

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



NOVEMBER 2022
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2020 AWARD FOR COMMUNICATIONS

Editorial

Welcome, I write these notes shortly after our AGM, which once again took place at Kidderminster Museum where we were made to feel most welcome.

It was a well attended meeting and it was good to see some familiar faces and equally as good to see some new ones. For us, as a group, it is always nice to meet and chat with our supporters who have stuck with us because you, like all of us, are striving for the same end result. For those who couldn't make the meeting please read the report on pages 36-41.

Opportunities for meetings have been few and far between over the last couple of years due to one thing or another but we are all keen for a Members' Day to take place in 2023. Early discussions have taken place and we hope to have more news on this subject for you in the next Warrior.

As you will read later in the magazine a subject that is firmly at the front of our minds at the moment is fund-raising. Although our figures would be the envy of many a group we are noticing a decline on the income side, we would be very pleased to receive any ideas you may have to raise money or contacts that you may think would be interested in helping the project with corporate sponsorship.

Finally, volunteers are the lifeblood of projects such as ours and we are very lucky to have many who give of their time. Two people I would like to mention are Linda and Dave Westerman. Many of you would have spoken to them as they go about their office duties, although they took a deserved break recently as they celebrated their 50th Wedding Anniversary. A trip on *The Royal Scotsman* was booked for the occasion and they have kindly recounted their trip for us in the pages of Members' Corner. Thank you both for your continuing hard work.

Best wishes for Christmas and the New Year, I hope you enjoy reading the latest edition of your magazine.

Pete Sikes, Editor

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

FRONT COVER:

*"They shall grow not old, as we that are left grow old:
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning,
We will remember them."* Laurence Binyan.

IMAGE: © THE LMS-PATRIOT PROJECT/IWM.ORG

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

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

Chairman's Thoughts

NOVEMBER 2022

On November 12th we held our 2022 Annual General Meeting in Kidderminster Museum's new premises. You will be able to read all about that meeting starting on page 36 of this Warrior. From a personal perspective, having to face our Members in person is a great way of focusing the mind on what the last year has really felt like: and this year was no exception. Everyone at the AGM was very supportive, which is a great encouragement to all of us: but a constructive question at the end, about whether in our financial circumstances there is anything we can do to improve efficiency, was very well placed and will stay with me.

It's been a pretty tough year, with some of us facing personal health and family challenges as well. Many of our members will I am sure have suffered in a similar way. At the start of our presentation to Members after the AGM meeting, I couldn't resist referring to the Stop and Examine article in the November Steam Railway headed *Let now be the Winter of our Discontent*. It was a challenging piece on the year ahead, asking if 2023 was going to be a year of discontent, and telling us that "we have

seen some senior managers leave and some seeing doctors, both citing stress as a reason." Perhaps too light-heartedly, I told our Members present that "yes, I have had my share of visits to doctors and hospitals in recent times, but I have never so far had to go to the doctor and say "doctor, doctor, it's about the LMS-Patriot Project." Some of our team have had much more to cope with than me – but we are still here.

The Steam Railway article was written in the context of 'far from responsible' social media/internet posts – rightly criticised by the magazine – and made me think in general terms. Behind my remarks lies a deep sympathy for any managers in the heritage railway movement who have suffered personally from this.

With this in mind, we as a team all find it so much easier to tackle problems when we can meet personally to resolve them. That is why I found the face-to-face exchanges at our AGM so uplifting.

Thank you to all of you Members for your continuing support. Christmas is fast approaching so I wish all of you a Merry Christmas, and Happy New Year which we look forward to sharing with you.

Colin Hall

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

TREASURER'S REPORT

Update for Quarter 2 to 30th September 2022.

Neil Collinson, Treasurer

First thought for the quarter: Some interesting figures have emerged this quarter. At least two to be precise so I asked the board at the last meeting ‘What do you think the two are?’ I will ask you the same. Answers on a postcard please to the office or by email to: treasurer@lms-patriot.org.uk.

Second thought for the quarter: My answers to the two ‘interesting’ figures will be provided in the December monthly newsletter. No prizes I am afraid – just for fun, but I will acknowledge every submission and say whether it is right or wrong. Unless you come up with something completely different which none of us spotted. Still no prizes, I am still the keeper of the Patriot privy purse and provisionally set the annual budget seeking the board’s approval.

INCOME

Total income for the quarter shows a marginal reduction compared to last year but we are £10,500 down for the half year. The figures included expected gift aid of £4,900. This amount hit our bank account on 1st November.

THE FINANCIALS AT A GLANCE – Quarter 2 comparison including the financial year to date							
		Q2 Budget 2022/23	Q2 Actual 2022/23	% of budget	Q2 Budget 2021/22	Q2 Actual 2021/22	% of budget
INCOME	Membership	£7,321	£12,858	38%	£6,161	£12,304	35%
	Donations	£41,655	£83,888	39%	£44,608	£95,780	38%
	Loans	–	–	n/a	–	–	n/a
	Sales	£5,260	£8,282	37%	£4,370	£7,906	41%
	Other (interest)	£327	£461	n/a	£5	£8	n/a
	TOTAL	£54,563	£105,489	39%	£55,143	£115,998	38%
EXPENDITURE	Locomotive	£38,154	£43,032	n/a	£18,072	£42,494	n/a
	Tender	–	£1,408	n/a	£2,807	£2,807	n/a
	Boiler	–	*-£280	n/a	–	£5,539	n/a
	Other Engineering	–	£1,937	n/a	–	£848	n/a
	Sub-total	£38,154	£46,097	25%	£20,878	£51,687	23%
	General expenses	£13,605	£23,580	40%	£15,350	£23,933	46%
	Loan(s) and interest	£1,218	£3,713	13%	£1,205	£2,196	26%
	TOTAL	£52,977	£73,390	27%	£37,433	£77,716	38%

Third thought for the quarter: I expanded the columns to six in the same quarter last year to include both the quarterly and cumulative figures for both half years. It’s worth repeating but rounding may give a £1 discrepancy some of the totals. Not one of the answers referred to in my first thought for the quarter.

*If you are wondering why there is a minus figure on the boiler line it is because we are seeking repayment for the crane in spite of a former director verbally agreeing that it would become repayable only when our boiler was complete. In view of the delay in completion we are seeking instalment repayments. That was the first nominal instalment.

Fourth thought for the quarter: Again, thanks to you, our loyal members, the bank balance has increased to meet the current anticipated expenditure that we will incur in the next half year.

However, as reported elsewhere in this edition of your Warrior in the summary of the agm, additional sources of funding are being sought.

BANK BALANCE COMPARISON (expanded to show three years)			
	Q2 (2022/23)	Q2 (2021/22)	Q2 (2020/21)
Opening Bank Balance – 1st July	£283,904	£170,213	£66,950
Closing Bank Balance – 30th Sept	£308,539	£190,629	£115,668

The VAT refund of £6,963 and the gift aid claim of approximately £4,689 gives us working capital of approximately £320,000 to start the new quarter.

Fifth thought for the quarter: Now for the meat on the bones!

MEMBERSHIP

Membership income £7,321 is an improvement on quarter 2 last year, which, although short of the budget for the half year, took us over the figure achieved at the same point last year.

Total donations were £41,655 for the quarter, including Gift Aid of £3,487 on donations. £83,900 or 39% for the year to date. Last year’s totals were £44,600 and £95,780.

Regular donations were: Quarter 2 – £23,216; Quarter 1 – £23,231, the year to date is £46,447 – 2021 was £37,796. This gives us 47.8% against the budgeted income for the year whilst in 2021 it was 47.2%.

One-off donations were: Quarter 2 – £14,191; Quarter 1 – £12,025, the year to date is £26,216 – 2021 was £18,569. This gives 31.8% against the budgeted income for the year whilst in 2021 it was 20.6%.

Bespoke numbers. A further one for £80 this quarter giving a total of 10 (£800) for the year (125% of budget).

The average amount per donation decreased by a further £0.11 in Quarter 2 to £22.08. Total regular donations coming from 347 donors at end of September was £7,660.

18 membership subscriptions were paid by regular donation in Quarter 2.

THE DONATION COMPARISON TABLE SHOWING THE CURRENT QUARTER PLUS THE TWO PREVIOUS FULL FINANCIAL YEARS

2020/21 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	3	2	12	£18,825
Q3	5	1	4	£19,299
Q2	7	1	6	£19,109
Q1	15	–	8	£19,100

Sixth thought for the quarter: We currently have 323 donors who have qualified for a ticket on the first train by contributing over £1,500. Would anyone else like to join them? One-off donations gratefully received although I recognise the difficult times we are all facing.

Our 5551 Club is still going. 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.

Seventh thought for the quarter (it must be a record for thoughts): As heritage railways slowly get back on track and continue to bring back steam galas, members and other supporters have not let us down. Sales of merchandise do not build a steam engine but can make a significant contribution to the coffers. See below.

SALES AND EVENTS

Sales income showed a significant increase over quarter 1 as follows:
Quarter 2 – £5,260: Quarter 1 – £3,022: Year-to-date is £8,282 – 2021 was £7,906.
This gives 37.4% against the budgeted income for the year, 41.6% for 2021.

Prize Draw (Raffle) Quarter 2 – £2,336: Quarter 1 – £2,064. Year-to-date is £4,400 – 2021 was £5,174.
This gives 68% against the budgeted income for the year, 80% for 2021.

INTEREST AND OTHER SUNDRY INCOME

£321 for the quarter and £461 for the year-to-date. We do not set a budget for interest, but the next two quarters should see us with over £1,000 for this financial year if the current upward movement in rates is maintained. The full year figure for 2021/2022 was £34 – a sign of the times!

2022/23 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q2	0	3	6	£23,216
Q1	2	6	13	£23,231

2021/22 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	7	2	11	£23,912
Q3	1	2	6	£18,008
Q2	2	6	14	£18,514
Q1	2	5	6	£19,282

5551 ENGINEERING EXPENDITURE FORECAST	Q2 – 2022/23				Q3 – 2022/23				Q4 – 2022/23			
	July 2022	August 2022	September 2022	October 2022	November 2022	December 2022	January 2023	February 2023	March 2023			
	£	£	£	£	£	£	£	£	£			
	£283,904	£292,418	£292,692	£308,659	£330,806	£307,142	£181,620	£199,430	£195,812			
	£23,715	£23,715	£23,715	£23,715	£23,715	£23,715	£23,715	£23,715	£23,715			
	£307,620	£316,133	£316,408	£332,374	£354,521	£330,857	£205,335	£223,145	£219,527			
	£4,338	£4,338	£4,338	£4,338	£4,338	£4,338	£4,338	£4,338	£4,338			
	–	–	–	–	–	–	–	–	–			
	£4,420	£8,952	£3,600	£9,100	£43,042	£144,900	£44,796	£22,996	£56,176			
	£5,716	–	–	£4,954	–	–	£4,960	–	–			
	£1,655	–	–	£6,915	–	–	£38,268	–	–			
	£306,234	£302,844	£308,470	£330,806	£307,142	£181,620	£199,430	£195,812	£159,014			
	£308,304	£304,914	£310,541	£332,876	£309,212	£183,690	£201,500	£197,882	£161,084			
	£292,418	£292,692	£308,659									
	£22,223	£14,109	£19,607									
	£14,365	£13,834	£4,084									

Current Bank Balance												
Income (Budget) excluding Gift Aid												
New Bank Balance												
Other Expenditure (Budget – excludes loan repayments)												
Loan Repayments												
Engineering Expenditure												
Gift Aid Return												
VAT Refund (Estimated)												
Forecasted Bank Balance												
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid												
Actual Bank Balance (last day of month)												
Actual Income in Month												
Actual Outgoings in Month												

EXPENDITURE

Engineering Expenditure Total spend for the quarter was £38,154 and year-to-date was £46,097 (only 25% of the allocated annual budget of £183,007.)

Overheads for the half year. Overall, the spend is under budget at 40% or £23,580. All individual allocations are also under budget.

Loan interest repaid for the half year totalled £3,713. We do get a good proportion of this back by way of donations, with Gift Aid claimed in qualifying cases. A point to note here is that for the gift aided donations of interest we have to remit it and the donor/lender has to send it back.

Overall there has been less expenditure than income during the quarter, leaving a £32,000 surplus for the half year.

Bank accounts These have already been reported on but there are outstanding invoices of £28,000 at the end of September which are due for payment in October, with Purchase Orders to the value of £263,000 received awaiting invoices, giving a total of £291,000 committed. The £28,000 includes a disputed invoice of £25,070 (excluding VAT) which is still under discussion.

Eighth thought for the quarter: I have said it before, but I will say it again.

Do please keep the faith and the funds flowing. We will get there.

Sorry, this will definitely be the ninth and final thought: I am still chasing up our claim against Llangollen, but it is painfully slow getting a response, never mind an offer of a settlement.

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

PROJECT RESET

PATRIOT PROJECT OVERVIEW

NOVEMBER 2022

Determination and perseverance are key to making progress particularly with a project as complex and challenging as the building of a new Patriot locomotive.

Our locomotive, 'The Unknown Warrior' does in a humble way represent those that we remember, who with their determination and perseverance came to prevail.

Although the unforeseen delays we have encountered are frustrating, we are determined to succeed. Considering where we were this time last year at the start of Project Reset we are making headway and I am feeling positive in regard to our progress.

Project Reset provided a clear way forward and despite the difficulties experienced I am confident that I will be reporting good news to you over the coming months.

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

MEMBERSHIP MATTERS

At our last Board Meeting we discussed many things including our current Membership figures – this currently stands at 956. While this is a healthy number of members compared to some societies and loco groups, the overall trend we are seeing is a slight reduction in numbers in recent years.

Also we have heard from some Members about their personal circumstances. As we enter a recession after a difficult period following the global pandemic, some Members have told us that they simply cannot afford to renew their subscription and some have reduced or stopped their monthly donations also.

We recognise also the sad inevitability that (particularly because of our age profile) our members will not live for ever: we reckon we lose around 10 members per year for this reason.

So what are we doing to address this reduction in Membership numbers?

There are several things that can be done and you, our Members, are key to this.

Firstly do you know anyone you can introduce to, and persuade to join The LMS-Patriot Project? Friends, family members, work colleagues, perhaps? You could sing the praises of the Project to them and get them to sign up, or as we are approaching Christmas, maybe even give them a membership as a gift?

Can you distribute our leaflets to your local heritage railway or maybe even to your local library? You can collect leaflets by arrangement from our Stafford Admin office at The Hub, from our future Sales Events or we can post them out to you. See the calendar of events on our website for galas and events we will be attending.

Can we give a talk a talk to your local Group or Society about The LMS-Patriot Project? For example Round Table groups, Women's Institute or local history groups. Get in contact with us and we can arrange a talk. This is also a great way to recruit new members.

You, our members, are key to the future of the LMS-Patriot Project. Thanks for your help with this.

Lastly if any one of you would like to help working from home with our membership administration, please do get in touch with our office.

ANDREW LAWS, MARKETING AND PUBLICITY DIRECTOR
marketing@lms-patriot.org.uk

Further to your treasurer's plea in the article on page 36 of Warrior 54, could you please review the payments you regularly or occasionally make to us on your account and ensure that your URN number is quoted.

We are still having difficulties allocating payments to the correct member when only a name is shown and nothing else. Jones, Davies and others of a similar nature cause us a lot of issues when only a surname is quoted.

MANY THANKS, NEIL COLLINSON, TREASURER AND MIKE ARCHER-SMITH, FINANCIAL ASSISTANT.

As this edition went to press we received a donation from Amazon Smile of £29.64. Thanks to all who have nominated the project as the charity of choice when shopping with Amazon (see page 62 for details).

A black and white photograph of a steam locomotive, Stanier Black Five No. 45407, pulling a train through a lush green valley. The locomotive is emitting a large plume of white steam that rises into the air. The train is traveling along a track that curves through the landscape. In the background, there is a body of water, likely a lake, and rolling hills under a cloudy sky. The foreground is filled with dense green foliage and trees.

LMS on the main line

Stanier Black Five 4-6-0 No. 45407 powers through Beasdale while working 'The Jacobite' on 7th August 2022.

PHOTO: © CHRIS AINSCOUGH/LMS-PATRIOT PROJECT

ENGINEERING REPORT

BY KEVIN WEST, DESIGN ENGINEER

Work on *The Unknown Warrior* has continued over the period since the last report. It is very pleasing to be able to report physical progress towards the reassembly of the chassis. Also, the large amount of effort that has been undertaken on planning and agreeing the work required on all parts to obtain confirmation of the material specifications is starting to show positive results.

Work is also progressing on compiling a history of the design of the Patriot class locomotives in service and recording changes and modifications made during the service life of the class. The work is being headed by new Engineering Team member Bruce Murray, who will expand on this and other related work in separate articles in this and subsequent Warriors. The recent acquisition of the Engine History Cards for all members of the class and a small number of Engine Record Cards from the late 1940s and 1950s has greatly helped this work. It is possible that the Engine Record Cards for the class member we do not have may not have survived, although further searches are being made. We thank our friends in the Railway Correspondence and Travel Society for providing this information.

Work continues on the refurbishment of the Main Frame Assembly. Recent activity has seen the Dragbox and Boiler Expansion Brackets removed to enable the Frame Plates to be shot blasted and undertake any welding repairs to incorrectly drilled holes as explained in the previous report. At present the alignment of the Frame structure is being maintained by the three rear Frame Stretchers. The plan is for these to remain in place until all rectification work on the front section is complete and the Forward Stretchers are replaced and riveted into position. These will then maintain the alignment whilst the three rear Stretchers are removed for the Frame Plate rectification to be completed on the rear section.

The order for a new Dragbox has been placed on Tyseley Locomotive Works. The original Dragbox has been found to be both slightly out of square and also has been machined unequally on the faces that mate up to the Frame Plates. We also have no welding documentation covering the construction. It could be possible to have the welds tested, but the cost in both monetary terms and

time to agree the process and then undertake the testing was considerably more than obtaining a new Dragbox which will come complete with all the required documentation.

Work on the testing of components to verify material specification has become bogged down while sorting out the details of the work. All parts are still waiting to be dispatched as soon as the contractor is ready to receive them.

MOTION

Machining of motion fittings continues as time allows.

CYLINDERS

Welding Repair

The repair work on the Outside Cylinders is underway following the delayed delivery of the material required for the Valve Guide Bars.



A view into the Valve Chest of one of the Outside Cylinders showing the new Port Bars in position.
PHOTO BY PRCLT



The middle cylinder after shotblasting. PHOTO: PETE SIKES

DRIVING WHEELS

Work continues at William Cook Cast Products on our six Driving Wheels. They are now in the process of proof machining. Proof machining is a first stage machining of the raw castings to prove that they are of good quality with no visible flaws or inclusions in the material. In the case of these wheels it was decided that we would leave 0.2" of material on all machined faces for removal by South Devon Engineering on the final machining operations prior to assembly. (Drawing shown on pages 14 and 15).

We expect they will be ready for dispatch to the South Devon Railway for assembly during the next few weeks. We were asked to supply a new machining drawing for this work which took longer to produce due to me recovering from an operation on my ear which left me with balance issues and being unable to sit at the computer for extended periods. I am pleased to report things are now almost back to pre-operation levels.

We then produced the three machining drawings for the wheels of each driving axle. These have

been finalised and sent off for approval. (Drawing shown on pages 16 and 17).

We have been trying to arrange a visit to South Devon Railway to discuss the assembly of the three Driving Wheelsets, but staffing availability due to a number of reasons, including Covid, my own health issues and Simon Scott's availability have delayed plans. We hope this will now take place towards the end of November.

Meanwhile, at West Shed, work to recover the Crank Pins and Balance Weights from the original wheels is almost complete. These parts will be reused on the replacement Wheelsets.

The replacement Trailing Axle has been completed in South Africa and is currently in transit to the UK.

BOILER

HBSS continue working on our boiler to an agreed programme which fits within our financial budget.

TENDER

A similar planned schedule of work applies at Leaky Finders for the Tender Chassis.

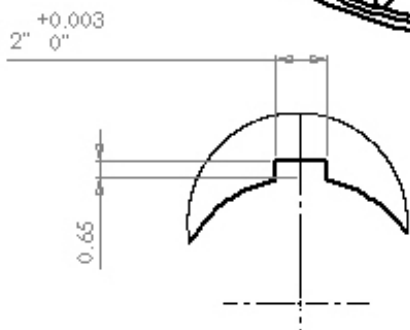
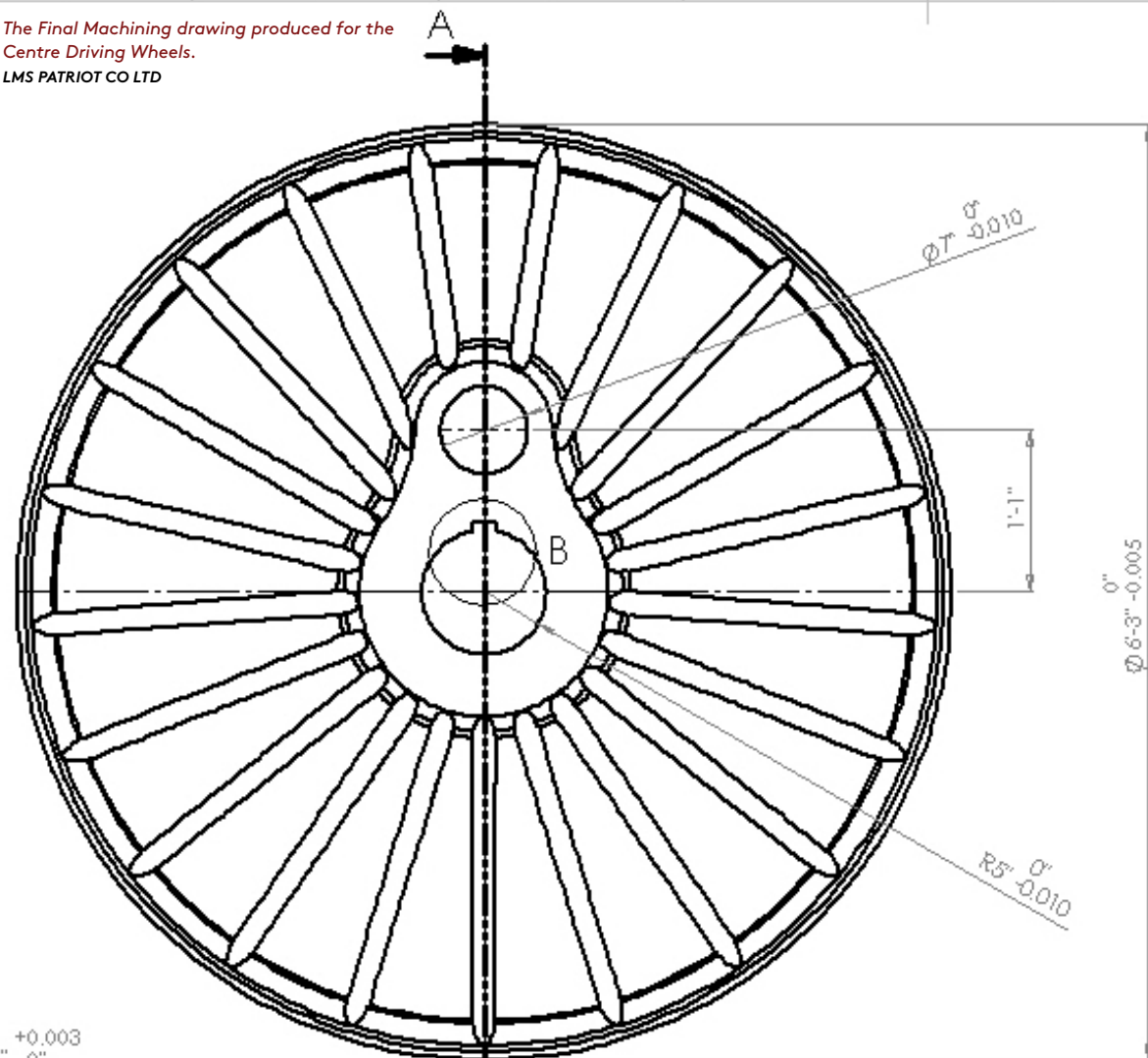
LMS PATRIOT CO LTD



DETAILS TAKEN FROM DRAWING
D32-12207 LEADING, DRIVING & TRAILING WHEELS

[illegible]

The Final Machining drawing produced for the
Centre Driving Wheels.
LMS PATRIOT CO LTD

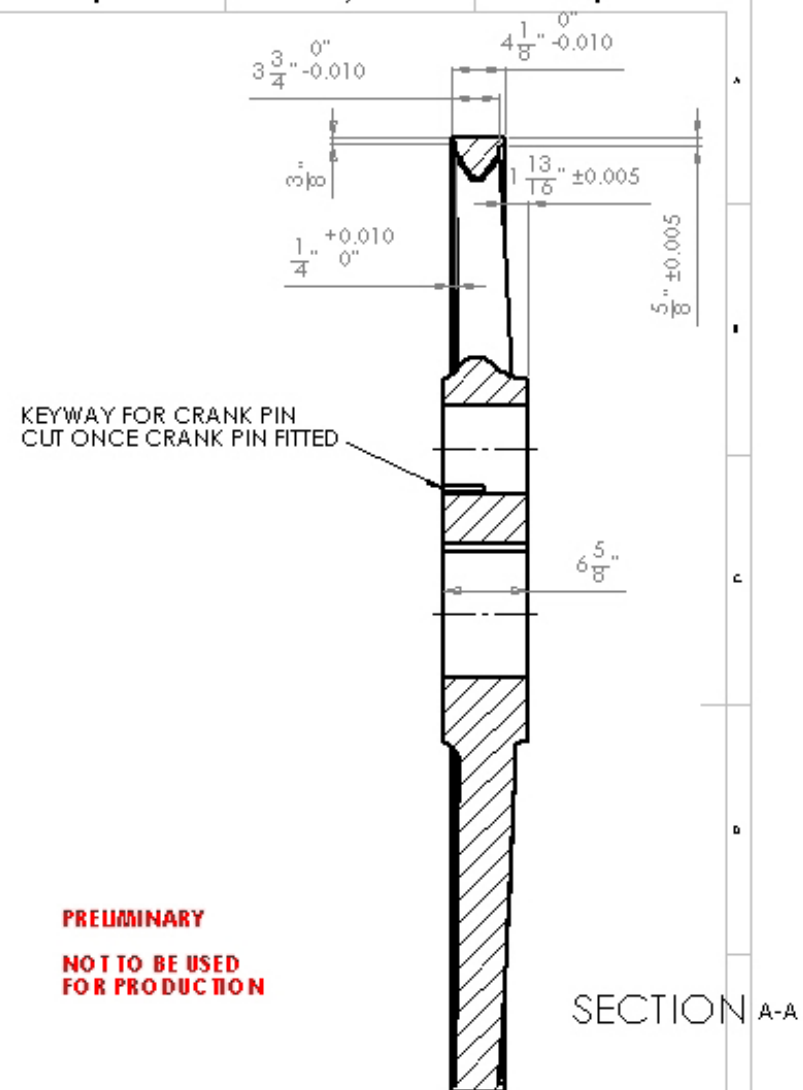


DETAIL B
SCALE 1:5

NOTES

1. DETAILS TAKEN FROM DRAWING
D32-12207 LEADING DRIVING
& TRAILING WHEELS

2. AXLE HOLE IS SHOWN AT NOMINAL SIZE. ACTUAL SIZE MAY REQUIRE ADJUSTMENT TO SUIT AXLE SEAT FOLLOWING REPAIR.



PRELIMINARY

**NOT TO BE USED
FOR PRODUCTION**

SECTION A-A

[illegible]

BRUCE MURRAY – AN INTRODUCTION

I blame the chaps who manned the Patriot Stand at the London Festival of Railway Modelling at Ally Pally back in March this year. I attended the show on the Saturday with the sole aim of acquiring yet another model GWR pannier for my collection. However, I got into a conversation at the Patriot Stand and the next thing I knew was that a dormant passion for full size steam had been reignited and I joined up on the spot.

I have not been involved with heritage steam railways for a number of years. I started back in the very early 1970s when it was quite acceptable to not only send a 10-year-old boy into the tanks of an old clapped out industrial engine to clear out the accumulated muck and detritus but to do so without a dust mask, gloves or any PPE at all. Not that I am complaining. I thoroughly enjoyed it and not only survived the experience unscathed (well of course I did) but it ignited a life-long passion for steam that has never left me.

I spent many, many years learning about and getting involved with all aspects of heritage railways from digging big holes, working on locos – mainly fitting work, designing and laying track, footplate work up to driver, and digging bigger holes. Ultimately, I was involved with some main line steam including producing certification requirements, inspections, maintenance work to main line standards, ongoing record keeping and working with, as it was known in those days, a Vehicle Acceptance Body (VAB). Professionally I worked on the railways all of my life, mainly in signal engineering.

I, of course, knew about The LMS-Patriot Project and the challenges being faced, but never really thought about getting involved. The model railway show changed all that and now I find myself with a new lease of life and getting involved in all kinds of work that I had not thought about for quite a while.

Within a couple of weeks of signing up I'd had telephone calls and email exchanges with Colin Hall and David Tuffin. Both men were very encouraging for me to get involved and they reinforced my initial thoughts that the building of The Unknown Warrior was a project really worth supporting. The result is that I am assisting David and the engineering team writing documentation that needs to be produced to support the registration and certification process to get 5551 onto the main line. As you will have read elsewhere in The Warrior, I am also starting to review and process the incredible amount of historic records for Patriot locomotives that has generously been sent to the project. The wonders of the internet mean that I have met the Engineering Project Team and can write documents and create spreadsheets and get them circulated for others to review.

For me, age and life has brought levels of cynicism and suspicion concerning many aspects of life which cause me to approach everything with an almost extreme level of caution. This in turn has stopped me getting involved with any volunteer work in recent times. The people I have encountered from the Patriot Project have broken straight through all of this with their complete enthusiasm and commitment to the job in hand. Everyone has been very welcoming and wanting me to become involved. I am enjoying the work and am totally confident that the project has exactly the right group of people in place with exactly the right skills, knowledge, drive and contacts to get 5551 finished and running at 75mph on the main line. It will be a success.

Finally, I am a GWR man at heart and was somewhat disappointed at the response from the engineering team when I suggested a copper cap on the chimney might look nice. Oh well, one clearly can't have everything in life.

LMS PATRIOT CLASS LOCOMOTIVE RECORDS

Patriot class locomotives in service on the LMS and BR for over 30 years were robust and reliable engines, taking on all manner of mixed traffic duties. We all know that don't we?

Well at least we think we do! It's one part of the compelling rationale to build a new example of the class.

But what is the actual evidence? For Certification and Registration of our new Patriot Class locomotive to run on the 21st century main line we need to provide the external independent assessor (Ricardo) with some hard data which supports our argument that it will be reliable, and justify why we are following the original design closely. Details of annual mileages, frequency of overhauls, failures in service, any repetitive faults or major modifications which were necessary, review of involvement in accidents, and other relevant LMS documents (e.g. Board Minutes).

This will necessitate a dedicated exercise to locate and analyse all the records we can find available for the class at places like NRM and Kew Record Office. Thankfully, there is however one excellent place to start.

Many of you may be familiar with John Jennison's excellent volume on the LMS Patriots (see reference below), which contains a wealth of detailed information, and a final chapter on our 5551 new build. We are not able to simply reproduce parts of the volume in our documentation due to copyright reasons. However, John has been tremendously helpful by recently providing electronic copies of a large number of the above documents, which provided source material for the book. A huge thank you to John for saving us a good deal of work.

Bruce Murray has started sorting and tabulating all the documents John has provided, checking what we have, and what we do not. Efforts to fill the gaps, if possible, and analysis of the data will follow.

Chris Tasker and David Hughes, whose combined historical knowledge, and photographic records, of the Patriot Class has already helped the Project so much are proving invaluable by providing information on all the places we will have to visit to look for information we might still have to find.

It could be that readers know where possibly useful information might be located, or maybe even have the odd record in your own personal collection. If anyone has any information about the Patriots that they think might be of use please contact David Tuffin in the first instance (david.tuffin52@gmail.com).

One obvious area where records are lacking is Engine Record Cards... Watch this space!

DAVID TUFFIN / BRUCE MURRAY – ENGINEERING TEAM

Reference:

Jennison J. (2018). A detailed history of The LMS Patriot 4-6-0s including 5551 The Unknown Warrior. Published by RCTS in the Locomotives of the LMS Series.

These rare colour photos of **No. 45543 Home Guard** and its nameplate were kindly sent in by well-known author and project member John Stretton. The loco is stored and awaiting disposal at Preston shed on 26th May 1963. On 1st December this year it will be the 60th anniversary of the withdrawal of the last remaining original Patriot, No. 45550. PHOTO: © JOHN STRETTON



FROM THE OFFICE

OFFICE PHONE NUMBERS

01785 244156
07801 945689

Posting out Warrior 54 went remarkably well! We had the largest number of helpers that we have ever had so it was all done in a couple of hours. Royal Mail collected them in the early afternoon and only a couple of days later members reported that the magazine had arrived through their letter boxes. After all the problems we had with the previous issue it was a real relief to have things go to plan for a change. Fingers crossed that this happens again this time.

Although the office building is now open, David and I are still doing much of the work at home. A couple of other volunteers help out occasionally but unfortunately no one was available to cover while we were away for two weeks celebrating our Golden Wedding Anniversary. If you are interested in reading about our adventure on *The Royal Scotsman* please go to page 50.

When we returned, there was a lot of post and many emails to deal with so it took longer than we would have liked to complete all the outstanding work. Our recent appeal for extra help in the office unfortunately didn't generate a response. As most of our members live some miles away from Stafford that is understandable as travelling a distance wouldn't be feasible. Since the office opened in 2013 the work has evolved and in many cases has become more complex. In the New Year we will be looking to see if systems can be set up for some tasks to be completed by remote working, i.e. working from home. This has become much more commonplace since the pandemic. We have already had several offers from members who would like to help in this way.

By the time you are reading this, the draw will have taken place at the AGM and the lucky winners notified. It was much appreciated that many of you

paid for the tickets by bank transfer. We realise that setting up such payments is not always as straightforward as we would hope. I wrote about this in the previous issue of the magazine but I think it is worth mentioning again.

"It can be concerning when you are warned that our account details are not found. This is because our bank, CAF (Charities Aid Foundation) is not one of the main high street banks and uses HSBC as its clearing agent. The automated security checks are therefore not able to find our account details. Once you get the warning message, provided that you have entered the bank sorting code and account number as quoted on our documents, you can safely proceed with the transaction and the payment will reach us."

When making a payment or contacting us please add your URN (unique reference number) wherever possible as that makes it much easier to find your details on the database. The URN can be found on your membership card and will be on the address label attached to the envelope this magazine came in.

With best wishes for Christmas and the New year to you all.

*Linda Westerman,
Office Manager*

SALES REPORT

sales@lms-patriot.org.uk

Quarter 2 saw a significant increase in turnover on both the previous quarter and the corresponding period last year.

Gross income was £5,125.17 compared to £1,856.93 last year and £1,364.05 in Q1 2022.

The increase was very much due to the fact that we attended more events this year following the forced hiatus of the Covid era.

We did particularly well from donated model railway items, much of which will attract Gift Aid, so once again a big thank you to those who made the generous donations. More items of this ilk are always welcome, so if you have any models you would like to donate please contact me at the email address above.

We are currently in the process of sourcing new sales lines, especially in clothing, so keep a look out for those items coming soon and don't forget to buy your LMS-Patriot 2023 Calendar, see advert on page 43.

NOTE: Please make sure that you send any Christmas orders for merchandise no later than Sunday 18th December as the last posting date is the following day.

2022 GRAND PRIZE DRAW

**Thank you to all who participated in this year's draw.
The total income was just over £5,000 raising around £4,000
for the locomotive build.**

The winners are:

1st Prize – £500 – R. Mathews, Staffordshire (Ticket No. 05650)

2nd Prize – £250 – D. Mark, London (Ticket No. 01376)

3rd Prize – £100 – A. Smith, South Yorkshire (Ticket No. 21038)

4th Prize – £50 – M. Jarvis, Cumbria (Ticket No. 03228)

5th Prize – £50 – C. Nickel, Lancashire (Ticket No. 09191)

6th Prize – £50 – H. James, South Derbyshire (Ticket No. 13792)

Thank you for your support.

KIND REGARDS, NEIL KINSEY

AMALGAMATION OF THE L&YR AND THE L&NWR

AS WE APPROACH THE 100th ANNIVERSARY OF THE FORMATION OF THE BIG FOUR WE LOOK AT THE STORY BEHIND THE AMALGAMATION OF TWO INDEPENDENT COMPANIES IN 1922 THAT WOULD EVENTUALLY FORM A LARGE PART OF THE LMS.

In a letter addressed to the Proprietors of the London and North Western Railway, headed 'Future of Railways' and dated 19th May 1921, Deputy Chairman C. N. Lawrence described the outcome of negotiations between the Railway Companies' Association and Minister of Transport, Sir Eric Geddes, concerning the Government's intended grouping of railways in the aftermath of the Great War. Lawrence's letter referred to 'constant and arduous negotiations... taking place' between the RCA and the Government, following publication of the latter's White Paper on the subject, resulting in 'considerable modification' of the Government's proposals, ultimately set out in a Bill submitted to Parliament on 11th May 1921.

Under the terms of the Bill, Lawrence explained: "The Railways are to be formed into groups by a process of amalgamation and absorption... the grouping to come into operation on the first day of January, 1923."

Lawrence went on: "The Bill provides for the undertaking of the London and North Western Company together with those of the Midland, Lancashire and Yorkshire, North Stafford, and Furness Companies and certain other small subsidiary Companies being formed into one group."

Lawrence pointed out, however, that the Companies were 'free to propose any scheme of grouping according to their own choice, alternative to that of the Bill, the option extending up to the 30th June 1922, and that scheme shall be approved by the Minister unless, in his opinion, it is incompatible with the economical and efficient working of the railway systems. Both Houses of Parliament must also assent to the alteration.'

In fact, the LNWR had already decided on a step

towards the Government's proposed grouping, and communicated that decision to its shareholders, before Lawrence's letter was written. In an earlier letter addressed 'To the Proprietors of the London and North Western Railway', dated 5th April 1921, Secretary J. Bishop wrote: 'I am instructed by the Directors to inform you that, subject to the approval of the Proprietors, they have entered into a provisional Agreement with the Directors of the Lancashire and Yorkshire Railway Company under which, from a date to be agreed, that undertaking will be acquired by the London and North Western Company.'

Bishop's letter set out in detail the financial terms of the agreement, by which holders of LYR stock were to receive LNWR stock in exchange; and it was proposed that a number of LYR Directors should join the LNWR Board. The L&Y Secretary, R. C. Irwin, addressed a similar letter, on the same date, 'To the Proprietors of the Lancashire & Yorkshire Railway'.

So why did the LNWR jump the gun in this way, subjecting itself to the trouble and cost of an arrangement with the LYR that would come into effect just one year before both Companies were to be absorbed into what became the LMS? As Bishop's letter went on to point out: 'For very many years past the interests of the two Companies have been closely allied. As far back as 1873 proposals were made for a formal amalgamation, but Parliament refused its sanction. Closer working was, however, to some extent obtained by means of various arrangements for pooling competitive traffic'. It certainly seems to have been the case that, in Lancashire and the West Riding of Yorkshire, where the lines of the LYR and the LNWR were closely intertwined, the prevailing spirit

between the two Companies had become very much one of co-operation rather than competition. But the effect of creating a 'Greater LNWR' in this way was presumably also seen as a means of placing the LNWR in a stronger position vis-à-vis the Midland (which had enhanced its own position by the acquisition of the London, Tilbury and Southend Company before the Great War) as arrangements for the new LMS undertaking were negotiated.

The amalgamation also gave the LNWR access to the best LYR 'talent', to replace some of its own departing senior officers.

ARTHUR WATSON – GENERAL MANAGER

Arguably, the process of amalgamation of the LNWR and the LYR began on 1st January 1921, with the appointment of Arthur Watson as General Manager of the LNWR, following the retirement (and election to the Board) of Sir Thomas Williams.

The L&NWR Gazette of January 1921 welcomed Mr. Watson in enthusiastic terms.

'The appointment of Mr. Arthur Watson, C.B.E., M.Inst.C.E., M.Inst.T. as general manager of the



Arthur Watson, General Manager of the LYR 1919-1921 and of the LNWR 1921-1922 (courtesy Lancashire & Yorkshire Railway Society).

L.&N.W. Railway, which position he will hold in addition to that of general manager of the L.&Y. Railway, constitutes an event of considerable importance in the railway world. For one individual to attain to the leading executive position in two of our large railways is in itself a notable achievement, but coming as it does at a time when the future of British railways is an all absorbing matter, it suggests a possibility of symptomatic value, which gives an added general interest to the appointment. From the point of view of the staffs of the two concerns there is the great advantage that while we, on the L.&N.W., welcome a new chief, our comrades on the L.&Y. Railway are not called upon to say farewell to their present head – we and they have become colleagues, a fact of which we, for our parts, are proud.

'Mr. Watson is a Manchester man, having been born in that city in 1873. He was educated at the Manchester Grammar School and the Victoria University, Manchester, and in 1890 he was articled as civil engineer to the Chief Engineer of the Lancashire and Yorkshire Railway... On the retirement, in January, 1919, of Sir John Aspinall, Mr. Watson was selected to succeed him as [LYR] general manager...

'On behalf of our readers, we beg to offer to our new general manager sincerest congratulations, to which we venture to add an assurance of loyalty and service, and an endeavour on the part of us all to make his association with the L.&N.W. Railway something he can look upon with the maximum of satisfaction.'

REORGANISATION

It must be assumed that Arthur Watson, with his considerable existing knowledge of the LYR, played a large part, over the following year, in planning the reorganisation of the two Companies, in terms both of structure and personnel.

The L&NWR Gazette of December 1921 recognised that this was a time of uncertainty for the staff involved.

'Subject to the approval of the Railways Amalgamation Tribunal, the L.&Y. Company will cease to have a separate existence, as from 1st

IMPORTANT.

London and North Western Railway.

EUSTON STATION,

LONDON, N.W. 1.

19th May, 1921.

DEAR SIR (OR MADAM),

FUTURE OF RAILWAYS.

On the 18th December, 1920, the Chairman forwarded to the Proprietors copy of a communication addressed to Sir Eric Geddes setting out the observations of the Railway Companies' Association on the proposals of the Minister of Transport as contained in the "White Paper"; and at the Annual General Meeting held on the 25th February last I explained the position of matters as they then stood, and informed the Proprietors of the intention of the Government to bring in a Bill at an early date.

Since that Meeting constant and arduous negotiations have been taking place between the Railway Companies' Association and the Government, with the result that considerable progress has been made towards the composing of differences which had arisen, and the Bill as introduced by the Minister on the 11th instant shows a considerable modification in many respects of the scheme as outlined in the White Paper.

The main principles of the Bill are as follows:—

- (1) The Railways are to be formed into groups by a process of amalgamation and absorption, on terms to be agreed, or failing agreement, to be determined by a tribunal, the grouping to come into operation on the first day of January, 1923.

The Bill provides for the Undertaking of the London and North Western Company together with those of the Midland, Lancashire and Yorkshire, North Stafford, and Furness Companies, and certain other small subsidiary Companies being formed into one group.

The Companies are, however, free to propose any scheme of grouping according to their own choice, alternative to that of the Bill, the option extending up to the 30th June, 1922, and that scheme shall be approved by the Minister unless, in his opinion, it is incompatible with the economical and efficient working of the railway system. Both Houses of Parliament must also assent to the alteration.

2

- (2) In regard to finance, the Government refused to entertain the suggestion that the guarantee of the 1913 net receipts should be extended for a period beyond the 15th August next, but they have agreed to place at the disposal of the Companies in Great Britain a sum of £60,000,000 in settlement of the claims arising out of the control, and that sum will be allocated amongst the Companies on a scheme of apportionment set forth in the Bill, and will be available for the general requirements of the Companies.
- (3) The provisions as to the future regulation of the Railways, including the gradual standardisation of plant and equipment, which have been inserted in the Bill, represent very substantial modifications of the original proposals of the Minister.
- (4) The provisions for the new rate fixing machinery are on the lines generally of the Report of the Rates Advisory Committee. Rates are to be fixed so as to secure to the Companies a standard revenue equivalent to the net receipts of 1913 plus allowances for recent capital expenditure, for unfructified capital, and also to cover whatever may have to be paid for interest on fresh capital. In addition, the formula for future adjustment of rates is so stated that if and as working expenses fall, and granted improved trade conditions, the amalgamated Companies will be enabled to attain by gradual steps a higher level of earning power.
- (5) The clauses as to management provide that the Directors of the new amalgamated Companies shall be qualified Proprietors, elected by the Proprietors.

In regard to wages and conditions of service, effect is given to the arrangements which have been arrived at by negotiation between the Railway Companies and the Trade Unions whereby it has been agreed to continue (unless otherwise determined by 12 months' notice) the Central and National Wages Boards, and to establish for each group Councils composed of officers and elected employees whose functions will be generally on the lines of the Whitley Report on Industrial Councils.

This is an arrangement which your Board believes will operate both in the interests of the Shareholders and the Staff. It also provides suitable machinery for the adjustment of labour questions on economic lines, and should be of material help in the settlement of such questions.

The Government having decided that the present constitution and administration of Railways shall be altered, the Bill as introduced, so far as the main principles and broad features are concerned, meets to a considerable extent the views of your Board. There are, however, many details of the Bill—some of them of even critical importance—which will need watchful consideration and careful amendment during the progress of the Bill through Parliament. In regard to such amendments the Companies have reserved to themselves full liberty of action, and if, during the proceedings, difficulty should arise upon any question of substantial importance, which, in the opinion of your Board, makes it desirable for the Proprietors to be consulted, a meeting will be called for the purpose.

Yours faithfully,

C. N. LAWRENCE,

Deputy-Chairman.



R. C. Irwin, Secretary of the LYR 1899-1921 and of the LNWR 1922 (courtesy of the Lancashire & Yorkshire Railway Society).

January, 1922, and will be completely merged in the London & North Western Railway. This will be the first step in the process of

grouping, which will form such an important part of railway life and activity during the next few months. To those concerned directly as servants of the two railways, the immediate future is of interest, real and personal, for in times of change many things may occur. These things, however, will have to remain until the time of revelation arrives – speculation, like rumours, being more unsettling than satisfying.’

In fact, the ‘servants of the two railways’ did not have long to wait for ‘the time of revelation’ – at least as far as the main restructuring of the amalgamated Companies was concerned.

In December 1921, General Manager Arthur Watson produced a pocket-sized booklet entitled ‘Reorganisation of Railway 1922’, which set out the structure of the enlarged LNWR; and Watson also used the January 1922 issue of the L&NWR Gazette to supply details to ex-LYR and LNWR staff.

R. C. Irwin, who had been Secretary of the LYR since July 1899, was appointed Secretary of the enlarged LNWR; and the post-amalgamation Company was split into two divisions based on geographical areas. Crewe itself and all lines south of that point became the Southern Division of the enlarged LNWR; the Northern Division comprised everything north of Crewe, including ex-LYR lines.

THE DIVISIONAL GENERAL SUPERINTENDENTS’ DEPARTMENT

The post of Divisional General Superintendent of the Southern Division went to Lancelot Horne MVO

CBE, who first joined the LNWR in 1893.

The Divisional General Superintendent of the Northern Division was Ashton Davies MBE, a Lancashire and Yorkshire Railway man, who was said to be well-liked and highly-respected by his colleagues and subordinates. Davies kept his Manchester base, from which he now controlled a much more extensive empire, with the old LNWR lines added to those of the LYR.

Other functions, which were not split between Northern and Southern Divisions, were divided along originating Company lines. Division ‘A’ covered the area of the LNWR pre-amalgamation, with Division ‘B’ comprising everything LYR. Watson’s article in the January 1922 Gazette stated that:

‘The Divisional General Superintendents’ Department will include the control and supervision of the whole of the arrangements concerned in the operating or working of the traffic whether conveyed by road, rail or water, including:

- a. Passenger Commercial
- b. Passenger Operating
- c. Goods Train Operating
- d. Goods Yard Working
- e. Collection and Delivery Arrangements
- f. Passenger Train and Goods Train Traffic Station Staff
- g. Locomotive Running as hereinafter defined
- h. Marine Department
- i. Horse Department

Regarding point (g) above, it was stated that: ‘The Locomotive Running and Shed Staff on what was formerly the Lancashire and Yorkshire Railway will continue to be administered by the Divisional General Superintendent (Northern) and the Superintendent of Motive Power (Division “A”)... will continue to administer that department on the portion of the new London & North Western Railway which he formerly supervised [i.e. the whole of the pre-amalgamation LNWR].’ Curiously, whilst Watson makes no reference here to a corresponding post of Superintendent of Motive Power (Division ‘B’), the structure he set out did include such a post,

held by F W Attock, who had been the LYR’s Outside Locomotive Superintendent since 1912 (and who was also the son of Frederick Attock, who had been the LYR’s Carriage and Wagon Superintendent 1877-1895).

Regarding other functions controlled and supervised by the Department:

‘The District Goods Manager, District Traffic Superintendents, and Irish Traffic Manager, will be responsible to the Divisional General Superintendents...

‘Communications respecting matters relating to the working of freight train traffic must, in future, be sent to the Divisional General Superintendents instead of to the Chief Goods Manager.

‘The whole of the Traffic Staff (i.e. passenger and goods) at the stations will be under the control of the respective Divisional General Superintendents.’

The Irish Traffic Manager referred to above, who was based at North Wall Station, Dublin, was responsible to the District General Superintendent (Northern), as were the three District Marine Superintendents (based at Holyhead, Fleetwood and Goole).

‘The Chief Goods Manager [S. H. Hunt, based at Euston] will control the whole of the commercial arrangement in connection with traffic conveyed by freight trains, including the conditions of the contract under which freight train traffic is to be accepted from the public and the rates to be put into operation in connection therewith. He will have the assistance of two Divisional Goods Managers designated “Divisional Goods Manager (Southern)” and “Divisional Goods Manager (Northern)”.’

CHIEF ENGINEER

E. F. C. Trench, who had been the LNWR’s Chief Engineer since 1909, retained his Euston base as Chief Engineer of the Company post-amalgamation. He was assisted by Divisional Engineers for ‘A’ and ‘B’ Divisions: Messrs Williams (Crewe) and Coomber (Manchester) respectively.

The responsibilities of the Chief Engineer were described as follows:

- a. The design and execution of all new works within the scope of his department.
- b. The maintenance of the permanent way, buildings and any equipment which the General Manager allocates to his department.
- c. The provision and maintenance of telephones, telegraphs, block instruments, track circuits and any electrical appliances used in connection with signalling.
- d. The provision and maintenance of the lighting arrangements of the railway.’

CHIEF MECHANICAL AND ELECTRICAL ENGINEER

The LYR’s George Hughes became Chief Mechanical and Electrical Engineer, as a result of which the LNWR’s H. P. M. Beames was effectively demoted to the post of Divisional Mechanical Engineer (Crewe). The corresponding post of Divisional Mechanical Engineer (Horwich) was held by G. N. Shawcross.

The Chief Mechanical and Electrical Engineer was responsible for:

- a. The design, construction and maintenance of all locomotives, with the exception of the work done by the Divisional General Superintendents, and the Superintendent of Motive Power (Division “A”). [Again, there was no reference to the Superintendent of Motive Power (Division ‘B’)].
- b. The design, construction and maintenance of rolling stock.
- c. The generation and distribution of electric power (whether for traction or lighting), including the control and supervision of the power houses, sub-stations and all equipment used in connection therewith.
- d. The provision and maintenance of all outdoor machinery.’

Posts responsible to the Chief Mechanical and Electrical Engineer included:

- Divisional Carriage Superintendent (Wolverton) – A. R. Trevithick
- Divisional Wagon Superintendent (Earlestown) – W. W. H. Warneford



George Hughes, who became Chief Mechanical and Electrical Engineer of the LNWR following the amalgamation in 1922 (courtesy Lancashire & Yorkshire Railway Society).

Divisional Carriage and Wagon Superintendent (Newton Heath) – F E Gobey.

OTHER POSTS

The new Company's Land and Estate Agent was J. R. Ball (Euston), with Divisional Land and Estate Agents, together with Divisional Rating Surveyors, being allocated to the Northern and Southern Divisions.

The Company's Accountant was J. F. Gee (Euston) and the Audit Accountant, F. G. Evans (Euston).

Divisional Storekeepers and Divisional Hotel Managers were allocated to Divisions 'A' and 'B'.

INTO THE LMS

There was little time for this structure of the 'new' LNWR to become established, as, just one year later, the Company was absorbed into the LMS. But if the aim of the amalgamation had been to strengthen the hand of the LNWR and put it into a dominant position relative to the Midland, that plan, initially, seemed to have been successful.

The final LNWR Chairman, Charles Lawrence, became the first Chairman of the LMS; R C Irwin was its first Secretary; and Arthur Watson was appointed LMS General Manager.

When Watson set out the 'Interim Organisation of the Company' in the first (January 1923) issue of the LM&SR Gazette, there was much that had a familiar look. Even the Gazette itself was essentially unchanged, apart from the updated title, for most of 1923 at least.

The Department of the Chief General Superintendent now comprised three Divisions: Western, Midland and Northern. The Northern Division included all Scottish lines and the Midland Division was essentially the Midland Railway with the addition of the Stratford-upon-Avon and Midland Junction. The Western Division covered the post-amalgamation LNWR, together with the North Staffordshire, Furness, Maryport and Carlisle and Dundalk, Newry & Greenore Railways.

The post of General Superintendent (Western Division) went to Ashton Davies (who again kept his office at Hunt's Bank, Manchester), although now he was responsible to Chief General Superintendent J. H. Follows (ex-Midland Railway).

E. F. C. Trench became LMS Chief Engineer and Messrs Williams and Coomber remained in post as 'Divisional Engineer, Permanent Way (present Division "A")' and 'Divisional Engineer (present Division "B")' respectively.

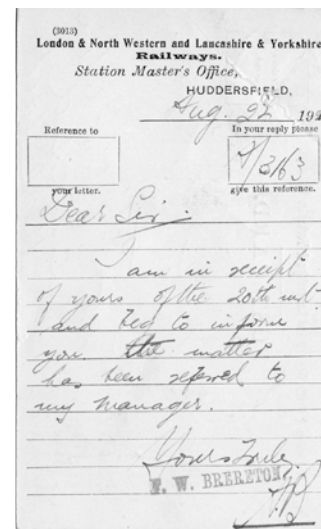
George Hughes (Horwich) became the first LMS Chief Mechanical and Electrical Engineer, with Sir Henry Fowler (ex-Midland) designated Deputy Chief Mechanical Engineer. H. P. M. Beames remained as Mechanical Engineer (Crewe), as did G. N. Shawcross, Mechanical Engineer (Horwich).

Within just a few years, of course, much of this was to change, as ex-Midland men took over the most senior positions. But that, as they say, is another story.

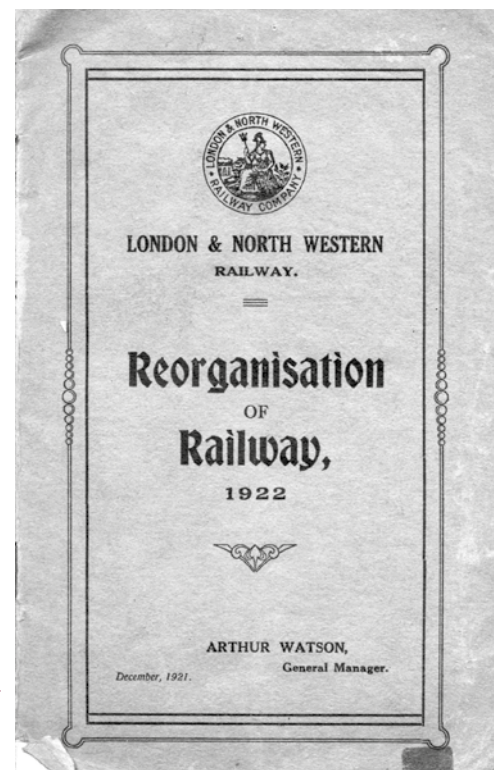
Thanks to Tony Gillam of the London & North Western Railway Society for providing this article and accompanying images. www.lnwrs.org.uk

ACKNOWLEDGEMENT

We are grateful to Roger Mellor of the Lancashire & Yorkshire Railway Society for making available photographs from that Society's collection.



Front cover of the booklet 'Reorganisation of Railway 1922' produced by General Manager, Arthur Watson, in December 1921 (LNWRS INSTS0003).



The close working of the two Companies over a long period of time is particularly demonstrated by this pre-printed postcard sent from Huddersfield Station, which had been jointly owned since its completion in 1850 (LNWRS CORR0041).



The new order following amalgamation was demonstrated by this photograph, which appeared on p255 of the September 1922 issue of the L&NWR Gazette. The Gazette's caption read: 'Northern Section L.&N.W. Heavy Mineral Train. Engine 0-8-0 No. 246.' The photograph shows a L&YR large-boilered 0-8-0 hauling a typically long train of Yorkshire coal, Lancashire-bound, along the L&YR's Calder Valley main line at Mytholmroyd (courtesy Lancashire & Yorkshire Railway Society, photographer F. E. Mackay).

LMS Patriot 4-6-0 No. 45524 Blackpool and Jubilee 4-6-0
No. 45722 Defence at Hay Fell with a Liverpool to Glasgow express in 1949.
PHOTO: F. R. HEBRON © RAIL ARCHIVE STEPHENSON.



THE BOND OF SACRIFICE

REMEMBERING THE FALLEN 1914–1918

BARELY HAD THE FIGHTING BEGUN WHEN THE THOUGHTS OF SOME TURNED TO THE QUESTION OF COMMEMORATING THE FALLEN. ONE OF THE FIRST OF THE NATIONAL PROJECTS TO EMERGE WAS THE BOND OF SACRIFICE.

Having disembarked at Boulogne on 14th August 1914, the men of the 4th Battalion, Middlesex Regiment soon found themselves moving east towards the front in Belgium. Seven days later, on the 21st, the battalion went into billets in the village of Bettignies south of Mons. Patrols were quickly sent out with instructions to try and locate the enemy. The men involved, which included Private L/14196 John Parr, who is described as a ‘reconnaissance cyclist’, set off on bicycles that evening; they soon encountered German troops, reportedly in the area of Obourg.

Parr remained behind to monitor the enemy while a comrade pedalled back to battalion HQ to give a report. Nothing more was seen of Parr. The regimental history of the Middlesex Regiment states that although two platoons of ‘D’ Company were part of a brigade outpost line two miles north of Bettignies, the night of 21st August passed ‘without incident’. The Commonwealth War Graves Commission records note that Parr ‘was fatally wounded during an encounter with a German patrol two days before the battle (of Mons), thus becoming the first British soldier to be killed in action on the Western Front’.

It was not until the next day, however, that the first British Army officer would be killed in action fighting the Germans – but not on the Western Front. At the time of his death, 24 year old Lieutenant George Masterman Thompson, 1st Battalion Royal Scots, was attached to the Gold Coast Regiment, West African Frontier Force. The facts surrounding his death are detailed in his entry in Volume I of *The Bond of Sacrifice*:

‘Having become Lieutenant in February 1913, he

went with his company to the coast, and after the declaration of war was for some days Military Commandant of the border town of Quittah... On the 10th August he crossed over the border into the enemy territory of Togoland, and, leaving Lome on the 14th with the allied troops, marched, skirmishing in the rear, one hundred miles to Chra, where the Germans had concentrated their forces, and were strongly entrenched, with four Maxims and four hundred or five hundred rifles...

‘The following brief account was given by a correspondent of “the story of how at Chra, in German Togoland, an English Lieutenant and a little band of Senegalese died together”:

“Lieutenant Thompson, of the Gold Coast Regiment, with twenty-two British native troops, was placed on 22nd August at the disposition of Captain Castaing, of the Dahomey Brigade. To reinforce the little troop, of which the morale had been shaken by a preceding engagement, Captain Castaing added to it a Sergeant, two Corporals, and fourteen Tirailleurs.

“At the very beginning of the fight the mixed section thus constituted found itself assailed by a sharp fusillade from strongly entrenched troops of the enemy, who had the further help of machine guns. It maintained an undaunted front, and four hours later, about half-past three in the afternoon, after the artillery had entered into action, Lieutenant Thompson, thinking the way sufficiently prepared, led his troop forward to push the attack to a finish. All the Castaing unit lent a vigorous support to him in this. But under the deadly hail of bullets the attack could not be carried beyond a point some fifty yards from the line of the enemy’s trenches.

“Lieutenant Thompson, mortally wounded, fell to

the ground, and the British native troops wavered. But the Senegalese Tirailleurs, faithful to a long tradition of gallantry and faithfulness, refused to abandon the body of the unknown leader their Captain had given them, and they succeeded in holding the ground they had won. When the enemy withdrew it was seen at what cost this ground had been kept. Side by side around the body of Lieutenant Thompson and an English native Sergeant lay the Sergeant, the two Corporals, and thirteen out of fourteen of the Tirailleurs... Lieutenant Thompson and his brave little band of Senegalese were buried together where they fell.”

In main, the work of three men, Colonel L. A. Clutterbuck, Colonel W. T. Dooner and Commander C. A. Denison, the *Band of Sacrifice* is a biographical record of those British officers who fell in the First World War. As the editors themselves noted, ‘The publication will be issued in volumes, each covering a period of, as nearly as possible, six months, and including the names of all Officers who lost their lives within that period from causes directly attributable to active service in the Great War. When doubt exists regarding the fate of an Officer, his name is not included until authentic confirmation of his death has been received. Special volumes are in course of preparation for the Royal Navy and for the Overseas Forces respectively, which it is intended to publish after the conclusion of the war.’

Volume I, in which Lieutenant Thompson appears, covers August to December 1914; Volume II January to June the following year. The first volume alone, the title of which was the suggestion of Rudyard Kipling, has biographies of some 1,400 men.

Field Marshal the Viscount French of Ypres was asked to write the foreword to what he referred to as a ‘deeply interesting volume’: ‘Its pages teem with deeds of gallantry and devoted self-sacrifice in the cause of King and Country. The brief and concise narrative which recalls the glorious ending of each separate life must appeal with simple and pathetic

grandeur to every British heart.

‘If we search for the many causes which have made for the British Army so magnificent a record, we will find amongst the most marked and prominent is the close and cordial relationship which has existed at all times between Officers and men.

‘British soldiers have learnt from an experience which now covers centuries that in their Officers they possess leaders of indomitable courage, determination and self-reliance. A mutual confidence is established which has ensured many a glorious victory and often converted imminent defeat and disaster into a brilliant success. The Officers who have fallen in this great war have splendidly maintained these traditions. This is made abundantly evident to anyone who makes a study of the Rolls of Honour which have filled the columns of the daily paper.

‘Enormous beyond all precedent as these death rolls have been it is a fact that the proportion of Officers to men is in excess of what it has been in any former war. Deep as must ever be the debt of gratitude which the Nation owes to its soldiers in the ranks, at least the same is owing to the devoted and intrepid leaders who have so freely sacrificed their lives on these blood-stained fields.’

As the war raged on, the scale of that sacrifice began to take its toll on *The Bond of Sacrifice*’s publishers and editors. As the casualty lists continually lengthened, it became clear that the project could not be sustained, with the result that there was never a third volume.

Thanks to Roger Mortimer of Key Publishing Ltd. for permission to reproduce the text for this article which originally featured in **Remembering the Fallen**, a special publication from the publishers of Britain at War magazine. Britain at War is available monthly from shop.keypublishing.com or WHSmith and other leading newsagents. **Remembering the Fallen** is still available from shop.keypublishing.com

LMS-PATRIOT PROJECT – 2022 AGM

Our 2022 AGM was held on Saturday 12th November at the new Kidderminster Railway Museum meeting rooms, which provided an excellent venue.

The AGM received the Report and Accounts for the Year Ending 31st March 2022, voted to extend the appointment of Richard Stonier FCA of Deans, Stafford as our Independent Financial Examiner, and voted to appoint Andrew Laws and Richard Sant as Directors for a further three year team.

After the AGM, members received a presentation from Colin Hall on the current status of our project. You can read below what the members present heard, illustrated with some of the slides.

LMS-PATRIOT PROJECT AGM PRESENTATION 2022

It's great to see so many of you again, particularly those of you who have come such a long way to be with us. The prize for that has to go to our member from the Isle of Wight.

I'm going to cover what has happened since last year's AGM, how we see things now, and what's our revised completion forecast.

But first, if you were not able to be present just a reminder of what happened last year

We launched Project Reset: we spent time explaining what we are having to do and why.

We did a lot of work on our forward projections, and gave you for the first time our best shot at when our work on the locomotive would be complete. Back then, we said December 2026

was our best-case forecast. I've included these snapshots of what we presented at that meeting.

So what progress have we made since then? Our Report and Accounts covered much of this, but here is a quick recap.

On the wheelset recovery, we reached a constructive settlement with Boro Foundry in December after discussions spread over several months. The replacement wheels have been cast by William Cook (Cast Products) and proof machining is in progress. Our Lead Engineer expects to receive the finished product by Christmas. Existing components (balance weights, crank pins) have been salvaged and are intended for re-use. We have done a lot of work planning and materials ordering for wheelset reassembly.



On chassis testing and reassembly, a ton of work has been done on dismantling the chassis—you wouldn't recognise it now. Importantly, we faced up the challenge of missing documentation for many chassis components. After a concerted but unsuccessful effort in the winter to get documentation from our main suppliers, we devised and agreed a testing regime with the help of our certification body: this has started and is showing encouraging results. Work on the outside cylinders modification and repair is now complete.

And we mustn't forget the boiler and tender, where we are chugging along with steady progress at HBSS and Leaky Finders.

What's not gone as we had hoped?

Most important of all, our income trend is a big concern and I will come back to that later. Our Membership numbers are down, and we are looking hard to see if there is anything we can do about that. We have seen significant Engineering slippage against our 2021 plan, which is a source

of great frustration. There are a number of reasons for this:

Material supply lead times can stop us; as an example, in 2021 we started looking at ordering the replacement axle we need, we finally ordered it in Spring 2022 and only now can I report that it is on a ship from South Africa (the only supply source) to the UK; our own planning and organising and decision-making can be very slow (we have had more than our share of people availability problems in 2022). I've included a shot of our Project Director Keith's Project Plan, which shows slippage of 4-5 months in the year. This is all good, essential project management work; but I am reminded of the old adage "you can lead a horse to water, but..."



Because of all this, spending has slowed as a result. I really don't like having such a healthy bank balance, although I fully respect the views of our Independent Financial Examiner on that score.

Despite all that, many good things have happened in the year.

We are minimising testing costs, which we hope will be mostly free at the point of delivery. We have made a lot of progress with planning safety certification and risk management work, thanks to David Tuffin and now our new volunteer Bruce Murray. We have had a windfall of original Patriot locomotive history cards and more, thanks to the kindness of Mr. John Jennison, author of the RCTS book *The Patriot Class 4-6-0s*. This information is invaluable for our safety certification work to come. We have got going with the Main Line Steam Builders group, where we are a founder member and secretary; and we hope to hold the third meeting at West Shed next year.

WHAT DID WE SAY AT THE 2021 AGM?

EXPLANATION OF WHAT WE ARE HAVING TO DO AND WHY



OUR WORK ON FORWARD PROJECTIONS



BEST CASE FORECAST – DECEMBER 2026



At the second meeting the ORR Giles Turner joined us, and we set out our thinking on a 'standard' approach to what's required for main line certification, which will make life easier for us all in the long run. After a lot of healthy debate and argument, we have devised a new quality recording system for use as chassis reassembly progresses. And we have set up a new centralised engineering document storage system to help the coordination of our work. I cannot underestimate the long-term importance of Project Director Keith Riches relocation this September. The slide says 'to West Shed' – happily for him and his wife (who is currently suffering from Covid) he is only within easy reach, in Mansfield: but he has desk space allocated in West Shed which will be an enormous help as we go forward.

I would also like to acknowledge help from new volunteers. Michael Ames is helping us as a competent metallurgist with component hardness testing. Janet Elson – our recently co-opted Director – is wearing two non-matching hats to help us with Engineering Quality Admin and Sales. Bruce Murray is bringing to the project his professional engineering and safety management experience with both BR and the late Dennis Howell's GWR pannier tank No. 9466. Accountant Mike Archer-Smith is providing vital bookkeeping support to Neil Collinson. Thanks to every one of you.

Last but not least we are doing our best to get going with widening our fund-raising. Yes, we had a full brainstorm on what we might do. We have started a systematic trawl of Grant Making trusts: this will be a challenge, but it is well worth a try. We are getting going with reaching the Military Remembrance sector

better, and we are restarting presentations post-Covid.

So the slide says "We're getting there". Many of you will remember the 1970s BR ad campaign with that strapline. There were no internet message boards or Facebook back then, but I remember the newspaper critics saying, "Yes, you are getting there... but when?"

Before I try to answer that question... I was pleased to get a letter yesterday from Simon Scott, our Lead Engineer at West Shed. He couldn't be here because of pressing problems with 6233, but he wanted to show his support for the project. Simon has had a terrible year in personal terms, and we all feel for him – but it hasn't dented his enthusiasm for our project. I'll get the full letter published in the Warrior (see right), but I think I should read you the last part of his letter to get a sense of where of where he is coming from. (Colin quoted from Simon's letter from the tenth paragraph down and thanked him for his contribution to the AGM).

So what's our forecast now for completion?

Well, if I was in the witness box and you asked me directly "when will the engine be finished", I would have to say "your honour, I don't know". But this is our best shot at a forecast.

First, the cost to completion. The slide shows not much change on last year, despite us allowing for

Workstream	Estimated Expenditure
Total spend to date (forecast to December 2022)	£3,002,000
Spend to complete	£1,374,770
Locomotive Chassis	£465,760
Boiler (including estimate for tubes, backhead fittings and ashpan)	£268,500
Tender (including tank)	£84,750
Final Assembly (Boiler install, piping up, including TPWS, OTMR)	£555,760
Total Estimate	£4,376,770

The LMS-Patriot Project

The Princess Royal Class Locomotive Trust

WORKING IN PARTNERSHIP

To the LMS-Patriot Project Members at the 2022 AGM

I'm sorry I couldn't make the AGM, because of pressing problems elsewhere: but I thought you would be interested in how I see progress on the Project.

2022 has been quite a challenging year, sorting out all the usable components, but great progress has been made in my opinion.

Both outside cylinders have been tested and are fit to use. They have also had their port bars welded in position and had the exhaust flanges welded up. This in itself is a big leap forward I hope to have them back at the shed before Christmas.

A brand new front buffer beam has been produced with the air brake fixings and all new brackets with full certification of parts and materials

The major structural components have been tested and it's been concluded that all the parts are made of the correct material, thus another massive step in the right direction. They now need to go for MPI testing, once this has happened the items can be fitted back in the loco for the last time.

One of the major jobs this year has been to make six new driving wheels to the correct standard and to make sure we have all the paperwork in place and the correct procedures carried out. We met with Cooks in February and started the process off: all wheels are now made and proof machining will start in the next few weeks, and I hope to have all this work completed by Christmas. Six new driving tyres are now at the West Shed: the old wheels have been removed from the axles and we have kept all the parts we can keep. Once everything is ready all the parts will be sent to the South Devon Railway for assembly of the wheelsets.

Buying the new axle has unfortunately been a very long, drawn-out process but I am pleased to say that the axle is now being shipped to the UK from South Africa as we speak.

Three new rear cylinder covers are now on order along with a new wooden pattern: unfortunately the existing covers are scrap due to high porosity and a lack of quality paperwork.

All the air brake components have now been sourced by myself, and we have a full set to fit to the loco as well and a set of drawings.

As I'm sure people are aware, it's quite a challenging job building a new engine in today's world, as the standards we have to work to are very stringent. Unfortunately decisions don't happen fast – we have to agree our approach with our Certification Body and work with suppliers; and all this takes time.

I'm sure some Patriot members may think and see that little tangible progress is being made – unfortunately in today's society everything does take that bit longer. But please, rest assured that there is not a day or evening that goes by when I am not working on the project.

I am sometimes asked what would have happened if we had just pressed on with the build as it was when 5551 arrived at West Shed in 2019. The answer to that is quite easy – it would have been a poorly constructed locomotive, prone to failure and with no prospect of main line running.

To sum up, I believe this year significant progress has been made, to make sure all the components we have got are fit for purpose, so that next year the loco will be a rolling chassis again.

I hope this will boost all of your confidence not only in myself, but also in the Patriot Project as a whole.

Kind regards,

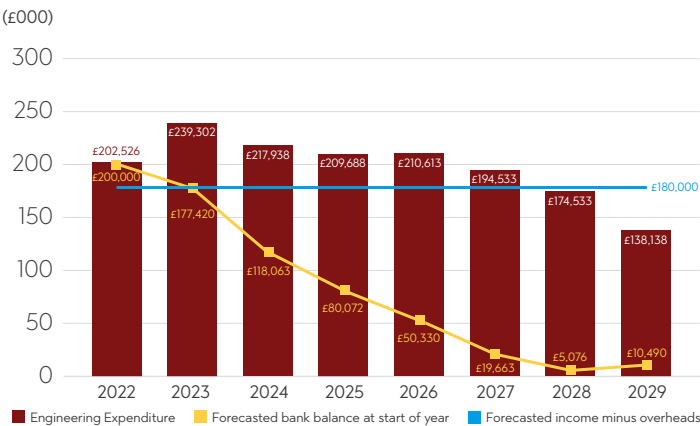
Simon Scott
Lead Engineer
The LMS-Patriot Project



some further inflation. The total estimate stands at £4.4 million of which £3 million has been spent to date.

The chart (right) shows our forecast income against engineering expenditure. This is the tricky bit; and I'd like to thank Andy Collinson for beavering away on this one. The sharp-eyed amongst you will notice it is presented differently from last year, for the simple reason that we struggled to get the software to work.

The vertical bars show the expected engineering expenditure each year based on costed work packages; the flat blue line shows our current net income, projected forward: and the orange line with boxes is what's meant to be in the bank at the start of each year. Yes, it's 2029, which is not an easy read, but the chart shows starkly that we are limited by what we have in the bank. The next slide 'Assembly Schedule' shows the 54 work packages that have gone into our calculation with provisional dates for each. Can I emphasise that this is not a project plan – Keith Riches is doing his best with that in the short to

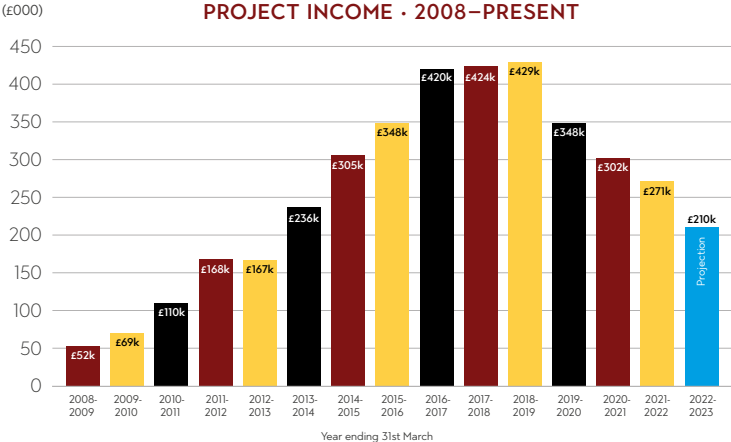


medium term – but it's the only way to figure out what we can do when, with the money we forecast we will have available.

At this point, I should say that – all other things being equal – the locomotive should move under its own power before 2029. We will get clearer on that in the future, although it is not just a simple matter of stripping out main line equipment and certification costs.

What's driving this forecast?

Well, it's the money, as I have already said. The following slide shows the history of our project income. Based on our half-year results, we will be 22% down this year on last. This is a worrying bell curve: the question is, can we turn the tide?



What's behind the numbers?

Well, 2022/23 is the first full year effect of the ending of our corporate sponsorship (20% of our total income in 2020/21), this was purely and simply because of the sale of the company. We are very grateful for the invaluable support the company gave us during their sponsorship period from October 2016 until December 2021. Our membership numbers are down, through what I call membership fatigue. Some members have been disappointed with our project's fortunes; many others have been very supportive. Our age profile is against us, too. It's hard to figure out what one-off donations, including legacies might bring us. Lastly we cannot ignore the parlous state of the country's economy, which almost certainly has hit us, too.

So 2029 is a 'best efforts' forecast. The effect of our income assumptions and pricing assumptions

dwarf other factors like component supply and locomotive assembly time scales and slippage, and the ever-present effect of project novelty. I think it's safe to say though that if money was not a concern, we could reasonably expect to complete the work itself by 2025 or 2026.

So in conclusion, it's been a challenging year but progress has been made. Our income trend is crucial and we will continue to seek new income sources.

But your continuing financial and moral support is what keeps us going, and we are all very grateful for this. After the constraints of the last few years, it's high time we managed a Members Day for you, and I get the message that we want to have one in 2023. This will be on our January Board meeting agenda for decision.

Thank you

ASSEMBLY SCHEDULE			
Item	Task Description	Start Date	Estimated End Date
1	1st phase of boiler work - riveting the boiler	November 22	May 23
2	2nd phase of boiler work - riveting the boiler	November 22	May 23
3	3rd phase of boiler work - riveting the boiler	November 22	May 23
4	4th phase of boiler work - riveting the boiler	November 22	May 23
5	5th phase of boiler work - riveting the boiler	November 22	May 23
6	6th phase of boiler work - riveting the boiler	November 22	May 23
7	7th phase of boiler work - riveting the boiler	November 22	May 23
8	8th phase of boiler work - riveting the boiler	November 22	May 23
9	9th phase of boiler work - riveting the boiler	November 22	May 23
10	10th phase of boiler work - riveting the boiler	November 22	May 23
11	11th phase of boiler work - riveting the boiler	November 22	May 23
12	12th phase of boiler work - riveting the boiler	November 22	May 23
13	13th phase of boiler work - riveting the boiler	November 22	May 23
14	14th phase of boiler work - riveting the boiler	November 22	May 23
15	15th phase of boiler work - riveting the boiler	November 22	May 23
16	16th phase of boiler work - riveting the boiler	November 22	May 23
17	17th phase of boiler work - riveting the boiler	November 22	May 23
18	18th phase of boiler work - riveting the boiler	November 22	May 23
19	19th phase of boiler work - riveting the boiler	November 22	May 23
20	20th phase of boiler work - riveting the boiler	November 22	May 23
21	21st phase of boiler work - riveting the boiler	November 22	May 23
22	22nd phase of boiler work - riveting the boiler	November 22	May 23
23	23rd phase of boiler work - riveting the boiler	November 22	May 23
24	24th phase of boiler work - riveting the boiler	November 22	May 23
25	25th phase of boiler work - riveting the boiler	November 22	May 23
26	26th phase of boiler work - riveting the boiler	November 22	May 23
27	27th phase of boiler work - riveting the boiler	November 22	May 23
28	28th phase of boiler work - riveting the boiler	November 22	May 23
29	29th phase of boiler work - riveting the boiler	November 22	May 23
30	30th phase of boiler work - riveting the boiler	November 22	May 23
31	31st phase of boiler work - riveting the boiler	November 22	May 23
32	32nd phase of boiler work - riveting the boiler	November 22	May 23
33	33rd phase of boiler work - riveting the boiler	November 22	May 23
34	34th phase of boiler work - riveting the boiler	November 22	May 23
35	35th phase of boiler work - riveting the boiler	November 22	May 23
36	36th phase of boiler work - riveting the boiler	November 22	May 23
37	37th phase of boiler work - riveting the boiler	November 22	May 23
38	38th phase of boiler work - riveting the boiler	November 22	May 23
39	39th phase of boiler work - riveting the boiler	November 22	May 23
40	40th phase of boiler work - riveting the boiler	November 22	May 23
41	41st phase of boiler work - riveting the boiler	November 22	May 23
42	42nd phase of boiler work - riveting the boiler	November 22	May 23
43	43rd phase of boiler work - riveting the boiler	November 22	May 23
44	44th phase of boiler work - riveting the boiler	November 22	May 23
45	45th phase of boiler work - riveting the boiler	November 22	May 23
46	46th phase of boiler work - riveting the boiler	November 22	May 23
47	47th phase of boiler work - riveting the boiler	November 22	May 23
48	48th phase of boiler work - riveting the boiler	November 22	May 23
49	49th phase of boiler work - riveting the boiler	November 22	May 23
50	50th phase of boiler work - riveting the boiler	November 22	May 23
51	51st phase of boiler work - riveting the boiler	November 22	May 23
52	52nd phase of boiler work - riveting the boiler	November 22	May 23
53	53rd phase of boiler work - riveting the boiler	November 22	May 23
54	54th phase of boiler work - riveting the boiler	November 22	May 23



Stabled outside the museum was the beautifully restored LMS Six-wheel Passenger Brake No. 2886. An early Stanier design, it was built in 1932 at Wolverton. In the 1940s these coaches were equipped with stoves and became nicknamed 'Stove Rs'.

5551

CLUB

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 when we have reached that figure a draw will take place, and a winner announced. We currently have had 134 donations raising almost £7,500, it's a great way to support the Project.

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 01785 244156/07801 945689

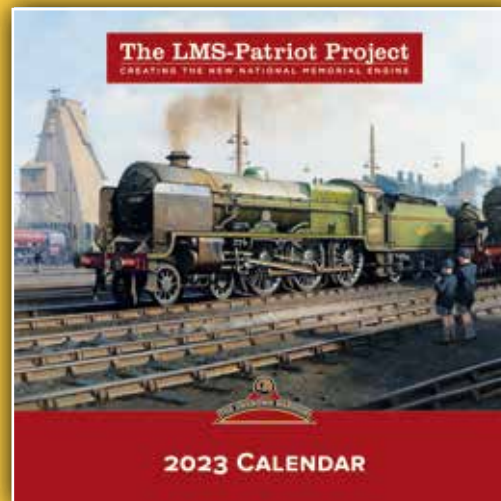
OR USE THE ENCLOSED SPONSORSHIP FORM.

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

PATRIOT 2023 CALENDAR

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

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MEMBERS' CORNER

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

THE JACOBITE

If you had have asked me when I was at University "where do you see yourself in three years time?" I definitely wouldn't have said working for Riley & Sons and acting as support crew on The Jacobite.

Recently, I finished my first season as a member of the support crew on The Jacobite service between Fort William and Mallaig, and honestly... wow! The journey is known as one of the greatest in the world and I finally understand why, the area is so amazing and the place to view it is from the footplate of a Black 5, which makes it so much better... unless it's raining!

As soon as I got my main line PTS (Personal Track Safety), I was near enough shipped up to the Highlands a week after, I managed to get up there a number of times through the summer in between and during painting projects. The experience of working up at Fort William has helped me get a better understanding of prepping steam engines ready for service and that it's more than just giving it a clean.

If someone had asked me on my first week to prime the air pump I wouldn't have had a clue, now however I know how to oil and prime the air pump, where all the oiling up points are in the cab and on the axle boxes. One of the things I enjoy doing, is putting the engines to bed ready for the next service day, I just find it relaxing, don't ask me why, I can happily just bang a few shovels full on the back end and enjoy it!

Having been a volunteer for the East Lancashire Railway, I had a little experience with working on steam engines, but it's a completely different ball game, having already fired both 45212 and 44871 on the East Lancs. When I was given the opportunity to have a go on the shovel on the West Highland line you find that it certainly keeps you on your toes, especially up Beasdale and the Muidh, if you aren't on top of your water level and pressure, you're right up the creek without a paddle!

I managed to take a few photographs of the engines whilst up there, but I very rarely got any sun when I went photographing though, however, the scenery is spectacular. I still remember being stood on top of tunnel four on Beasdale bank, it was so peaceful. I could see Loch Nan Uamh in the distance and the surrounding mountains. The peace wouldn't last, you could easily hear the bark of 45407 as the crew open up the loco at the bottom of the 1 in 48 climb. I had arranged some clag from the fireman that day and as they peered out of tunnel three... I was in awe, the photo I took at that moment is still one of, if not, my favourite shot from this year and I've taken loads I'm over the moon with!

Hopefully I'll be returning next year and I'll be looking forward to another season with the Fives!

BEST WISHES,
CHRIS AINSCOUGH (MEMBERSHIP NO. 1019/11)

Thank you to all who contributed their articles that appeared in Warrior 54, 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 office@lms-patriot.org.uk or post directly to the office: **Linda Westerman, LMS-Patriot Company, 17 Eastgate Street, Stafford ST16 2LZ.**



PHOTO: IAN DIXON

PATRIOT PHOTOS BY DEREK CROSS

Dear Peter

As per our email exchange at the end of August I am pleased to enclose 12 monochrome prints in two parts, the first six by my late father Derek Cross, of Patriots in BR days including a couple of rebuilt examples (your colleagues at Barrow Hill 150+2 said this would be OK). The other six were taken by the late Harry Russell (see right) whose collection I acquired some years ago, these are mainly taken around Bescot in the late 1930s, including a double-header with a Compound on an express to Euston.

I do hope some of these might be of use to the Project and yourself as material for *The Warrior* magazine. I was given a copy at Barrow Hill and I enjoyed it very much. Once you have finished scanning them please kindly return them to me at the address provided. There will be no charge and I'm happy to offer these pictures as a contribution to The Unknown Warrior project with which I offer you every success.

WITH KIND REGARDS, DAVID CROSS

Rebuilt Patriot No. 45526 Morecambe and Heysham passes through Lune Gorge with 1M21 Glasgow-Blackpool on 13th July 1963. Derek's other photos will feature in future issues of The Warrior.
PHOTO: DEREK CROSS © DAVID CROSS



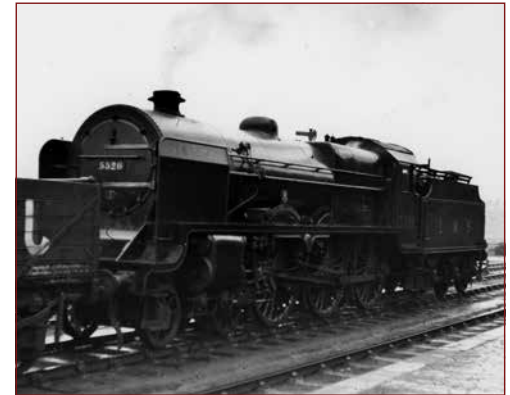
No. 5515 pictured working a Wolverhampton-London Euston service near Bescot Junction (Tame Bridge Parkway today) on 30th August 1938.



Compound 4-4-0 No. 964 pilots No. 5506 The Royal Pioneer Corps on a Leeds-Bournemouth express at Bescot Junction in 1938.



No. 5501 St. Dunstan's pictured passing through Bescot station with an Up express in 1938.



No. 5526 Morecambe and Heysham pictured at Bescot station with an Up goods working in March 1938.



No. 5529 Stephenson light engine at Bescot Junction in January 1938.



No. 5538 pictured at Crewe North MPD in 1938.
ALL PHOTOS: HARRY RUSSELL © DAVID CROSS

MISSED OPPORTUNITY

I would have thought that a photograph of an original Patriot still surviving in August 1963 would generally be of interest to members, it being part of the story of the locomotives that two of them survived for that long.

On 18th August 1963, 'Patriot' class locomotive No. 45550 stands on Crewe South MPD. In front of this locomotive can be seen the rear of the tender of fellow 'Patriot' class locomotive No. 45543 *Home Guard*. Both of these locomotives were withdrawn from service in late 1962, and have survived into 1963 before being brought to Crewe for scrapping. More than once have I seen it incorrectly stated in a railway magazine that a Patriot has not been seen on BR since 1962. On the right can be seen 'Jubilee' class locomotive No. 45582 *Central Provinces* – this locomotive was also withdrawn towards the end of 1962.

If only these two Patriot class locomotives had been withdrawn a couple of years later surely a preservation attempt would have been likely? Seeing these two locomotives 'slip through our hands' seems to emphasise the need for our project to fill this gap in LMS locomotive history and complete No. 45551 *The Unknown Warrior*.

REGARDS, JOHN LABRUM (MEMBERSHIP NO. 1053/12)



MY PHOTOS

Dear Patriot Co.

I am flattered that you have printed my pictures in the August issue of *The Warrior* (pages 42-44). I wish you every success with the project and have bought some raffle tickets to boot!

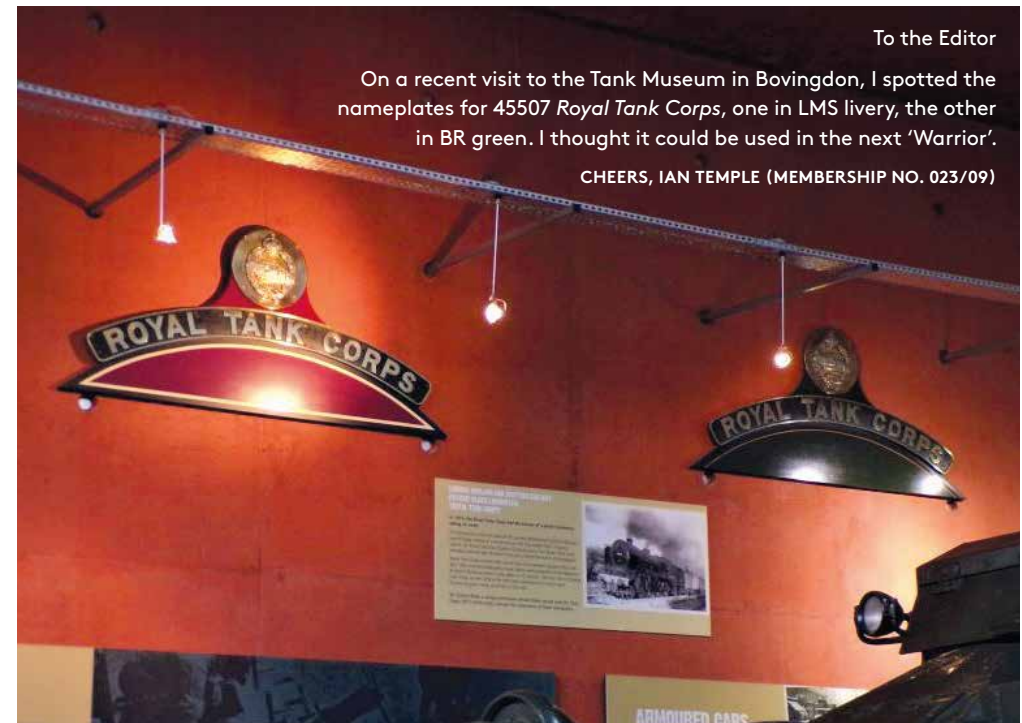
I have sent my friend (and member) David Fakes a disc with ALL the Patriots, one taken by a then Preston fireman. A few are printable but all the nameplates are, if you think they may make a feature. You have my permission to print them if you want.

ALL THE BEST, JACK HODGKINSON

To the Editor

On a recent visit to the Tank Museum in Bovington, I spotted the nameplates for 45507 *Royal Tank Corps*, one in LMS livery, the other in BR green. I thought it could be used in the next 'Warrior'.

CHEERS, IAN TEMPLE (MEMBERSHIP NO. 023/09)



LOOKING FOR GRANTS

We all know that fund-raising is a vital part of our work. Maintaining or even increasing our income depends on what we can achieve in this area.

Earlier in 2022 we put together a working group to focus on this; and the subject is a regular item at our board meetings.

One area identified by the group was exploring all avenues for grant awards to our charity. We got hold of a *Directory of Grant Making Trusts (2022-23)* which lists all of the over 2,000 such trusts of every description that exist in this country. It provides very useful information on the individual trusts, such as any geographic restrictions, their fields of interest, and the type of activity they will fund. The directory runs to 757 pages so the assessment of the cope for applications will take some time. Colin Hall has taken on this task in his spare time and made a start recently. He hopes to produce a report to our next board meeting in January.



Colin said: "We are going into this with our eyes open, as it is already clear that the vast majority of Grant-making Trusts support subject areas that are very different from ours. We also know that other railway heritage projects have tried this avenue. But I think it is really important that we do our best to complete a systematic trawl of possibilities – who knows what we might find? It's worth a try."

OUR GOLDEN WEDDING TRIP ON THE ROYAL SCOTSMAN

BY DAVE AND LINDA WESTERMAN

We had seen *The Royal Scotsman* train stabled on the Strathspey Railway at Boat of Garten many years ago. It was a train that we always wanted to travel on but we knew how expensive it would be.

Over the years, our love of all things connected to railways has meant that we have experienced both ends of the spectrum. On a trip to China in December 1986/January 1987 when the temperature was -25°, we stood in the dry snow, waiting for a steam train to pass by! Twenty-five years ago, for our Silver Wedding, we travelled on the Orient Express to Venice.

In the summer of 2021, well over a year before our anniversary, we saw that there was a 'Royal Scotsman' tour at just the right date, so we decided to book it. Even that far in advance there were few spaces left. The tour we chose departed from Edinburgh Waverley station so we planned to travel there by train too. We have a 14 year old Sheltie dog so we needed to find somewhere for him to stay. As he doesn't see or hear very well now we were not too keen on booking him into kennels so we were very pleased when a friend in Cumbria offered to look after him. We had planned to drive to her home a couple of days beforehand and get the train from Penrith to Edinburgh the day before *The Royal Scotsman* departed. We had booked into a hotel overnight to make sure we were in good time for check-in.

Unfortunately, due to engineering work and other well publicised factors, we were not able to book tickets from Penrith to Edinburgh so had to come up with another plan. Thankfully our friend in Cumbria arranged for her nephew to act as our chauffeur. He did an excellent job of negotiating the roads in Edinburgh to get us as near as possible to our hotel.

The Royal Scotsman accommodates up to 40 passengers and is staffed by a hotel crew of 14. On our trip, which began on 3rd October, there were 37 passengers, two from Sweden, two from Germany, four from South Africa, five Brits (including us), and by far the largest group, 24 from various parts of the USA. Half the passengers were on a whisky tour but we had opted for Scenic Splendours.

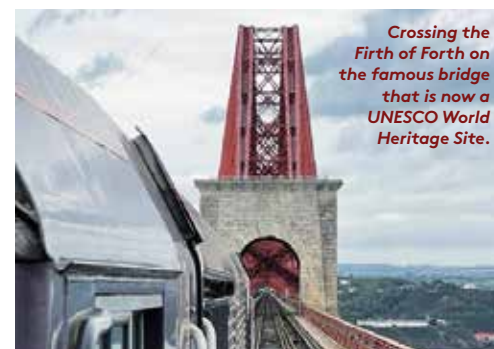
After checking in at the Balmoral Hotel (formerly the North British Station Hotel) we had time to explore Edinburgh before boarding the train at 2.45pm, this was later than expected due to issues with Network Rail. As a piper escorted us along the platform we got our first glimpse of No. 66746, in its special livery, hauling the carriages which would provide our accommodation for the next four nights. We were greeted by the Host and Train Manager and directed to the Observation car for champagne followed by afternoon tea. It was the start of five days where we were continually provided with delicious food and drinks.

As the train made its way north we were able to stand on the balcony of the observation car and take in impressive views of the Forth and Tay bridges, which is not usually possible from a regular carriage. Soon after that we were shown to our en-suite cabin where we would be sleeping and then it was time to change for dinner in one of the two dining carriages. The food, including a selection of freshly baked bread, was all cooked in the galley kitchen on board by the two chefs. Each starter and main course was accompanied by wine chosen specially to complement the food. After dinner everyone moved back into the observation car where there was traditional Scottish entertainment and more drinks were served.

For our first night on board the train was stabled at Keith but continued the next morning to Elgin where a specially liveried road coach was waiting to take 16 of us to Cawdor Castle. A second coach arrived for those on the distillery tour. After a guided tour of the castle, Lady Cawdor invited us to a champagne reception which was due to take place in the beautiful gardens. However as the weather was showery we were directed to the old kitchen instead. A lovely lunch, again with wine, followed in the castle tea rooms. The sun had come out by then so we explored more of the gardens before it was time for our coach to leave.



GBRf Class 66 No. 66746 in Royal Scotsman livery at Edinburgh Waverley.



Crossing the Firth of Forth on the famous bridge that is now a UNESCO World Heritage Site.



David surveys the elegant dining room, one of two on the train.



Crossing the River Tay with Dundee visible in the distance.



Cawdor Castle.



The train stabled overnight at Kyle of Lochalsh.



Our en-suite bedroom.



The late Queen's letters on display at Glamis Castle.



Cheers!



Linda alongside the Observation Car.



The train staff bid farewell on return to Edinburgh Waverley.

We rejoined the train at Inverness to continue to Kyle of Lochalsh. There was quite a delay in leaving the station due to a failure of the communication system. This needed to be re-established to make sure our driver was in contact with the signallers for the route.

The sun was setting as we left Inverness and the colours in the sky were amazing. Unfortunately the delay meant that it was dark when we passed some of the most picturesque scenery on the approach to Kyle of Lochalsh which was where our train spent the second night. This evening saw the first of two formal dinners on the train. The dress code was dinner jackets, dark suits or national dress for the men and evening or cocktail dresses for the ladies. Many of the men on board had hired kilts for the occasion but David along with others, wore a dark suit.

Departure from Kyle was scheduled for 7.00am and breakfast was served as we passed through more lovely scenery. There was a whisky tasting, open to all passengers in the observation car at 10.00am. David went to that as I made my way to the spa for a manicure! An early lunch was served in the dining car before our arrival at Aviemore. We left 66746 at the Network Rail boundary as Strathspey Railway Class 31, D5862 took us to Boat of Garten where the road coach was waiting to take us to Ballindalloch Castle, again for a private tour. We were greeted by the Laird, Guy Macpherson-Grant who told us all about the buildings, his ancestors and how he is trying to make sure that the estate is sustainable to be passed on to future generations. If you get the chance, it is certainly worth a visit. After the tour, the Laird joined us for afternoon tea with lovely homemade cakes and scones.

Back on the coach we were all surprised to see that there was a car blocking the gate. It was the Laird's father who had come to present Andrew, our coach driver, with a limited edition bottle of whisky to celebrate his 25 years of coming to the castle. It was from a small batch of 252 bottles distilled in their own distillery. Andrew felt so honoured to receive such a gift and we were pleased to witness such a wonderful gesture.

Each time we boarded the train we were welcomed aboard with either a glass of champagne, whisky or a liqueur! At Boat of Garten it was a whisky liqueur. As a matter of interest, some of you may recall that

the Strathspey Railway was featured in the BBC TV series *Monarch of the Glen* from 2000 to 2005 starring Richard Briers.

For the informal dinner that evening scallops were served followed by fillet of Aberdeen Angus beef then apple tarte Tatin – all of it was delicious. Again there was traditional Scottish entertainment from a guitarist and a fiddle player.

The next morning it was a short journey by road coach to the Rothiemurchus Estate where there was the option to go fishing in the loch, clay pigeon shooting or a guided walk through part of the estate. The latter was my choice although David would have preferred clay pigeon shooting. Everyone met back at the lodge where hot drinks, a selection of cakes and shortbread was awaiting us.

We rejoined the train at Kingussie and were directed to the dining car for a salad lunch as we headed towards Dunkeld where at 2.20pm our road coach was waiting to take us to Glamis Castle. We were driven directly to the main entrance, greeted by a piper then invited to have a 'wee dram' of Glamis Whisky with him before our tour. It is the ancestral home of the Bowes-Lyon family and where Her Majesty The Queen Mother spent her childhood and her second daughter, Princess Margaret was born. Some of the Americans in our party were overwhelmed by the fact that they were able to see her private rooms and may even have been seated in a chair used by Royalty. We were quite amazed by the number of stone steps they had to climb from the entrance to reach every room! After the official tour tea and shortbread was served and then we had the opportunity to see more of the displays including dresses worn, and letters written, by both Queen Elizabeth II and her sister Princess Margaret when they were children.

Whilst we were at Glamis the train had continued its journey to Perth and when our coach dropped us off at the station there were numerous people showing an interest in *The Royal Scotsman*, taking photos and eager to find out what it was like on board. Once we had boarded, champagne in hand, the train continued the short journey to Dundee where we were to be stabled for our last night. Dinner was a formal affair so the last opportunity for kilts, tuxedos and evening dresses to be worn. The live entertainment afterwards spilled out onto

the platform for dancing. Back in our cabins our cases had been returned ready to pack.

Breakfast the next day was served as we left Dundee for the final leg of the journey back across the Tay and Forth Bridges to Edinburgh where we were greeted on arrival at 9.30am with live jazz music. All the staff were there to see us off at the end of a wonderful few days.

After collecting our luggage from the platform we headed swiftly to the customer service office at the station. The previous evening we received a message to let us know that the train we had booked from Edinburgh to Penrith had been cancelled due to a shortage of staff. Fortunately we found someone who was very helpful and reserved us seats on the next train to Carlisle where we could join a connecting service from Glasgow which was due to stop at Penrith. A couple of the Americans from our trip should also have been travelling on the cancelled train. They had been given details of the alternative, but it was lucky we were around to help them. They had planned to go to Llandudno via Manchester Airport. Hopefully they got there safely after we had explained that they could change trains at Warrington Bank Quay.

Our celebrations continued with friends joining us in Cumbria for the weekend. On the Saturday evening fourteen of us enjoyed a delicious meal at the Queens Head in Askham. The big surprise was when we walked in to find a wonderful cake with a locomotive 'steaming' from it. One of our friends who had travelled from Northumberland has her own business making magnificent wedding cakes and she had made it for us.

A lovely end to a fantastic week.



Congratulations to Linda and David.

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'Snow Hill – Northern Approaches'

A 'King' class 4-6-0 No. 6000 'King George V' eases the up 'Cambrian Coast Express' into Birmingham Snow Hill during the late 1950s. At this time the Western Region of British Railways had introduced the lovely brown and cream livery of the erstwhile Great Western Railway for front line coaching stock which, when coupled to a 'King' or 'Castle' with burnished copper and brass, made for a magnificent spectacle.

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'Carlisle Citadel'

Stanier engines at the southern end of Citadel station c.1961 with a 'Jubilee' 4-6-0 No. 45588 'Kashmir' preparing to leave platform 4 and a 'Princess Coronation' Pacific No. 46254 'City of Stoke-on-Trent' waiting to take over an up train.

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2023 'Footplate' Calendar



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'Scotsman at Newcastle'

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Unnamed Patriot No. 45510 of 12B – Carlisle Upperby, pictured passing through Bare Lane on a down freight for Heysham Harbour on 17th April 1961.

PHOTO: © RON HERBERT

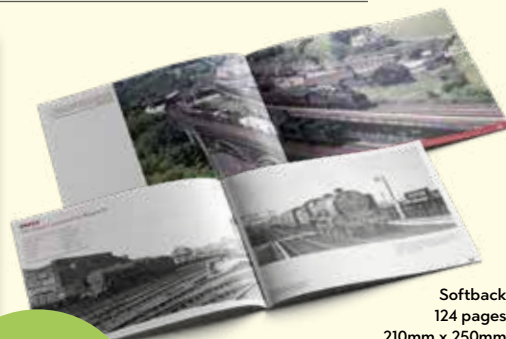


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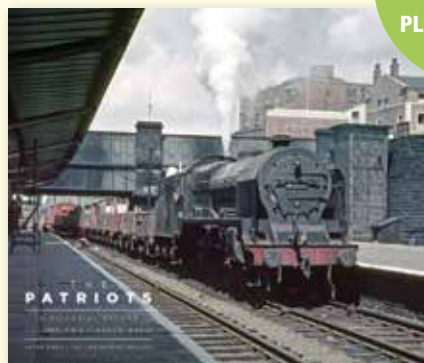
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lms-patriot.org.uk/sites/default/files/Recycle4Charity-Postage-Docket.pdf

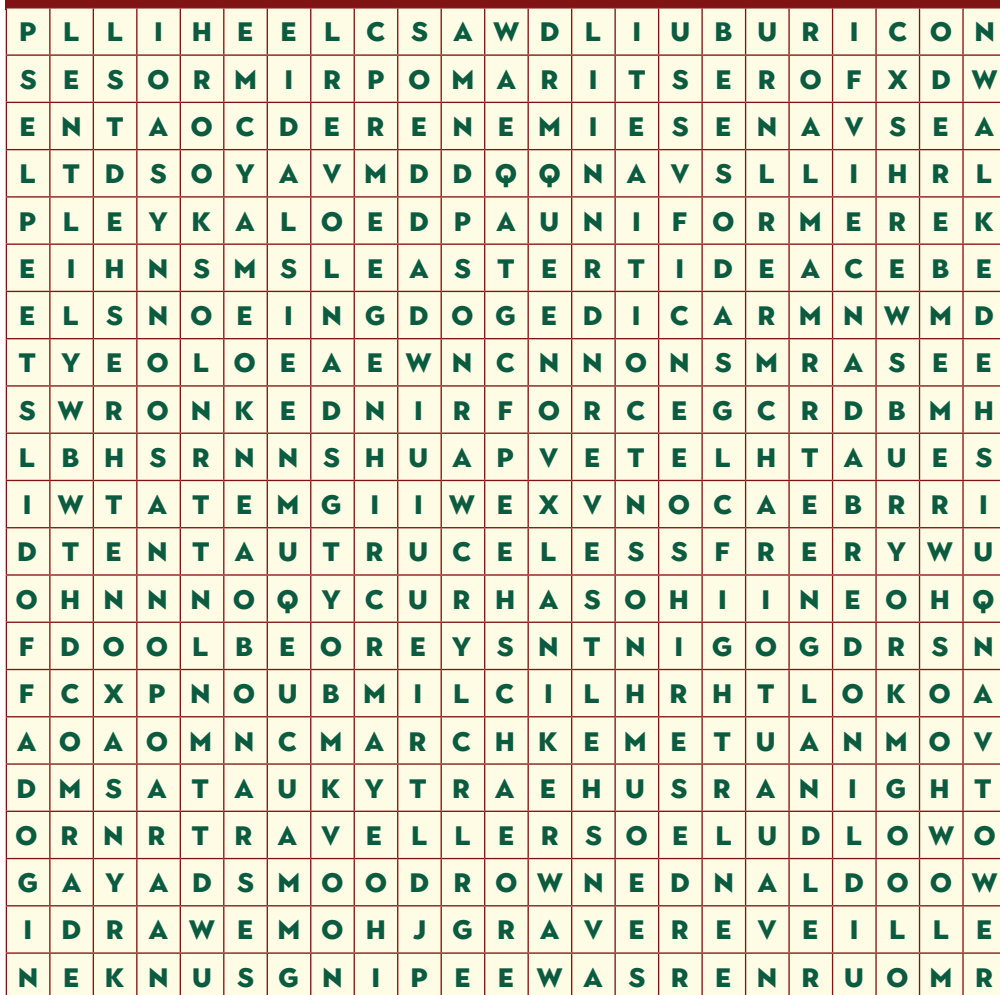
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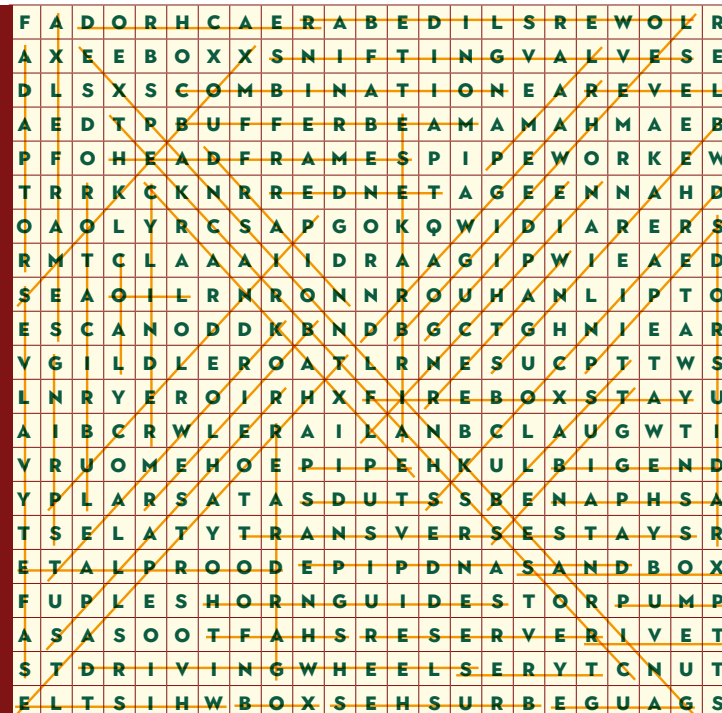
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Director/Trustee: Janet Elson • janet.mintrom@gmail.com

Locomotive Assembly

Simon Scott CME, PRCLT, West Shed, Ripley, Derbyshire.

Project Support

Financial Administrator: Claire George • treasurer@lms-patriot.org.uk Financial volunteer: Mike Archer-Smith

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IT Consultant: Steve Wood

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Documentary Video: Andrew Kennedy • Oakwood Visuals

Project Contact Details

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

Admin Office/Membership Enquiries: Tel. 01785 244156/07801 945689 or email: office@lms-patriot.org.uk

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Website: www.lms-patriot.org.uk

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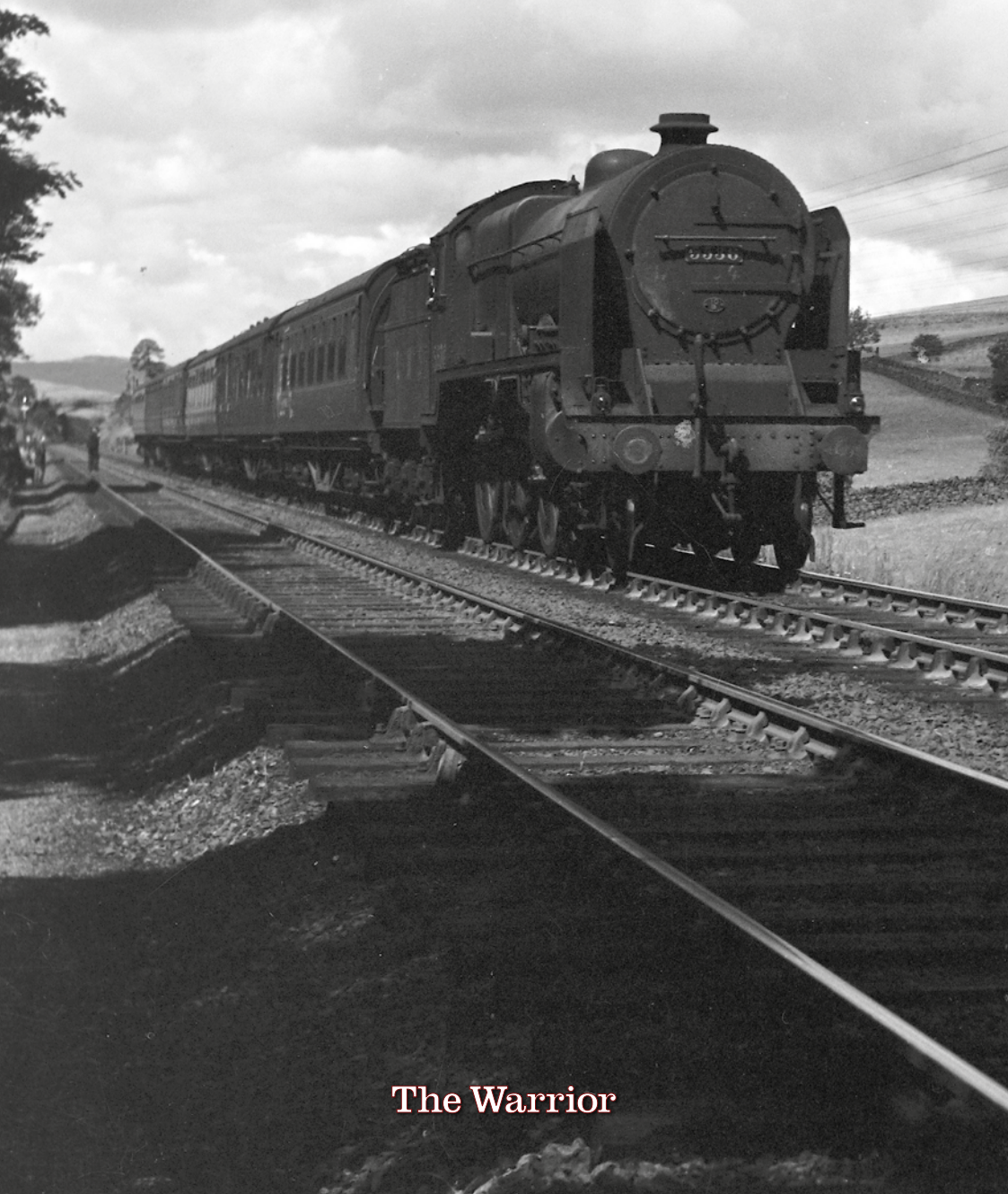
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