additional trustees who focused on bringing the project to a wider audience, and it has gone from strength to strength since then.

In 2019 the group found a permanent home at the Ecclesbourne Valley Railway, and since then rapid progress has been made – we now have a workshop to restore parts or fabricate new ones, and we have obtained almost all the key components that we need.

The intention is that the loco will look, sound and perform like the original, but it is important to say it will be a recreation, not an exact replica. The external appearance and the cab interiors will be close to identical, and with our 1947 engine complete with the correct Brown-Boveri turbos, it will sound right as well.

The exact layout of the loco took us some time to work out – a compromise between what would work, what was available, what we could afford and what would fit. The loco will be dual braked and be able to provide steam and ETH train heating, although the cables will be hidden, so the loco will be usable all year round. Steam heating will be provided by a Spanner Mk2b boiler, removed from No. 55019 a couple of years ago.

The cooler group from 58022 will be reduced in size and reused. The Class 58 electrical cubicle will also be rebuilt and reused. The alternator from 58022 will also be repaired and attached to our 1947 engine. A couple of rare items that will be in the finished loco are a pair of Class 31/0 toffee apple power controllers, although the distinctive power handle will be replaced by a replica 10000 design.



10001 at Crewe, circa 1967.

PHOTO: DAVID BENBOW.

The EM2 bogies have now been moved to our workshop at Wirksworth. We had thought that the traction motors might need to be replaced, but the originals have turned out to be in much better condition than expected and will be retained.

So, in summary, we have achieved a lot, but we still have a lot more to do. We have almost everything we need to make the new 10000 a reality. What we need now is time, people and funding. If you would like to get involved, or just want to find out more, you can find us at our website at www.lms10000.co.uk, or on Facebook by searching for LMS 10000. Members of the society receive a range of benefits, based on the amount donated, so if you would like to become a member, get in touch, and help us recreate the legend.



6256 and 10000 on their debut trains, Euston, December 1947.
©CJM Collection, Courtesy of Modern Locomotives Illustrated Magazine

LMS 10000

Along with its twin, 10001, the loco was tragically scrapped by BR in 1968 despite attempts at preservation.

Now, thanks to the existence of a power unit from the same batch as 10000's, we have the opportunity to bring this iconic loco back to life. We are creating a new D16/I design loco with the look, sound and performance of the original.

See our website www.LMS10000.co.uk for:

- * The Business Plan
- * Engineering overview
- * Membership
- * Benefits for donors



Gavin Slattery



English Electric (Alstom) (Staffordshire Past Track)

Ivatt Diesel Re-creation Society, Charity no: 1147032
info@LMS10000.co.uk 0755 162 1685 www.LMS10000.co.uk

MEMBERS' CORNER

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

A PROJECT OF NATIONAL IMPORTANCE

Dear Linda,

I have pleasure in enclosing my usual monthly cheque which, of course, needs no acknowledgement.

Like many others I was sad to read the article about the driving wheels. They sound to have been made from recycled Aero bars!

It doesn't come as a great surprise because quality control and general efficacy of procedure was sadly lacking at Llangollen and in other respects also.

Members will no doubt be hearing shortly of the revised business and proposed funding hopes. Hope is still the watchword. This project is of national importance, especially to such as myself of WWII vintage with family and connections to commemorate.

I am sure that the membership and other donors will rally round. Those, such as myself, will continue to live in hope to see the fruition of this very important memorial.

BEST WISHES TO YOU ALL, JOHN RIDER

Dear John,

Linda, our Office Manager, has shown me your letter of 2nd August.

I just wanted to say that I was moved by your continuing generous support for our project. I agree wholeheartedly that we have learned the hard way about the importance of meeting quality requirements. We have taken steps in recent times to address that: and despite major setbacks such as the driving wheels we are in a better place now to get the locomotive completed to main line standards.

I do hope you can make it to our November AGM, when we intend a full face-to-face communication on the issues we are facing and how we are tackling them.

If you cannot, we will publish the proceedings anyway. Our loyal members deserve nothing less.

YOURS SINCERELY,

COLIN HALL, CHAIR LMS-PATRIOT PROJECT

Thank you to all who contributed their articles that appeared in Warrior 49, 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.**

SIR HENRY FOWLER, DISPELLING THE MYTH

Hi Pete,

In The Warrior Issue 49 the letter from Graham Lawrence on the life of Sir Henry Fowler unfortunately perpetuates the myth that the Royal Scots were based on the drawings of the Lord Nelson Class provided by the Southern Railway to the LMS. Whilst the LMS did have the drawings very little, if anything, found its way on to the Scots which were soundly based on LMS practice at that time.

Eric Langridge was in the LMS Drawing Office at Derby in the early days of the LMS and had first hand knowledge of the development of LMS locomotives through Fowler and beyond Stanier. In volume 1 of his book **Under 10 CMEs** (Oakwood Press) he sets out the facts about what happened at the time the Scots, Patriots and Jubilees were built.

As with many locomotive matters things do get complicated but it is clear that Langridge had a good grasp of what happened and why. He checked many of the Scot drawings produced by the North British Locomotive Company (NBL) and a further connection is that NBL produced the flange plates for the Nelsons.

The NBL specifically avoided many of the features of the Nelson boiler and it is interesting to see how the practitioners of the time dealt with the boiler and firebox design. Pages 105-107 refer. The only influence may have been on small elements of the firebox design but even there LMS practice prevailed.

As far as the rest of the locomotive is concerned the main difference was that the Scots were 3-cylinder as opposed to the Nelson's 2-cylinder. Further details clearly followed LMS and earlier practice.

- | | |
|--------------------|--|
| 1. Axle boxes | MR manganese bronze |
| 2. Bogie | MR type |
| 3. Wheels | MR 6ft 9in |
| 4. Springs | MR type with solid links |
| 5. Guides | MR type |
| 6. Lubrication | MR type with atomisers |
| 7. Brake | MR steam type |
| 8. Outside motion | Similar to LMS 2-6-4T |
| 9. Boiler | Parallel barrel with wagon top firebox as large as Derby S&D 2-8-0 |
| 10. Tubeplate | MR type, outward flanged |
| 11. Firebox sheets | Parallel with Longstrand steel stays in water space (GWR style). In time the Longstrand stays collapsed and were replaced by traditional copper. |

There is much more of interest in the book concerning the design of the Fowler Patriots including pages 164-165 which cover the design of the bogies for the Patriots and the Jubilees, notably the wheelbase and wheel diameters.

As a record of first hand experience of LMS design (and much more) the two volumes of the book of his life with locomotives are a fascinating read which I can fully recommend.

KIND REGARDS

DAVID HUGHES, MEMBERSHIP NO. 144/04

CLOSE TO MY HEART

Some seven years ago, during a visit to the Llangollen Railway with my good friend Barry Allen from Liverpool, I came across the LMS-Patriot display showing the components that had then been gathered together for *The Unknown Warrior*. I was so taken by the idea of one day seeing one of the locomotive classes I admired so much during my youth in action once again that I became a monthly subscriber to the project straight away in the hope that the goal might even be achieved in time to commemorate the 100th anniversary of the end of the First World War.

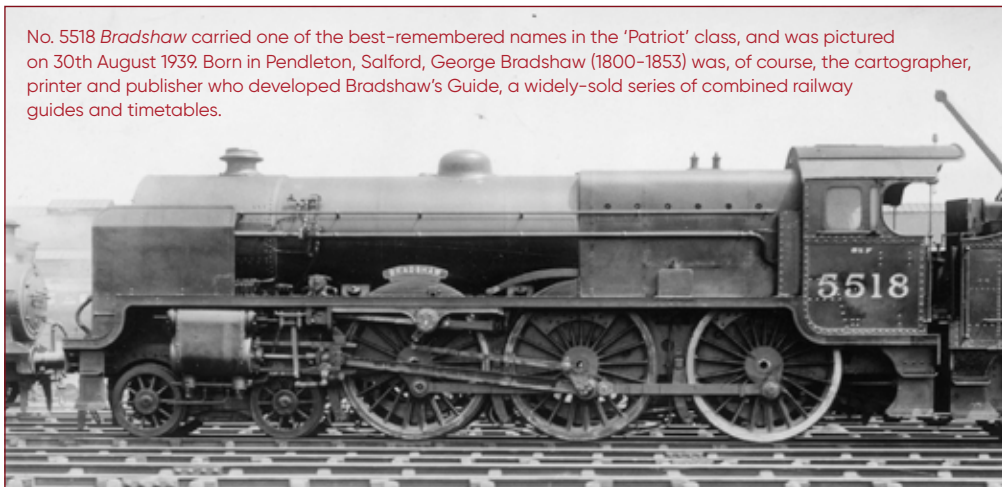
Despite the trials and tribulations that the project and its supporters have encountered since, I have never wavered from the hope of once again seeing that tall pillar of smoke that typified the approach of a hard-working 'Patriot' on the main line – a stirring sight that I witnessed countless times at my favourite 1950s' spotting venue of Winwick Quay, near Warrington, where my late father first took me to see the trains on a small seat attached to his bicycle in the latter years of the 1940s.

From 1980 until my retirement in 2009, I was blessed with the opportunity of editing several well-known railway magazines, and during that period I embarked on three marathon bicycle rides between Land's End and John O'Groats to publicise and raise funds for three separate locomotive projects.

The first, while editing *Rail Enthusiast*, was finding the money to re-engine Class 40 diesel-electric No. D200 so that it might be saved by the National Railway Museum. The second, while editing *The Railway Magazine*, was to help the A1 Steam Locomotive Trust achieve its 'impossible dream' of building brand new Peppercorn A1 Pacific No. 60163 *Tornado*, and the third, while editing *Steam Railway*, this time in the company of a few staff members and like-minded readers, was to raise much-needed funds for the restoration of 04 2-8-0 No. 63601 at the Great Central Railway (I often saw the 04s at another favourite location, Padgate station on the former Cheshire Lines system).

A few months back, after writing a piece for *Heritage Railway* about the LMS-Patriot Project entitled 'Holding on to a 60-Year Dream', I was contacted by Peter Sikes, who edits this superbly-informative journal, to ask if I might like to write something about my memories of the 'Patriots' for you, and I was absolutely delighted to do so.

No. 5518 *Bradshaw* carried one of the best-remembered names in the 'Patriot' class, and was pictured on 30th August 1939. Born in Pendleton, Salford, George Bradshaw (1800-1853) was, of course, the cartographer, printer and publisher who developed Bradshaw's Guide, a widely-sold series of combined railway guides and timetables.



The last-built 'Patriot' 4-6-0, No. 45551, which remained nameless from the day it was built in May 1934 until the day it was withdrawn in June 1962, and scrapped that October, heads a down express meat train at Winwick Quay, near Warrington, on 22nd July 1953.

However the request also made me think more deeply about our own 'impossible dream', and as a result I've decided to renew my membership of the Project after a lapse of far too many years. Despite the engineering and other difficulties the Project has been through, not made any easier by the tragic Covid pandemic, my most important message to everyone is that now is not the time to give up hope or walk away, but rather to ramp up our commitment to finally seeing No. 5551 *The Unknown Warrior* in action.

My recollections of the 'Patriots' are many and precious, and the fact that not a single one of these gallant performers was saved showed an unbelievable lack of foresight. Did nobody envisage the amazing network of heritage railways and the main line steam excursions that we so enjoy today, which became possible only by the miracle of the Woodham Brothers' scrapyard and the determination against almost impossible odds of enthusiasts on the ground.

Almost from the moment I could read, nameplates such as *St. Dunstan's*, *Royal Naval Division*, *Bradshaw*, *Isle of Man*, *Caernarvon*, *Lady Godiva* and *Private E. Sykes V.C.* became imprinted on my mind, just like the distinctive outlines of the high-stepping 'Patriot' 4-6-0s that bore them. With their 6ft 9in driving wheels, they were clearly built for speed, and the thrilling sight of one of them tearing through the remains of the little station at Preston Brook, Cheshire, with a London-Blackpool express in the 1950s, still moves me after all these years. The station had been closed down since 1st March 1948, but was a favourite spotting haunt when I stayed with my grandparents during the summer holidays.

On rainy days especially, when mum wanted my younger brother and me "out from under her feet", she'd find enough in her purse for two half-day returns from Warrington to Crewe along with the bus fares to and from Bank Quay station, then pack us some 'Cheez-Whiz' sandwiches and find enough for a bottle of pop or two when we got to Crewe. The motive power was invariably 'Black Fives', which for some reason we irreverently called 'Mickey's', so our hopes of being hauled by named locomotives were always dashed.

How exciting it was to reach the grand junction station and join hundreds of like-minded spotters. During the summer holidays it teemed with activity as locomotives were changed and some of the heavy summer trains called for double-heading. Despite the relatively small number of 34 original 'Patriots', they seemed to be everywhere – heading off to North Wales, Manchester, Liverpool, Blackpool and the Lake District among a plethora of destinations, and to me, for some reason, they always represented a particular treat.

Nothing looked more beautiful than an ex-works 'Patriot' sparkling in the sun, although in the latter years of their working lives they became grimmer and grimmer as they were placed on more mundane duties, sometimes with extensive rust spots where the paint had been burned off parts of their smokebox doors. During one such locospotting visit I witnessed an original 'Patriot' arriving from London with a firebox door that was glowing red hot!

'Patriots' in full cry made an awesome sight as towering columns of exhaust erupted from their small chimneys, and they took all the thrashing their footplate crews could give them. At dusk, they rushed by in silhouette – and what amazing silhouettes they made – on fast fitted freight trains.

They were just as happy speeding passengers to holiday destinations such as Blackpool, Morecambe, Southport, Prestatyn, Rhyl, Colwyn Bay, Llandudno, Caernarvon, the Lake District or Liverpool (for the Isle of Man ferries) as they were rushing fish trains from Fleetwood to London, taking stints on postal trains, flogging over Shap on a wide variety of Anglo-Scottish duties or even taking pigeon specials as far as Bournemouth.

The LMS-Patriot Project has always been close to my heart, and I look forward immensely to the day when No. 5551 *The Unknown Warrior* is finally completed to bring an exciting new experience to the next new generation of steam enthusiasts.

PETE KELLY, MEMBERSHIP NO. 650/08



'Patriot' 4-6-0 No. 45533 *Lord Rathmore* heads the 4.47pm Manchester Exchange-Hull through Manchester Victoria circa 1950. The Irish-born Lord Rathmore (1838-1919) was a lawyer and Conservative politician who was a director of the Suez Canal Co. and the North London Railway for many years.

ALL PHOTOS IN THIS ARTICLE ARE COURTESY OF THE RAILWAY MAGAZINE ARCHIVE @ MORTONS PUBLISHING GROUP LTD.

TICKING ALL THE BOXES

Currently there are a number of ongoing projects within the UK to build a new steam locomotive. So if you can only afford to get involved with one, why the Patriot? In this article I'd like to share my own personal reasons for taking out a membership and doing my part to help where I can. I hope that after reading this, it may inspire some of you to share your own story for becoming involved with *The Unknown Warrior*.

As the title suggests, for me it's all about ticking the right boxes. Let's start at the beginning...

Although I've been living in The Netherlands now for nearly 40 years, I'm a born and bred Cheshire lad, from the village of Willaston, just outside Crewe. Well and truly LMS country. My grandad (more on him later) bought me a clockwork train set in the early 1960s when I was about five years old. I remember it was a black 0-6-0 tank engine, with two red bogie coaches and an oval of track. I spent many hours watching the train going around and around... wonderful. My first contact with a real steam locomotive lasted less than a minute but it was something I will never forget.

My father had heard that *Flying Scotsman* would be running through Willaston on its way from Shrewsbury to Crewe late one evening. I must have been about six or seven at the time because I'd never been out of the house so late before and it was dark. We cycled to the level crossing in the village and there was a crowd of people waiting. I couldn't see anything so my dad grabbed my hand and we made our way up the steps of the footbridge and he managed to get me a place standing against the side of the footbridge looking through the diamond shaped hole in the railing, directly above the track *Flying Scotsman* would be riding on. Except for the lights covering the level crossing there was nothing but blackness as I tried to look further up the line for the train. We waited and waited for what seemed ages but then suddenly, somewhere in the darkness we heard a whistle. The chatting and laughing crowd went silent and I began to hear the faint sound of the engine somewhere in the darkness slowly getting louder. Suddenly, as if out of nowhere, the engine came into view with a flash of colour, a deafening roar of mechanical noise and a blinding cloud of smoke as it thundered past under my feet.

I hung onto the bridge railings for dear life as the world around me shuddered and vibrated with the passing of this incredible steam monster. The carriages sailed by and for a moment there was a stunned silence from everyone present. Then the cheering and chatting began again. I went back home stunned. I wanted to know more about these incredible machines. Almost 60 years later I am still fascinated by them. Just to put the record straight, I soon cottoned on to the fact that in reality the LMS made the best steam locomotives in Great Britain and that *Flying Scotsman* was a mere LNER make believe!

... ✓ **TICK NUMBER ONE.**

Like many thousands of other men living in that area of Cheshire back in the day, both my grandads were employed in The Works at Crewe. They bicycled every day back and forth in their flat caps to work their shift. I am especially proud of my grandad Ernest Smith, who spent his whole working life there, the Works employment records showing he signed up on his fifteenth birthday as an apprentice on 17th July 1924. Can you imagine the wondrous sights of new locomotives he would have witnessed during the LMS and BR periods, throughout his 45 years of service? I still have his retirement clock on a shelf. I'd like to think he may have even been involved with the Crewe built Patriots. He would have seen Sir Henry Fowler's influence come and go and the same with William Stanier and all the others. In all that time in The Works my grandad Ernie only kept one photograph, see photo 1. Experts have told me it was taken around 1929, Ernie is the short bloke second from the left. He looks to me like he was a bit of a Jack-the-Lad back then. Of course I only knew him in his later years when he was kind and gentle but firm when he had to be. He could build anything with his hands and he taught me all the skills necessary to handle basic hand tools.



1. A photo of my grandad Ernie, (second from left) taken in The Works at Crewe around 1929.

I intend to pass those skills on to my grandson when he is old enough. During the war it was deemed that Ernie had a reserved occupation so he remained at The Works throughout. He once told me that the shifts were longer than in peacetime and after his shift, he regularly performed duties as a warden and helped out with permanent way maintenance. I still have his LMS published copy of "Forms of examination of Look-out men, Hand-signalmen and Fog-signalmen". I find it an amusing sign of those times that under the title of the booklet is written underlined "For the information of the Company's Servants only."... ✓ **TICK NUMBER TWO.**

As a teenager at Grammar school I knew I didn't want to work in a factory or go on to further education. In the early 1970s I saw an advert on the telly showing how wonderful life was in the Army. Half way through the advert was a Chieftain tank rumbling along through mud and over bumps with lots of screaming diesel noise, smoke and rattling of metal tracks. I knew that was what I wanted to be involved in. I left school at 16 and joined the military for a career that would last until my late 20s. Now, as an Army veteran, I am very much aware of the need to remember all those service men and women, past and present, who sacrificed themselves for their country doing their duty. Where I live there are a number of cemeteries within a 90 minute drive where I try to visit on the weekend closest to Remembrance Day, see photo 2. The fact that The Unknown Warrior will be the National Remembrance Engine is something I find very important... ✓ **TICK NUMBER THREE.**



2. A photo of me last November paying tribute to an unknown British soldier buried in the British Military Cemetery at Bergen op Zoom, The Netherlands.

Just like the present day, back in my time in the Army all tank units were organised under an organisation called the Royal Armoured Corps. Today, the Corps is made up of 10 regular regiments. There were many, many more and towards the end of my basic training I was asked which regiment I wanted to join. I chose the 2nd Royal Tank Regiment. I fulfilled my teenage dream and crewed a Chieftain Tank, see photo 3.



3. Leaning on a Chieftain tank in my Army days.

Looking at the list of 52 Patriot engines built one really stands out – No. 5507 *Royal Tank Corps*. That name is a direct forerunner of the Army regiment I was in... ✓ **TICK NUMBER FOUR.**

So there you have it. When all is said and done, and considering the events in my life, becoming a member of the LMS Patriot Project is simply a no-brainer.

KIND REGARDS,
GEOFF SMITH, MEMBERSHIP NO. 1839/07

The 'Patriot' that really stands out for Geoff, No. 45507 *Royal Tank Corps* pictured at Carlisle Citadel with an up parcels train c.1958.
PHOTO: T. G. HEPBURN/RAIL ARCHIVE STEPHENSON



MY PASSION FOR THE PATRIOTS

PART TWO

MIKE COKAYNE CONCLUDES HIS SAGA OF THE GOD-LIKE VISITORS FROM AFAR THAT WERE SUCH AN INFLUENCE ON HIS YOUTH.

With renewed vigour I started making the 8.30am pilgrimages to the station on Saturday mornings in the hope of seeing the 'Pigeons' arrive, running the mile or so in constant fear of being too late. Every sound vaguely resembling a steam engine induced a mild panic and quickening of my pace, just in case I was missing a Patriot! The game of cat and mouse was far from over, however. On several Saturdays I arrived 'right time' only to find the 'Pigeons' had beaten me to it. Sometimes the special did not turn up at all or, when it did, was not a Patriot but a rare Crab or Black Five, enjoyable but not quite the same. I was beginning to think once again that it was all just sent to try us.

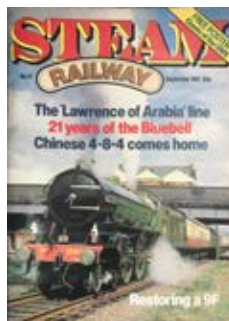
Events took a very unexpected turn with six weeks or so of copping my first Patriot. The last part of May and most of June had not produced any more, and by Saturday 21st June I had more or less decided that I had had my treat for 1952. A group of us were standing on the station approach footpath when a Bristol-Gloucester slow hauled by a Compound pulled into the station. Several people alighted, including two of our spotting mob. They ran like nutters towards us waving and shouting. The Compound's safety valves lifted, drowning what they were saying. They were obviously very excited but we could not yet hear why. "Patriot, Patriot on Barrow Road!" Breathlessly they arrived. "Patriot, Barrow Road, came down the loop, you'll miss it!" One of our older colleagues addressed them cautiously, "Which Patriot?" They replied, "It's Patriot herself." Our doubt was total. The older lad grabbed one of the breathless spotters, "If you're lying, I'll hit your teeth down your throat." The poor lad's joy drained from his face.

"Leave me alone, it's true, honest!" He struggled free. "If you don't believe it go and see for yourself." One of the older members of our assembly, who was

putting in a rare appearance, being on leave from the Army, looked very thoughtful.

"It's just possible. 9A engines do come down sometimes, especially on specials."

Someone yelled "Come on, there's a Bathy (Bath to Bristol local) due any minute." "I haven't got any money." "Don't matter, we don't need to show tickets at Temple Meads because we won't be leaving the station, and when we come back we can say we lost our tickets if we get caught." A new stampede broke out. This time seven single-minded youngsters headed off to the south side of the station to catch the train to Bristol. As they hurried away one of them turned back to me and said "Come on, you'll miss *Patriot*." "I haven't got any money." "Neither have I" came the reply. That was enough, spurred on by a desperate wish to see the engine I ran after them. As we reached the platform an Ivatt 2-6-2 tank trundled into view with three green coaches, presumably off the S&D. Almost before it had stopped, we were noisily piling aboard this train to paradise. For what seemed an eternity we waited for it to resume its journey and at last, with all of us hanging out of the windows cheering, we were off! The suspense was terrible as we watched the Ivatt up front busily ambling along through Staple Hill Tunnel and down the long steep bank through Fishponds and Kingswood Junction. We were all now looking anxiously ahead in case 45500 should already be working a northbound train towards us. At last the brakes began to bite harder as we reached the bottom of the bank and the train swung to the left to skirt Barrow Road sheds. The coaling stage yard came slowly into view and there, miracle of miracles, stood 45500 *Patriot*. Clear of any obstructions, she was ideally placed, and what a sight! She wore a beautiful



shiny black fully-lined-out British Railways livery, unlike 45519 *Lady Godiva*, which was green. This was a surprise but the magnificent red nameplate against the black was perfect. The magical cabside numbers confirmed her identity as 45500 as we stared in open mouthed silence while our train drifted slowly past. We passed beneath the bridge and could no longer see her. It was only then that we began cheering and whistling and shouting, "Cop, cop!", much to the annoyance of our grown-up fellow passengers.

The rest of the journey was really unnecessary and we merely killed time at Temple Meads until the return train to Mangotsfield left. Once again, we were hanging out of the windows in anticipation but typically, when we passed 22A for the second time, she was gone. We began to wonder if we had been seeing things, but we knew all along that it was unlikely that we could all be wrong!

I went home that evening feeling elated, it had been the experience of a lifetime but as I carefully underlined 45500 *Patriot* in my book it occurred to me that it had taken longer to underline it than it had to see it. My 'experience of a lifetime' had lasted for no more than ten seconds. This was typical of our fleeting encounters with Patriots at Bristol.

Events took a new turn in 1952, however, for Derby (17A) had been allocated No. 45509 *The Derbyshire Yeomanry*. This recently applied name continued the traditional 'old, military and up north' personality of the Patriots and began to work regularly through Mangotsfield. She became my third Patriot cop and, much to my liking, began to make the lovable shape a common sight in the Mangotsfield area. Summer ended and the deteriorating weather and reduction of services led to my inevitable winter spotting break.

In April 1965 my hibernation was over. It had been partly due to a change of schools, which I had regarded with some trepidation, until I found that my new school was full of well-seasoned spotters. One revered individual had seen all of the Merchant Navies! Despite regular attendance at the station I had not added to my list of Patriots. As the date for the first pigeon special approached, we were all becoming excited and began guessing what Patriot might appear first. May seemed to go very wrong, for we waited in vain; no pigeons, no Patriot. It was not until 29th May that our hopes were realised. A Patriot appeared on a pigeon special, No. 45519 again! *Lady Godiva* was greeted with interest and



At last No. 45500 *Patriot* was underlined in my book, seen here on a freight working at Hartford Junction in the late 1950s.

© W. JOHNSON - E. JOHNSON COLLECTION.

enthusiasm, but not quite as joyfully as in the previous year! 1953 was, as you may remember, Coronation year, and June to September was taken up with parties and celebrations of various sorts. The family holiday also knocked a hole in my summer spotting by placing me at that hive of railway activity, West Bay! After seeing the same pannier tank six times in one day I packed my books away and concentrated on the beach. During my absence Bristol was visited by No. 45507 *Royal Tank Corps*, which I needed, and once again by *Patriot* and *Lady Godiva*.

During the winter of 1953/54 I was on active service with the Air Training Corps and had little time for trains. However, the faint sunlight of spring brought me back into circulation once again in April 1954. The now familiar wait for the first 'Pigeons' and the beginning of the summer timetable was under way. Older now, and wiser, we did not speculate as to what might happen, we just waited to see. On 15th May the 'Pigeons' was back with a *Patriot*, but guess

what, it was *Lady Godiva* again! If this was planned it must have been the most widely spaced regular duty in history. It was too much for me. Next weekend I went elsewhere and was punished accordingly. I missed No. 45506 *The Royal Pioneer Corps* on the next weekend's 'Pigeons'. As before I resolved not to be caught out again and attended the station more regularly. Only two weeks or so later I was standing on the station platform when No. 45539 *E. C. Trench* of 9A arrived light engine from the Bristol direction and stopped in the station. It was just like our first sighting of No. 45519 all over again. This time, however, a simple truth dawned upon me. I loved these engines and yet I was only seeing one or two a year, and I had only seen four of them altogether. Something had to be done and I decided there and then that I would go hunting instead of waiting. The very next week I joined two very good friends, Ronnie Radford and Johnny Punter, on my very first trainspotting trip, to the site greatly loved by Mangotsfield Midland fans, Tamworth in

Staffordshire. I really grew up during that trip. Things I had dreamed about became realities and best of all I saw lots of *Patriots* hammering along the West Coast Main Line among the 'Semis' and 'Royal Scots'. What a day that was. My totals improved amazingly, Duchesses from 0 to 5, Princesses from 0 to 2, Scots from 1 to 21, Jubilees from 54 to 72 and best of all, *Patriots* from 4 to 8. I was fulfilled and vowed to chase the rest until I had them all.

Even though they were now appearing quite regularly at Mangotsfield due to No. 45509, the 'pulling power' of the *Patriots* remained considerable. By this I do not mean their ability to pull trains, but their ability to prise spotters out of the comfort of their homes. A vivid example of this was witnessed by me in the spring of 1955. At the bottom of the station grandstand slope was a large bush. So large was it that the centre was hollowed out to form a cavern in which it was possible to hide quite easily, and we often went in to shelter from the rain. On one occasion we heard a strangled Fowler whistle and rushed from the tree to the station to see a flat face and blinkers coming towards us southwards under Carsons Bridge with its grinding brakes showering the track with bright orange sparks. *The Derbyshire Yeomanry* was back! Our loud shouts of "Patriot" echoed back from the surrounding hills and produced a flurry of activity with 'spotters' appearing from all over the place, rushing to see 45509.

Patriots at Mangotsfield often led to conflict and argument amongst us 'spotters' and on one occasion at least nearly led to an assassination. From our grandstand position we could see the Gloucester to Bath lines which missed Mangotsfield station by passing to the east of the massive Carson's chocolate factory. This line, known as 'the Pines' was about a quarter of a mile away from us and although we could see the engines, we could not read the numbers. Binoculars were a rarity in those days and to overcome the problem there was usually a well-oiled bike, preferably with dropped handlebars, kept near the road ready for someone to make the considerable downhill sprint to intercept southbound trains at the next bridge. (It was not

possible to do this with northbound trains and we were reluctantly obliged to write them off.) This was a considerable task and the job was usually allocated to a promising young spotter who enjoyed riding other people's bikes!

During the spring and early summer of 1955 this job fell to one Malcolm Gray, a ginger-haired lad of Scottish extraction, who for some reason symbolised to us the 'Hairy MacScot' of the Goon Show. Hairy he certainly was not, and his light adolescent torso certainly did not match the Goons' concept of a thick set, muscled, aggressive coconut mat. He loved cycling and thoroughly enjoyed operating the 'Down Pines' emergency service. However on one fateful day it nearly brought a terrible end upon him. We were all sitting on the hilltop when we heard the sound of a train coming down from the Westerleigh direction and travelling quite rapidly. One of our number stood up to see and suddenly yelled "Patriot, Down Pines, get it quick." Malcolm leapt onto the emergency bike and pedalled furiously down the hill and away. From our position we could watch his progress and that of the train as they converged on the road bridge beyond. For the last hundred yards or so the train disappeared behind Carson's factory, and we could not tell if it had reached the bridge until a huge cloud of steam burst over the road and beyond. When it happened, Malcolm was silhouetted against it. He should have been in it, he was too late!

Depressed, we sat down to await his return. Discussions started as to what punishment would be given for failing in his mission. After ten minutes he had not come back and the owner of the bike was becoming decidedly edgy and stood up apprehensively. Someone saw a head appearing and disappearing among the roadside hedges. Malcolm was walking back. When he appeared at the grandstand, he was pushing the bike with one hand and carrying a pedal and crank in the other! The anger was intense. Not only had he missed getting a *Patriot's* number for us, he had wrecked the emergency bike.

As we all argued about why the *Patriot* had been missed one of our older colleagues with a motor bike appeared on the scene. "What's going on?" he asked.

No. 45539 *E. C. Trench* comes off the tightly curved line between Syston East Junction and Syston North Junction with a Brent-Toton freight on 17th August 1960.

PHOTO: FRANK CASSELL.



The unhappy party turned to face him, “This berk missed getting a Patriot’s number on the Down Pines, we’re gonna kill him!” When was this, asked the newcomer, “About twenty minutes ago” we said. “That wasn’t a Patriot, it was a Saltley Black Five”, came the reply, “I saw it at Warmley”. We all turned to the lad who had identified the engine as a Patriot, “Well” he shuffled shamefacedly, “it looked like a Patriot”. He received a tirade of abuse, Malcolm was released and the only outstanding matter was the broken bike. The owner started yelling at Malcolm for destroying his velocipede! It transpired that Malcolm had been pedalling so furiously that the pedal had broken on the way, not on the way back as we had thought. He had freewheeled the last fifty yards and that was why he had missed the fictitious Patriot. The lad whose bad eyesight had caused all the trouble spoke up in Malcolm’s defence.

“It’s your fault letting a defective bike be used for the emergency run, he might have been killed, you ought to be ashamed. Malcolm was naturally delighted with his ‘let-off’, and a detailed examination of the faulty bike followed. It was found that the crank axle had a manufacturing defect, and there was evidence of an old rusty crack on what was a newish bike. Honour was thus satisfied, and we all returned to routine spotting. The incident was however very typical of the pressures which the Patriots applied to Mangotsfield rail fans!

Apart from the seamier side of life, much of our between train time was spent in serious discussion, and it was during such debates that I noticed our attitude to the Patriots was changing. We frequently discussed the virtues and failings of various types but we had always spoken with enthusiasm about the ‘Pats’. Now however our description of them had gone from fabulous through terrific to great and finally alright.

This decline in popularity was mainly due to the poor performance of No. 45509 which seemed to be 15 to 20 minutes late whatever it was hauling. As our childhood enthusiasm developed into adolescent awareness, we were more able to discuss and understand the relative technical merits of our beloved steam engines. It gradually dawned on me

that my cherished Patriots were not so much armour-clad warriors galloping off to war, but ageing maiden aunts shuffling down to the corner shop. Even so, I did not lose my love of these mixed-up relics of another time and place. They remained to me symbolic of ‘Up North’ and all of us enjoyed their spasmodic springtime visits.

In 1958 however, the whole thing changed. It was in fact a great spring, but that year I did not appear even though my Patriots did. My friends in the Mangotsfield Railway Circle tell me that 45546 *Fleetwood* came in April, May brought at long last a return visit of 45538 *Giggleswick* (which I missed again!); 45549 arrived and so did 45507 *Royal Tank Corps*. It was a vintage year by any standards, but sadly reflected the displacement of the Patriots on other major routes. *Patriot* herself returned along with 45514 *Holyhead*. With five different original engines visiting in 1958, the total for the year was brought up to a record eight when 45504, 45506 and 45519 were allocated to Barrow Road depot in exchange for some of our Jubilees. The choice of 45519 seemed very logical. She must have known her way around Bristol quite well by then!

With three Patriots shedded locally our view of the class changed drastically. No longer did they trigger our imaginations or our curiosities. The mystery, the fascination, the irresistible lure was gone forever. We took interest of course, and even the occasional photograph, but never again would the adrenalin run and our hair stand on end at the whisper of a Patriot passing through Mangotsfield on its way to Bath or Bristol. No longer did we all rise to our feet at the approach of the flat face, smoke deflectors and Fowler whistle combination. So indifferent did we become that if, on a busy summer Saturday, a train such as the ‘Pines Express’ or ‘The Devonian’ should be long overdue at Mangotsfield, the pundits would say; “A 4F wouldn’t be as late as this, it must be a Patriot”.

Another even more cruel suggestion involved the use of Patriots on pigeon specials. It was said that this traffic was very suitable because the pigeons did not weigh very much! Further, it was considered that if the Patriot was really struggling, all of the pigeons



Mike’s beloved ‘Patriot’ No. 45548 *Lytham St. Annes* running light from Crewe North to take up duties on a southbound train in the summer of 1951. Happy days when rail fans could venture to these positions trackside!
PHOTO: © CLIVE EVANS.

could be persuaded to fly, thereby taking their weight off the floors of their baskets and reducing the weight of the train. Ignored was the fact that some pigeon specials comprised as many as twenty parcels vans!

Despite their ruined reputations, I realised that it was not the Patriots that had changed but our attitude towards them. I secretly continued to revere them and pursued them keenly right up to their eventual demise in the early 1960s. As always they remained elusive as far as I was concerned for I never saw them all, even after chasing them for twenty years. I did not see 45502 *Royal Naval Division*, nor 45546 *Fleetwood*, which makes my missing her at Bristol in 1958 very sad indeed. Also missed were 45550 and 45551. In latter days, two of these were at 8B (Warrington Dallam) and two at 12B (Carlisle Upperby), so there must be a reason somewhere! Of those that I did see there were several lucky encounters involving engines that I particularly liked.

I found 45541 *Duke of Sutherland* lurking in the back of Rugby shed on 22nd October 1961. At the depot on 17th August 1962 I at last found my beloved 45548 *Lytham St. Annes*, already withdrawn and awaiting disposal. With her was 45538 *Giggleswick*. It was eleven years since Bobby Young had started me off waiting for her! Last but not least was 45542, unnamed but in original condition and therefore very desirable. And so my pursuit of the Fowler Patriots was ended by their withdrawal from service; the affair was finally over.

All things and all people have a springtime, a summer and a winter. In our springtime as small excited and innocent schoolboy trainspotters we regarded the Patriots as God-like visitors from afar. In the height of our summer we saw them for what they really were, ageing machines with many limitations. But how do we view them now, in the winter of our days? We can of course no longer see them at all; they have all been destroyed and we only have memories. As for me, I shall remember them as they were in springtime, for they are once more out of reach, out of sight and beyond criticism.

In spring, they say, an old man’s fancy turns to thoughts of love. But love of what? At my age it’s more likely to be a steam engine than the girl next door. My wife is most relieved and so are our next door neighbours!

Postscript: If anyone particularly regrets the loss of the Fowler Patriot Class and would like to do something about it, please write to: Brighton Locomotive Works, Special Projects Section, c/o 65 Whiterock Place, Southwick, Brighton, Sussex.

An interesting postscript there! (Ed.)



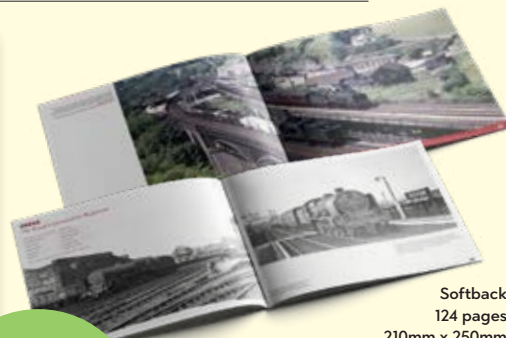
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CELEBRATION OF LIFE RAISES OVER £300 FOR THE PROJECT

Sales stand volunteer and LMS-Patriot member Mark Skinner organised a celebration in honour of his father, Danny, who sadly passed away in March this year. Danny was also a member, with Patriots being amongst his favourite class of loco.

Danny was also a great supporter of the GCR where he volunteered in the early days of preservation by plastering many of the rooms at Loughborough Central, including the current museum. Mark remembers this well as he was made to go along and be his dad's labourer!

The celebration took place on Sunday 8th August at Barkby United Cricket Club in Leicestershire and Mark, along with his family, agreed that donations would go towards the build of The Unknown Warrior. To help this along he purchased a cask of real ale (*Oakham Ales JHB – very nice indeed!*) and suggested a £3 donation for each pint sold. The 5551 Donation Box, which had been borrowed for the event, was soon doing a brisk trade.

Mark is the eldest of four brothers and, taking after their father, all keen sportsmen. So the afternoon had a bit of a sporty theme which included a penalty shoot-out, a 'hit the wicket' competition and a tug-of-war. In the photo above Mark, wearing his Patriot Polo shirt, hands out prizes to the winners.

A grand total of £316 was raised for the Project.

Thank you to Mark and his family for their generosity and we send them our condolences.

PETE SIKES



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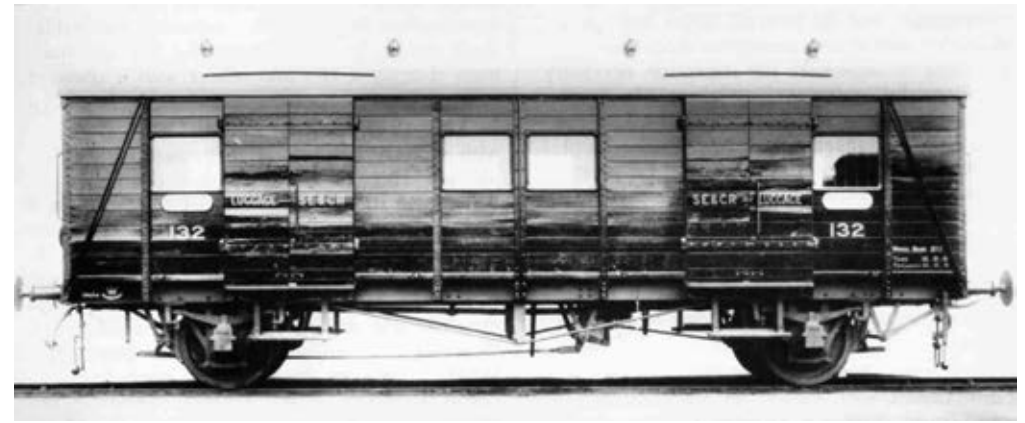
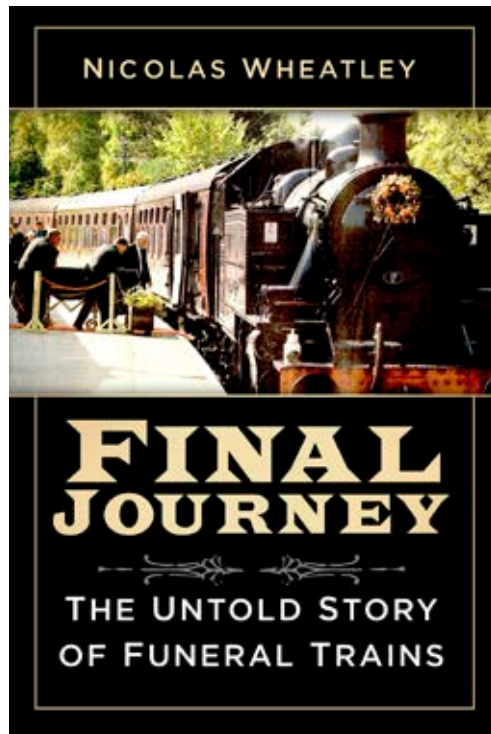
THE UNTOLD STORY OF FUNERAL TRAINS
BY NICOLAS WHEATLEY

Having been a member of The LMS-Patriot Project for several years, I was as disappointed as many other members that the new-build loco 45551 *The Unknown Warrior* was not completed in time for the centenary of the repatriation of the remains of the Great War soldier after whom the loco is named. However, the centenary in November 2020 provided an unmissable opportunity to publish a book I had spent several years researching and writing about the use of trains to transport the dead. For simplicity the book is called *Final Journey – the Untold Story of Funeral Trains* and it was published by The History Press in October 2020.

There is whole chapter in the book, entitled *Taking the Fallen Heroes Home*, about military repatriations before, during and after the Great War, as the First World War was known at the time. One of the key events in that chapter is the repatriation of the Unknown Warrior and the use of a special van built by the South Eastern & Chatham Railway in 1919 to transport his remains from Dover to London Victoria on 10th November 1920. A plaque recording the resting overnight at platform 8 Victoria station, of his body is shown in the photo on the right.

This special van, numbered 132, had first been used in May 1919 to transport the remains of Nurse Edith Cavell from Dover to London, and such was her fame that the van became known as the Cavell Van. The image on page 55 shows the Cavell Van in its 'as built' condition in 1919.

Edith Cavell was a British nurse who was captured and executed by German forces in Belgium, on the basis that she was breaking military law by helping soldiers to escape from occupied territory held by the German Army. Her execution in October 1915 made her a martyr



SECR Van 132 (later known as the Cavell Van) in ex-works condition as built at Ashford Works, 1919.

and her repatriation was a major event in the months following the ending of the Great War. The Cavell Van was also used in July 1919 to transport the remains of Captain Charles Fryatt from Dover to London after his repatriation, again from Belgium. He was the captain of a merchant ship, a ferry operating between Harwich and the neutral Netherlands, and he was alleged to have attempted to ram a German submarine in March 1915. He was captured the following year and was executed in July 1916 immediately after a trial of dubious legality, causing much international outrage, much like the execution of Edith Cavell.

Miraculously, the Cavell Van has survived into preservation and is now normally to be found at Bodiam Station, on the delightful Kent & East Sussex Railway. Its interior has been set up as an exhibition telling the stories of Edith Cavell, Captain Fryatt and the Unknown Warrior, as shown in the picture over the page.

The use of the Cavell Van in these three high profile repatriations caused me to investigate how, and indeed why, trains were used to transport the dead, leading to the discovery that this was an area of railway history that had been scarcely researched, with very few publications covering the topic. Perhaps the best known publication was John M. Clarke's book on the Brookwood Necropolis Railway, which ran between Waterloo Station and Brookwood Cemetery, near Woking in Surrey. In reality the service was operated by the London & South

Western Railway (LSWR), which provided the trains on behalf of the company which owned the cemetery and there never was a separate necropolis railway company.

My learning about the use of the Cavell Van and the railway service to Brookwood Cemetery gave rise to a realisation that trains were used to transport the dead in two different but sometimes overlapping ways. Firstly in a functional way to deliver the body to a place of burial, and secondly in a ceremonial way as part of a funeral ritual or ceremony. The key factor was a requirement to transport the body to a place of burial that was of significance to the deceased or their loved ones, and from 1840 railways provided a technology that made this much easier and cheaper than horse-drawn transport as occasionally used previously.

Final Journey records the first known use of a train to transport a body, from London to Derby, and then covers the story of the train transport of the dead right up to the last documented use (at the time of writing the book) in January 2020. This last event took place on the Romney Hythe & Dymchurch Railway and was carried out for ceremonial purposes, to honour one of that railway's long serving drivers. Along the way Final Journey tells the story of the use of trains to transport posthumously royalty, Sir Winston Churchill in 1965, the victims of two airship disasters in 1921 and 1930, the use of trams in funerals, and the transport of many other people



Cavell Van interior as set up with an exhibition telling the stories of Edith Cavell, Captain Charles Fryatt and the Unknown Warrior. The coffin is a replica of the one in which the Unknown Warrior is buried.

besides. There are chapters covering the use of specially built hearse vans on various railways, the availability of models and drawings of hearse vans, and there is even a special chapter retelling some amusing – and sometimes strange – tales of the transport of bodies by train.

Although the transportation of the dead for functional purposes on mainline railways ceased in 1988, it continues for ceremonial purposes on many heritage railways. *Final Journey* provides a comprehensive history of why and how the dead were transported by train for functional and ceremonial purposes all over the British Isles from 1840 until the present day. The repatriation of the Unknown Warrior by train was 100 years ago but the most recent ceremonial final journey by train in January 2020 demonstrates that trains can still provide an important role in funeral transport.

Nicolas Wheatley is a retired solicitor with a life-long interest in railways who has studied the

transport of the dead by train both academically and by personal research. He has been a volunteer on the Gloucestershire/Warwickshire Railway for many years. His profusely illustrated book – *Final Journey – the Untold Story of Funeral Trains* – was published in October 2020 by Cheltenham-based *The History Press* at a cover price of £20.00, being available from the usual online retailers and from all good bookshops.

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No. 45551 shunting at Tebay on an unrecorded date.
PHOTO: NEVILLE STEAD/THE TRANSPORT TREASURY.



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| 5506 | 5524 | 5542 |
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| 45516 | 45534 | |
| 45517 | 45535 | |

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WORD SEARCH 26

6202 TURBOMOTIVE

A HEAD TURBINE • CAMDEN SHED • CREWE (x2) • DOG CLUTCH • DOUBLE BLAST • DITTON JUNCTION • EDGE HILL • ENGINE • ERNEST LEMON • EUSTON • EXPRESS LOCO • FAN BLADES FORCE FEED OILING • GHOST TRAIN • GUARD • HATCH END • HELICAL TRIPLE REDUCTION HENRY GUY • INCHING GEAR • JOSHUA STAMP • LICHFIELD • LINSLADE • LIME STREET LIVERPOOL FLIER • METRO-VICKERS • NUNEATON • NORTH WEMBLEY • NOZZEL GROUP • PACIFIC PLUNGER VALVE • RECIPROCATING PUMPS • REVERSING SCREW • ROADE • RUGBY SAFETY HANDLE • SPRINGS • STAFFORD • STANIER • STRAINER • SUPERHEATER • TAMWORTH TIMKEN BEARINGS • TOM COLEMAN • TRING • WEAVER JUNC • WEEDON • WHITMORE • WILLEDEN WOLVERTON • SIX/TWO/NOUGHT/TWO

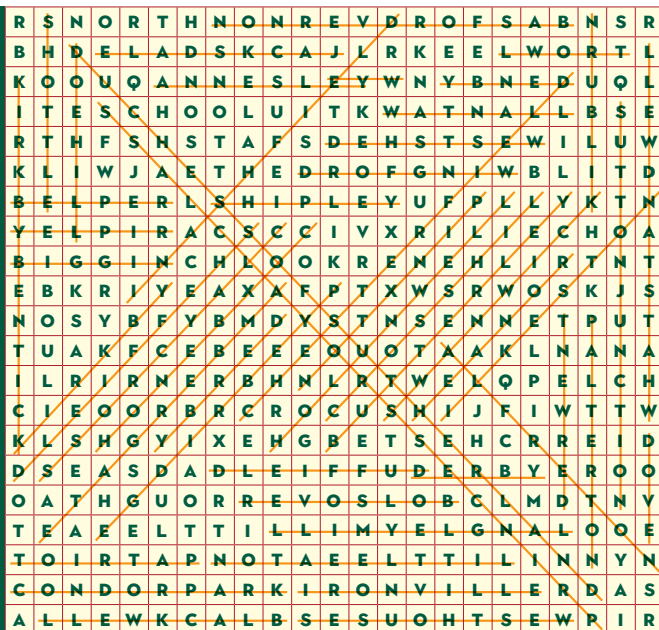
Thanks to Tony A. J. Hewitt of Cheadle, Staffordshire Moorlands.

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| X | E | O | D | L | G | P | A | R | A | E | G | G | N | I | H | C | N | I | L | C | N | E | T |
| F | J | L | C | E | E | N | U | S | M | L | M | R | E | I | N | A | T | S | M | N | O | V | W |
| Y | O | L | D | O | H | I | I | O | L | M | S | A | D | X | Z | U | E | W | S | U | T | L | E |
| B | S | R | O | N | L | S | F | R | Y | E | N | H | R | D | D | N | E | T | J | R | A | R | |
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| R | H | T | E | I | F | R | Y | E | D | I | B | E | B | O | P | D | G | O | I | T | L | E | G |
| E | S | A | W | W | N | E | E | T | R | M | L | N | Z | M | V | A | T | N | N | T | O | G | N |
| T | T | F | E | J | H | G | E | V | E | P | A | I | E | Z | E | I | C | U | E | I | W | N | I |
| A | A | F | O | R | D | I | S | D | I | F | X | C | M | K | O | W | C | I | R | D | Q | U | S |
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WORD SEARCH 25 MIDLAND RAILWAY, RIPLEY

ALFRETON • AMBERGATE • BASFORD
VERNON • BELPER • BIGGIN • BOLSOVER
BUTTERLEY • CLAY CROSS •
CHESTERFIELD • CONDOR PARK &
IRONVILLE • COX BENCH • CROSS HILL &
CONDOR • DUCHESS OF SUTHERLAND
DERBY (x2) • DENBY • DERWENT
DOEHILL • DUFFIELD • HEANOR •
HOLLINWELL/ANNESLEY • ILKESTON
JACKSDALE • KILBURN • KIRKBY-IN-
ASHFIELD • KIRKBY BENTICK
LANGLEY MILL • LITTLE EATON • NORTH
PINXTON • PALTERTON & SUTTON
PATRIOT • PRINCESS ROYAL CLASS
PYE BRIDGE • RIPLEY • SHEFFIELD
SHIPLEY GATE • SHUTTLE • SUTTON
JUNCTION • SWANWICK • TROWL
WATNALL • WEST SHED • WESTHOUSES
& BLACKWELL • WHATSTANDWELL
WINGFORD • WYE

FIND THE BORDER RIVER – DOVE



RECYCLE YOUR USED INKJET CARTRIDGES TO RAISE CASH FOR THE PROJECT

NEW PROCEDURE TO SEND YOUR EMPTY CARTRIDGES TO RECYCLE4CHARITY

To date we have raised nearly £3,000 for the Project from Recycle4Charity from the recycling of used ink jet cartridges. The scheme has been using pre-paid envelopes, as many of you will have used, but these are being phased out at the end of this year and a new procedure is being introduced. If you have any used ink jet cartridges, please download a postal address label from the 'How You Can Help page' on our website:

<https://lms-patriot.org.uk/sites/default/files/Recycle4Charity-Postage-Docket.pdf>

You can package them up and send them free of charge to Recycle4Charity using the downloaded label. For every suitable ink jet cartridge that is recycled, The LMS-Patriot Project will receive a payment from Recycle4Charity. To check which ink jet cartridges can be recycled and their value please use the link to download the address label as the pre-paid envelopes can no longer be used:

<https://www.recycle4charity.co.uk/InkjetCartridges>

Recycle4Charity will accept ink jet cartridges with a minimum recycle value of £2, and a maximum of £15 per package that you send.



LMS-Patriot Company Limited

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

Patron Simon Weston, CBE

Company Registered in England and Wales No:
6502248

Registered Office:

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

Registered Charity No: 1123521

VAT Registration No: 978 8801 48

Account Details for Direct Donations:

CAF Bank Ltd., Account no: 00092990

Sort Code: 40-52-40

Board of Directors and Trustees

Chair:

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

Deputy Chair:

John Hastings-Thomson (External Relations)

hastingsthomson@btinternet.com

Company Secretary:

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

Treasurer:

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

Project Director:

Keith Riches – richeskeith13@gmail.com

Andrew Laws (Marketing and Publicity)

marketing@lms-patriot.org.uk

Richard Sant (Membership and Donations)

membership@lms-patriot.org.uk

Gavin Shell (Sales)

sales@lms-patriot.org.uk

David Tuffin (Hazard and Risk Management)

david.tuffin52@gmail.com

Locomotive Assembly

Simon Scott CME,

PRCLT, West Shed, Ripley, Derbyshire.



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

Project Support

Financial Administrator:

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

Engineering Design Team:

Kevin West

Documentary Video:

Andrew Kennedy – Oakwood Visuals

IT Consultant: Steve Wood

Events Manager:

Gavin Shell – events@lms-patriot.org.uk

Events Listings:

John Barrowdale – john_barrowdale@hotmail.com

Sales Support:

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

Volunteer Co-ordinator:

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

Office Manager:

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

Office Volunteers:

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

Project Addresses

The LMS-Patriot Company Ltd.,

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

Admin Office/Membership Enquiries –

Tel. 07801 945689 or office@lms-patriot.org.uk

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

Website: www.lms-patriot.org.uk

Newsletter

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The Warrior



Ready and waiting for it's 06.41 departure from platform 6 at Preston station, No. 46115 Scots Guardsman is pictured at the head of *The Welsh Mountaineer*.

PHOTO: PETE SIKES