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The Warrior

THE MAGAZINE FROM THE LMS-PATRIOT COMPANY



AUGUST 2025
Issue 66 • £4.00



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FRONT COVER:

*LMS Patriot class 4-6-0 No. 45549
and rebuilt Royal Scot No. 46102
Black Watch climb Beattock at
Harthope with a Manchester to
Glasgow express in April 1957.*

*Photo: W. J. Verden Anderson/
Rail Archive Stephenson*



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Chairman's Thoughts

AUGUST 2025

It is with some relief that I can confirm that work has now started on our locomotive at Tyseley, as I dared to hope when the last Warrior magazine went to press in May. This is the start of a new era for our company. There is more about this in the Progress Report in this issue. All of our focus from here on in is on getting a practical momentum on delivery.

So it may well come as a surprise to you that I have a very different personal announcement to make.

I have decided to step down from my volunteer position as Chairman. It is a privilege to have this last chance to express my thoughts while I am still in position at the time of writing.

This was a very difficult decision indeed for me, and it was taken only after protracted discussion with my wife and family.

I was asked to become Chairman nearly six years ago, and neither the project nor I are what we were in 2020. The project has undergone major upheaval and so have I.

I want to be open with you about why I have come to this decision. I believe that the responsibilities and practicalities of the Chairman's role are no longer compatible not only with my changed family

circumstances but also with my own physical and mental well-being.

I have often been buoyed on a day-to-day level by contacts and tactical achievements with our volunteers and members.

Sometimes it has been fun. It has given me a new experience in my 'third age'. I believe that humour, honesty and realism are essential in the kind of volunteer world we inhabit, but so are perennial optimism and, frankly, resilience.

It would be easy for me to pray in aid of my family circumstances – over the last two years my close family situation has changed out of all recognition – but the truth is that this is all about my health and energy as a volunteer, neither of which are what they were.

It is the leader's job to inspire his followers (I know that sounds a bit biblical). It is my sincere hope that there is someone out there who can do that better than me now, and without the personal cost.

Our Board is embarking on a disciplined process to find a successor and to put in place sufficient 'caretaker' arrangements for the time it takes to do that. A group has been formed for this purpose, led by David Tuffin our Director, Hazard and Risk Management. All this was agreed at our 26th July Board meeting, which was my last.

Have I made a difference in my time as Chair? I will leave others to pass judgement on that. I have done my level best to support and guide the Company through – to say the least – some difficult experiences. I think I brought some useful railway management experience to the party, too; but I was always clear that working on heritage steam locomotive engineering would be personally challenging given my lack of knowledge and experience in that area.

But I take a deep breath, and I think that after all the challenges and traumas we have been through in my time with the company, both as Chair and before that as a volunteer and one-time director, the chances of getting there with *The Unknown Warrior* are better now in reality than they have ever been.

I will of course remain a member, and will continue to donate in support of our objective as long as my pocket allows.

Thanks to all of you who give your support to the company – that was always a great inspiration to me.



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

Editorial

I know traditionally editorials should be the first thing you read in a magazine but I thought it was important that the first thing you read was Colin's final Chairman's Thoughts.

I attend most Board meetings and have always been impressed by the fair and firm way these have been handled by Colin, but his biggest asset was his ability to listen to others, both inside and outside the Company.

Colin asks the question in his final 'Thoughts' as to whether he has made a difference, I believe the answer is a resounding yes. He took over at a difficult time when there was much discussion surrounding the resignation of our former Chairman, and also the Engineering Director who resigned a day later. Two things that come to mind were the uncovering of a lack of due process in regards to paperwork confirming that parts manufactured had been tested and were suitable for use on a main line steam locomotive. A task that Colin undertook to put right. Needless to say that we now have a system in place and nothing is accepted without the correct process being followed. Then there was the unexpected termination of work at West Shed to deal with, resulting in the move to Tyseley, decisive action was taken which got us out of a potentially tricky situation.

The end of Colin's final Board meeting was completed with a round of applause and on behalf of the volunteers I would like to thank Colin for his excellent leadership and for just being 'a bloody good bloke' to work with. We wish him and his family well.

On to other matters now. Many of you would have seen the Monthly Bulletin with a new masthead. We have revised our identity, using it for the first time at Railway 200 'The Greatest Gathering' in the shape of new pop-up banners and leaflets that were given out at the event. As you are aware we have always referred to ourselves as The LMS-Patriot Project, so why the change?



THE UNKNOWN WARRIOR

NEW-BUILD LMS PATRIOT STEAM LOCOMOTIVE No. 5551

There are a couple of reasons, the first being that to non-railway enthusiasts our name doesn't tell you what we are about. The new identity uses the locomotive's name and crest, immediately linking the loco with our stated aims of building a missing link in LMS locomotives and commemorating railway workers lost in the First World War. Secondly, as well as being superbly supported by the railway fraternity we would like to appeal to a wider audience, especially to those who have served our country. Let us know your thoughts.

If you choose to have them, you should have received your raffle tickets and a Members' Day/AGM itinerary and form with this copy of The Warrior. Apologies that these have arrived late in the day but the availability of the Social Club at Tyseley was only confirmed at the end of July and as we have to include date, time and location details for the Report & Accounts and raffle draw we couldn't get the documents completed and printed any sooner.

Finally, our 2026 fund-raising calendar is now in stock (also a little later than usual), see page 29 for details, but if you're planning to attend Members' Day or AGM in September why not pick it up there and save a little bit on postage, they are still only £10.00.

Pete Sikes, Editor email: warrior-editor@lms-patriot.org.uk

LMS-Patriot Company Chair

TRANSITION AND IDENTIFICATION OF SUCCESSOR

As you will have read on pages 2 and 3, Colin Hall has decided to step down from his position as Chairman with immediate effect.

John Hastings-Thomson (Deputy Chairman) will provide leadership cover for the organisation in the interim period while we identify a successor, i.e. chairing Board meetings and the upcoming AGM, and acting as a reference point for the process to identify a new Chairman.

Key teams and functions within the project (Engineering, Finance, Sales, Communications, and the Office Team) will continue and report in at Board level as normal.

The Chairman's role is to provide broad knowledge, advice and leadership to the Board and the project overall, whilst also communicating effectively with the membership. We seek an individual who will demonstrate commitment to what is a demanding voluntary role; who preferably has previous senior managerial experience in a Company and/or a Charity; and who ideally possesses some experience in or knowledge of the UK national railway industry and/or the UK Heritage railway industry.

The Board view this as an opportunity to bring new blood into the project and on to the Board. To that end, we are prepared to discuss the role with any interested individual from both within and outside our membership.

If you, or someone you know, would like to see the job description in more detail and explore the opportunity with us please get in touch via the Stafford office on **01785 244156** or email **office@lms-patriot.org.uk**.

DAVID TUFFIN, DIRECTOR

LMS-PATRIOT COMPANY MEMBERS' DAY AND AGM SATURDAY 20th SEPTEMBER TYSELEY LOCOMOTIVE WORKS

**SAVE
THE
DATE**

A booking form has been included with this edition of The Warrior. There are options to attend Members' Day only, AGM only or Members' Day and AGM, please mark clearly on the form which option you require.

There is no charge to our members but if you wish to bring a family member or friend who are non-members there will be a charge of £10.00.

Due to the short time span between you receiving the booking form we would prefer that you book by email or call us on 01785 244156 and leave a message on the answerphone if there is no-one present at the office.

TREASURER'S REPORT

NEIL COLLINSON, TREASURER

Quarter 1 to 30th June 2025

First thought for the quarter: Whilst the results are not exceptional compared to quarter 1 last year, we did achieve 27% of our conservative annual budget that we set at the beginning of this financial year. However, it did include a legacy of over £12,500 in the donations/sponsorships section.

INCOME

Total income in Quarter 1 is £59,025 (£138,852 in 2024) including an expected £7,600 in Gift Aid.

Second thought for the quarter: The board also reviewed the results for the year ending 31st March 2025 prior to our meeting with our accountants, who are to carry out an audit this year rather than an independent financial examination. More on this later in my 'Final thought for the quarter.

BANK BALANCE COMPARISON

Our bank accounts show a total balance of £470,000 at the end of June 2025, with an additional £3,400 VAT and £7,600 Gift Aid claimed to the end of the quarter. That gives us a total of £482,000 approximately to take forward to quarter 2.

Our new Co-op Bank is proving its worth. No charges, even on cheques. A normal bank counter to pay in both cash and cheques and an easy walking distance from the office in Stafford. I am considering extending its use, but our usual CAF account will remain for your membership subscriptions and donations.

Bank Balance Comparison of both accounts		
	Q1 (2025/26)	Q1 (2024/25)
CAF Opening Bank Balance – 1st April	£434,068	£268,892
CAF Closing Bank Balance – 30th June	£462,859	£359,162
CO-OP Opening Bank Balance – 1st April	NIL	–
CO-OP Closing Bank Balance – 30th June	£6,644	–

Third thought for the quarter: The number of regular donors continues to fall (eight losses in the quarter for various reasons) but we did have three new or resurrected ones. Please do consider becoming a regular donor or if you can, or consider increasing your current amount. As I was composing this a new monthly direct debit was instigated via our website.

Total Membership income for the quarter including Gift Aid came to £3,921 or 18% of the annual budget set. The number of members we now have is 767 but it can change daily. This is down again on last quarter but hopefully we will add a few new members at The Great Gathering at Derby in early August.

Quarter 1 comparisons

	Annual budget 2025-26	Q1 budget 2025-26	Q1 actual 2025-26	% of annual budget	Annual budget 2024-25	Q1 budget 2024-25	Q1 actual 2024-25	% of annual budget
INCOME								
Membership	£23,366	£5,842	£3,921	18.7%	£24,776	£6,194	£5266	21.3%
Donations/Sponsorships	£169,881	£42,470	£52,176	30.7%	£168,301	£42,075	£119,486	71%
Loans	—	—	—	n/a	—	—	—	—
Sales	£24,000	£6,000	£721	3%	£20,500	£5,125	£4,059	20%
Other (interest)	—	—	£2,207	n/a	—	n/a	£1,791	n/a
Wheels settlement	—	—	—	—	£27,500	£6,875	£8,250	30%
TOTAL	£217,247	£54,312	£59,025	27.2%	£241,078	£60,270	£138,852	57.6%
EXPENDITURE								
Locomotive	£42,347	£10,587	£9,232	22%	£94,927	£23,732	£2,624	9%
Tender	—	—	—	n/a	£1	—	—	—
Boiler	£30,000	£7,500	£6,779	23%	£40,000	£10,000	£23,548	59%
Other Engineering	£1,000	£250	£292	29%	£1,000	£250	£128	13%
Crane repayment	—	—	(£474)	n/a	n/a	n/a	(£822)	n/a
Insurance	£5,500	£1,375	—	n/a	—	—	—	n/a
Sub-total	£78,847	£19,712	£15,829	21%	£135,928	£33,982	£25,477	19%
General expenses	£56,150	£14,037	£12,536	22%	48,150	£12,038	£13,231	27%
Loan repayments and interest	£82,250	£20,562	£455	7%	£57,000	£14,250	£520	1%
TOTAL	£217,247	£54,537	£28,820	13%	£241,078	£60,270	£39,228	16%

Total donations/sponsorships were £52,176 for the quarter. Considerably down on last year's figure but we had some unexpected sponsorship and a payment from the administrators of the Llangollen demise.

Regular Donations The figure for the quarter was £21,901. Regular donations coming from 289 donors at the end of June was £7,187. 17 membership subs were paid by regular donation in Quarter 1. See the usual chart below.

Other donations (*this includes bespoke numbers, company sponsorships, legacies and Gift Aid on donations*) This represented the remaining £30,000.

	2025/26 Donors			2024/25			2023/24		
	New Donors	Lost Donors	Total (£) for Quarter	New Donors	Lost Donors	Total (£) for Quarter	New Donors	Lost Donors	Total (£) for Quarter
Quarter 4	—	—	—	0	5	£21,838	1	6	£21,873
Quarter 3	—	—	—	4	5	£22,140	1	3	£22,313
Quarter 2	—	—	—	2	3	£21,706	0	3	£22,238
Quarter 1	3	8	£21,901	2	4	£22,462	1	13	£22,596

Sales and events Income was only £721. This is well down on the previous two years, mainly because of attending less galas and due to some cancellations.

Other funding Interest of £2,207 was earned.

EXPENDITURE

Engineering The chart shows a total expenditure of £15,800 plus, spent in the quarter. You will note that most of the expense is on the locomotive. Your treasurer hopes that now the work packages have been agreed with Tyseley, the spend on the actual locomotive chassis will increase dramatically, so that our balance at the bank reduces sufficiently to reduce his stress levels.

Overheads Overall, this area is 22% of the total budget set. There are plus/minus variances in each section but a pleasing result. There has been more income than expenditure during the quarter, leaving a £30,000 surplus.

Finally, there are outstanding invoices for £28,800 due at the end of June, with purchase orders to the value of £134,500 received awaiting invoices, giving a total of £164,800 committed. This is mainly to Riley's and HBSS.

Fourth and final thought for the quarter: It has not been an exceptional quarter for income but fully justifies the conservative budget set for the year. I still hope that additional financial and membership support will increase when we have some positive progress on the build.

Those of you who follow my report every quarter will note that our income for the full year to 31st March 2025 recorded a figure of £426,000. The report and accounts produced by our accountants records a lower figure. Mine tends to be 'monies received.' It includes loans and other items which are regarded as 'Capital receipts' in the actual accounts produced by the accountants. If anyone would like a detailed breakdown, please contact me.

Best wishes and thank you most sincerely again for your ongoing support of the project.

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

5551 ENGINEERING EXPENDITURE FORECAST	Q1 – 2025/26			Q2 – 2025/26			Q3 – 2025/26		
	April 2025	May 2025	June 2025	July 2025	August 2025	September 2025	October 2025	November 2025	December 2025
	£	£	£	£	£	£	£	£	£
Current Bank Balance	£434,068	£431,063	£467,344	£469,303	£470,978	£466,335	£448,892	£447,789	£405,747
Income (Budget) excluding Gift Aid	£16,236	£16,236	£16,236	£16,236	£16,236	£16,236	£16,236	£16,236	£16,236
New Bank Balance	£450,304	£447,299	£483,580	£485,539	£487,214	£482,571	£465,129	£464,026	£421,983
Other Expenditure (Budget – excludes loan repayments)	£4,679	£4,679	£4,679	£4,679	£4,679	£4,679	£4,679	£4,679	£4,679
Loan Repayments	—	—	—	—	—	—	—	—	—
Engineering Expenditure	£4,068	£1,800	£4,830	£17,300	£16,200	£29,000	£29,000	£53,600	£51,800
Gift Aid Return		£9,539		£7,588			£4,960		
VAT Refund (Estimated)		£3,462		£3,497			£11,380		
Forecasted Bank Balance	£441,557	£453,821	£474,071	£474,645	£466,335	£448,892	£447,789	£405,747	£365,504
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	£443,627	£455,891	£476,141	£476,716	£468,405	£450,962	£449,860	£407,817	£367,574
Actual Bank Balance (last day of month)	£431,063	£467,344	£469,303	£470,978					
Actual Income in Month	£11,320	£36,806	£11,780	£26,211					
Actual Outgoings in Month	£14,320	£2,407	£11,554	£24,527					

ENGINEERING PROGRESS REPORT

BY KEITH RICHES, PROJECT DIRECTOR AND THE ENGINEERING TEAM

GENERAL

I am pleased to report that since the last report steady progress is being made with the engine build at Tyseley Locomotive Works.

Prior to the commencement of fitting components to the frames a 100% audit has been conducted on the frames and associated drawings by Tyseley Locomotive Works and the Patriot engineering team. Although some minor work was identified everything checked out satisfactory and all agreed that there was nothing to prevent us continuing with the build.

The machining of the spring hanger brackets has been completed, and we will be progressing with the fitment of the brackets in due course.

The fitting of the centre cylinder is ongoing. Both the outside cylinders are at Riley's for machining, and we expect them to be

delivered back to Tyseley by September whereupon they will be fitted.

Over the next few weeks, we will be looking to level the frames, temporarily fit the spring hanger brackets and commence work on the horn blocks and ties.

The recommencing of the wheel assembly at Riley's is planned to start by the beginning of October 2025. Delivery of the wheel sets is now planned for March 2026. This will allow some time to prepare for the delivery of the driving wheels.

Our volunteers have continued with their efforts in cleaning and preparing various components for immediate use and some for protection and storage.



Above: Machining of a spring hanger bracket.

Right: All twelve done! The completed machined spring hanger brackets ready for their temporary fitting.

Photos: Keith Riches



The 40 foot container has now been fitted out with racking and will have power and light fitted. This will provide for a small all-weather workshop and storage close to the locomotive workshop.

BOILER

Good progress is continuing to be made (see photos on page 13). As previously reported, we will be holding a technical meeting with HBSS soon to discuss details of our requirements going forward and further updates will be notified in due course. A decision will be made at the meeting to agree a break point to temporarily move the boiler to Tyseley.

TENDER

Unfortunately, we could not arrange a meeting with Leaky Finders as planned. However we will endeavour to meet as soon as possible with the intention to plan the completion of the tender frames.

Bottom:

The three rear cylinder covers.

Top:

Test drilling of a rear cylinder cover for a final casting quality check.

Photos: Keith Riches





Left: A set of slide bars receive attention. Right: The new shelving for our recently acquired larger container were delivered and fitted in July. Transfer of parts will be undertaken by the Patriot Volunteer Warriors.

Photos: Keith Riches

DONATE TO THE LMS-PATRIOT PROJECT THE EASY WAY

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

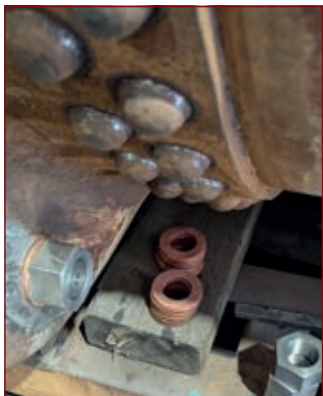
www.easyfundraising.org.uk/causes/lmspatriotproject

5551
CLUB

**JOIN THE 5551 CLUB AND GIVE YOURSELF A
CHANCE TO WIN A SEAT ON THE FIRST TRAIN.**

**WWW.LMS-PATRIOT.ORG.UK/DONATE
OR CALL 01785 244156**

MORE BOILER PROGRESS AT HBSS



Copper washers manufactured.



J-Pipe temporary fitting.



Unions fitted to pick-up pipes (1).



Shoulder stays nipped with copper washers, awaiting to be set.



Remaining longitudinal stays fitted with buckles.



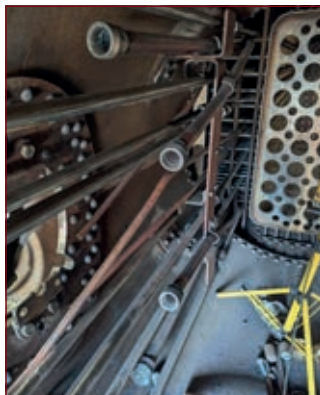
Unions fitted to pick-up pipes (2).



Recesses ground to allow better fitting of copper pick-up pipes.



Internal dome studs for clamps of the copper pick-up pipes.



*Unions fitted to pipes.
All photos: HBSS*

ILLUSTRATED GLOSSARY – AXLEBOXES AND SPRINGING

TEXT AND IMAGES, KEVIN WEST, PROJECT DESIGN ENGINEER

In Warrior 65 we looked at the locomotive chassis, so the logical step is to move onto wheels and axles, but before we cover that, in the next issue we shall cover how the wheelsets are mounted to the locomotive chassis.

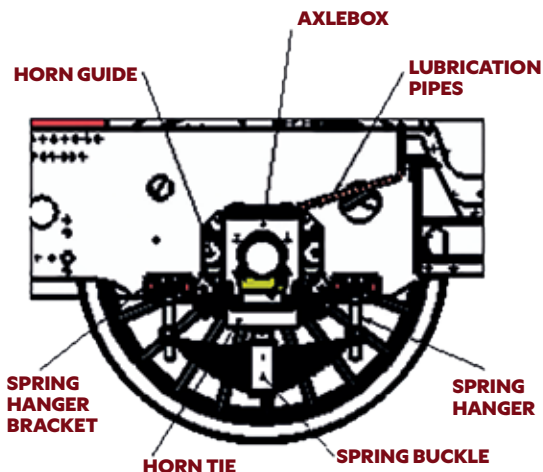
Very early vehicles were simple four-wheeled affairs with no springing. The axles ran in plain bearings mounted in the vehicles frames. The loads were light, maybe a couple of tons and the material used was mainly wood, which naturally flexes, gave enough movement to iron out any irregularities in the track.

As loads and vehicle size increased larger bearings were needed and springing introduced.

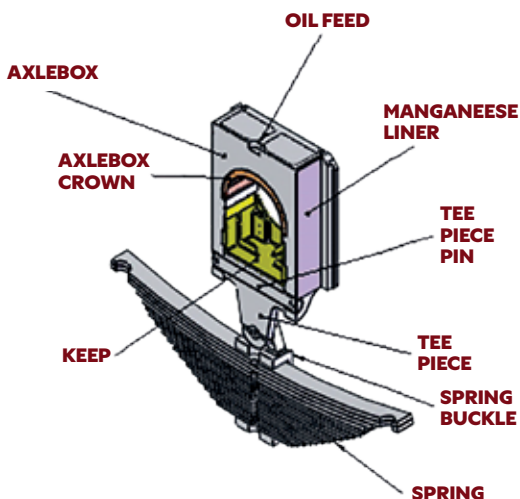
Development over time led to Axleboxes mounted in Horn Guides, this method has been used almost universally for fitting to rail vehicles for the last 200 years.

For this feature I will refer to a Wheelset, which is an axle with two wheels fitted. I will cover the design and assembly of these in a future article. In the great majority of steam locomotives, the Axleboxes for Driving Wheels, Bogies and Pony Trucks are mounted inside the frames, so are normally hidden from view. In contrast most tenders and rolling stock have Axleboxes and Springs mounted outside the wheels on extended axles. The most obvious example of this difference is the leading bogie of the GWR King Class 4-6-0, which has outside axleboxes on the leading wheelset and inside axleboxes in the trailing wheelset,

**VIEW OF AXLEBOX AND SPRING
RIGHT-HAND TRAILING DRIVING WHEEL**



SECTION THROUGH CENTRE OF AXLEBOX



this is to allow the bogie sufficient movement around curves and to the four cylinders of the locomotive.

If we understand the basic mechanical requirements first. We need a bearing for the axle to rotate in and we need a way of allowing the bearing to move vertically in the chassis to ride over undulations in the track. Track irregularities do not only occur along the length of the track, differences in rail height across the track also need to be considered, so we need to allow one wheel of a Wheelset to be higher than the other.

AXLEBOXES

The basic design of Axleboxes is the same on both locomotives and rolling stock.

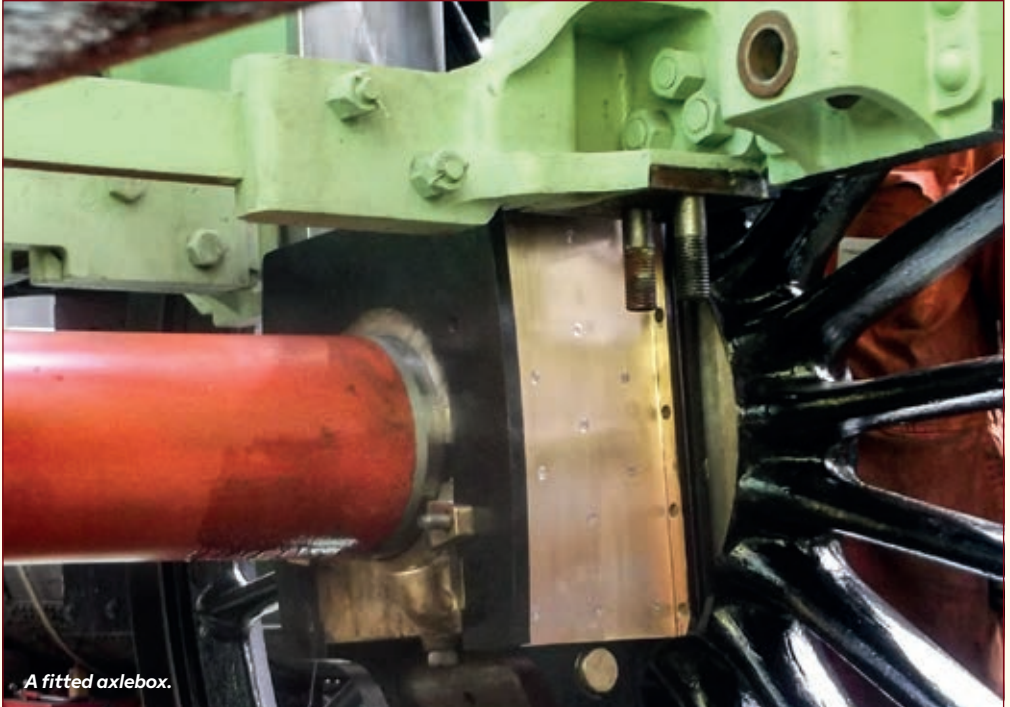
The Axlebox body comprises an upside down U-shaped body, normally a casting in steel.

In the top of the U cut-out is fitted the Bearing Crown, normally of a softer material such as brass or bronze with the load-bearing part which contacts the axle journal, coated in white metal, a tin based soft alloy, which is easily scraped into full contact with the axle journal.

White metal is an excellent low friction material provided there is good lubrication.

The surface finish of both these features must be smooth and clean to avoid damage.

Into the open section of the Axlebox below the axle is fitted a cast Keep. This Keep acts as an oil sump and is fitted with a sprung pad that rests on the bottom of the axle journal to keep it lubricated. Oil is also fed into the bearing from the top of the Axlebox. The Patriots are fitted with a mechanical lubricator driven by a linkage from the locomotive valve gear. Copper pipework feeds the oil from the Lubricator Pumps directly into the top of the Axlebox, then through drilled oilways directly to the Journal.



The size of the Axlebox is determined by several factors including the loads they are subjected to – weight, force from the cylinders, etc. The Patriot Driving Axles have journals that are 10 inches in diameter and the Axleboxes are 10 $\frac{1}{8}$ " front to back to carry the weight of the locomotive.

To mount the Axlebox into the chassis, the sides of the Axlebox have a machined recess. This recess fits over a precision machined slide on the Horn Guides. As originally built these faces would have been coated with white metal. Later these were replaced with Manganese Steel liners on some classes as they were harder wearing and required less maintenance. We have followed this for 5551.

The Horn Guides are heavy castings with a flat section that is mounted securely to the inside of the Frame Plate and a machined flat section mounted at right angle to the Frames either side of the cut out in the frame plate that forms the slide. Triangular gussets ensure rigidity. Once fitted and ground flat and square to the chassis centre line they provide the location for the Axlebox to move vertically within the chassis. These surfaces are machined flat and with a little tolerance gap to allow the Axlebox to move up and down, but not to rock or move from side-to-side, which would result in rough riding and wear.

To control the open end of the cut-outs in the frame plates Horn Ties are fitted across the gap between the bottom of the Horn Guides. Machined angled faces on the bottom of the Horn Guides are used to ensure the Horn Tie fits securely and holds everything in place.



A view from above of the chassis showing two of the axles.

This is all well and good on perfectly flat track, but in cases where one rail is higher than the other it could lead to only one wheel of a wheel set being in contact with the rail if there was not allowance for compensation. To enable a little controlled rock, the inside faces of the recesses on the Axleboxes are machined to a large radius convex curve. This allows the limited movement required across the vehicle to keep both wheels in contact with the rails.

SPRINGING

The springs are used to control the movement of the Axleboxes vertically in the Horn Guides. The design of the vehicle will set a nominal position for the axle centre relative to the chassis. By adjusting the springs this nominal position can be obtained as the position most commonly achieved in service, although this is affected by many factors, such as weight, is the wagon loaded or empty; is the locomotive boiler full of water or only half full? On the move the springs help control vertical movement of the wheelset relative to the chassis.

On the Patriot the Driving Wheelsets are sprung using steel leaf springs which are hung below the Axleboxes and suspended from the chassis on Spring Hangers. The Springs themselves are constructed from a number of Spring Steel leaves, 17 in total on the Patriot,



Driving Wheelset Springs.

mounted in a Spring Buckle and held in place by a central pin. The top two leaves are full length with slotted holes at each end for mounting the Spring Hangers. Each leaf below the top two are shorter to control the spring loading.

Attachment to the Axlebox is made by a pin which fits through two drop links formed on the bottom of the Axlebox. A brass wear cap is fitted to each end of this pin to stop damage to the Horn Guide faces. Between the lugs a Tee Piece is mounted onto the pin which in turn attaches to the top of the Spring Buckle with another Pin.



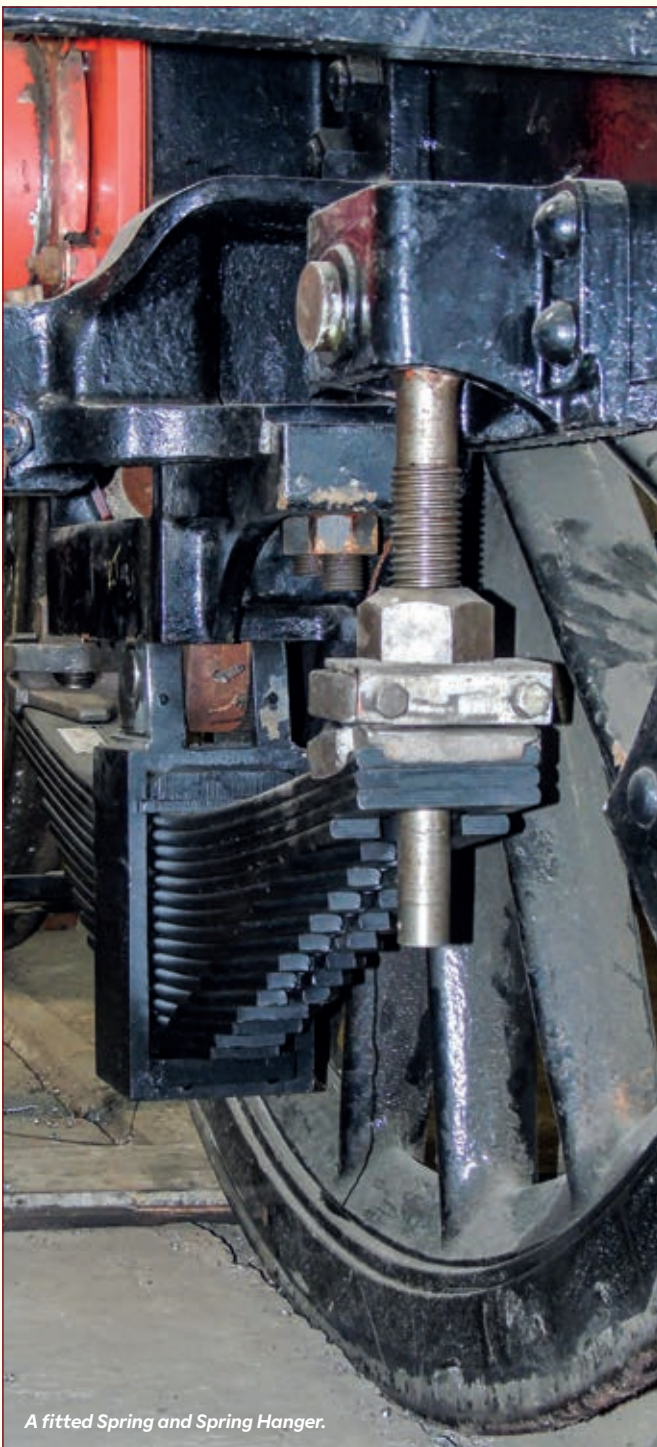
Tee Pieces.



Spring Hanger Pin.

The Spring Hanger Brackets were covered in the first of these features back in Warrior issue 64 (page 15). The Spring Hangers are long threaded pieces with a formed head with a hole to mount onto the Spring Hanger Pins that are fitted through the Frames and Spring Hanger Brackets. The threaded lower section of the Spring Hangers fit into the slots in the ends of the top Spring Leafs. A series of nuts, and adjusters are used to lock the leaves and set the strength of the Spring.

On the tender the Springs are mounted above the Axleboxes. The Bogie uses a Compensation Beam system, which will be described in a future article.



A fitted Spring and Spring Hanger.



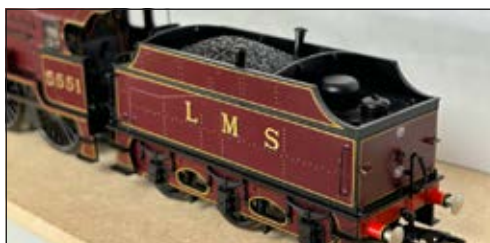
UPDATE ON BACHMANN MODEL OF 5551

TEXT AND PHOTOS: JOHN HASTINGS-THOMSON

Bachmann have now received the livery sample for The Unknown Warrior OO gauge model. I am aware that there are a number of adjustments to be made and I spoke with Bachmann regarding these at some length while I was at The Greatest Gathering, where the sample model was on display.

I will be going to the Bachmann UK Headquarters to further discuss corrections. The model is scheduled to go into production before the Chinese New Year, which means it should arrive in the UK in early summer. When the arrival date is confirmed we will get in touch with those who paid their deposit to let you know when the final payment will be due, we will also advise the cost of post and packing if you require it delivering.

Overall I think the model looks stunning and certainly looking forward to receiving mine. Hope those who have ordered one will be similarly impressed. If you missed out you will still be able to order the standard version from Bachmann dealers.



THE GREATEST GATHERING

ANDREW LAWS, MARKETING AND PUBLICITY DIRECTOR

ALL PHOTOS: PETE SIKES

The event at Alstom Derby Litchurch Lane Works over 1st-3rd August will go down in history as ‘The Greatest Gathering’ for two reasons. Firstly the number of visitors and railway enthusiasts who came to the event and secondly the largest ever gathering of steam, heritage diesel, main line diesel and electric locomotives assembled on one site for a public open weekend.

The Greatest Gathering was part of a series of events during Railway 200 in 2025 – marking 200 years of railway heritage since the dawn of the modern railway age with the opening of the Stockton and Darlington Railway in 1825. The event was a celebration of 200 years of the modern railway with locomotive *Locomotion No. 1* from 1825 right through to the present day with the new Stadler Rail Class 99 hybrid diesel/electric on display. Several main line steam locos could be seen including representatives of the LMS in the shape of Stanier Mogul, Black Five, Jubilee and Royal Scot classes. New build Standard Class 3MT locomotive No. 82045 from the Severn Valley Railway was on display with its new boiler and one newly fitted side tank. New build sales stands with loco parts and smokebox door for No. 61673 *Spirit of Sandringham* and the bogie for BR Standard No. 72010 *Hengist* were on display inside the History, Heritage & Preservation Zone in U Shop. This is where our sales stand was located and where we launched our new branding and identity on new pop-up banners and leaflets. We had a steady flow of visitors and customers to our stand, and it was great to chat to many people about the progress of *The Unknown Warrior*.

Narrow gauge steam locomotives could be seen on temporarily laid 15 inch and 2 foot gauge lines. *Prince* the world’s oldest operating narrow gauge steam locomotive was giving passenger rides on the 2 foot line with the final Hunslet-built steam locomotive *Trangkil No.4* from Statfold Barn. The standard gauge test track at Litchurch Lane was in use giving visitor rides on heritage steam and diesels as well as on one of the new Derby-built electric multiple units.

Model railways played a big part of The Greatest Gathering with the whole of D Shop housing high quality model railway layouts, the biggest names in model railway manufacturing and sales stands. Part of the record-breaking *Making Tracks* OO gauge layout based on Milton Keynes railway station built by Pete Waterman and the Railnuts was on display.

On the first day, retired politician and TV presenter, Michael Portillo, was on site filming for his Great British Railway Journeys series and named a GB Railfreight class 66 diesel after himself. A Freightliner class 90 electric locomotive was named The Greatest Gathering and looked smart in a new Freightliner 60 livery that was applied to celebrate 60 years of the Freightliner containerised freight service on Britain’s railways.



Industry support at the event came from most of the current railway operators as well as from Alstom who are continuing the long tradition of train building at the historic site. New electric multiple units are currently being built at Derby as well as a refurbishment programme of the Class 221 Super Voyager fleet.

An event on this scale is unlikely to be repeated again and for those who visited Derby, the event will live long in the memory as The Greatest Gathering, with, as quoted on the side of a Class 50 diesel, **‘So. Many. Trains.’**



FROM THE OFFICE

OFFICE DETAILS

LMS-Patriot Company Ltd.,
Civic Centre, Riverside,
Stafford ST16 3AQ.

01785 244156 or 07801 945689

email: membership@lms-patriot.org.uk

Although I often speak to members on the phone I rarely get to meet any of you. When extra volunteers were sought for our stand at *The Greatest Gathering* at Alstom in Derby, David and I offered to help for a day. It was a good opportunity to meet new people and talk to those of you who found us in the History, Heritage and Preservation Zone.

Included in the envelope with this magazine is a bumper bundle of documents so please make sure you check them all. There is an invitation to Members' Day and the Annual General Meeting. Both take place at Tyseley on Saturday 20th September. Please let us know as soon as possible if you would like to come along. On the invitation letter you will find a form to complete and return to us but if you prefer, just give us a call or send an email to membership@lms-patriot.org.uk.

Also, unless you have previously told us that you do not wish to receive them, you will find two books of 10 draw tickets in the envelope. If you decide to buy them all, the total cost is £20.00. Details of how to pay and where to return the stubs can be found on a separate slip which should be completed and returned to us with the ticket stubs.

If you have not received tickets (they are £1.00 each) but wish to be entered into the draw please see the following options.

1. Arrange payment by bank transfer to our account – LMS-Patriot Company Ltd – number 00092990 at CAF Bank – sorting code 42-52-40 and quote DRAW as the reference. Please also advise the office by sending an email to membership@lms-patriot.org.uk to let us know the amount paid and number of tickets required. Adding your membership number and/or URN (unique reference number) and telephone number would also be helpful. We will then add your details to the tickets and include them in the draw.

2. Telephone our office on 01785 244156 to pay by debit or credit card.
3. Send a cheque to the office address with a note advising how many tickets you require.

To be certain that your tickets are included in the draw please make sure that we receive payment and the completed stubs by Monday 15th September.

Members buying all the tickets only need to add their name and URN or membership number to the stubs. The full address and phone number should be completed on all ticket stubs when purchased by non-members.

We understand that some members are not in a position to either buy the tickets themselves or sell them to friends but others have kindly asked for extra tickets. Just let us know if you would like us to post more to you.

As mentioned in the last issue of the magazine, in addition to our accounts with CAF Bank Ltd., we now also have a Co-op bank account. At the moment there are no charges made when we pay in cheques to the new account. It means that those of you who still prefer to use cheques to pay subscriptions and for draw tickets etc. can do so without it generating any charges for us.

If you have any questions about your membership do not hesitate to get in touch. Contact details are at the top of the page (there is an answerphone and we will get back to you within a couple of days).

Linda Westerman, Office Manager

LAST FEW LMS BESPOKE NUMBERS REMAINING

For a donation of £80 change your membership number to one of the remaining Patriot LMS loco numbers. We will then issue you with a new membership card and a certificate with your chosen number, plus the donation you make goes towards your ticket for the first train.

Numbers are sold on a first-come, first-served basis, those that remain are listed below. BR numbers in Locomotive Green or Lined Black and LMS numbers are available in either Crimson Lake or Lined Black as per the examples shown below.

Any bespoke numbers that become available through non-renewal will be offered for sale again. It is also allowed to pass your bespoke membership number on providing the person you pass it onto remains a member and renews their membership.

45519

5500

45551

5524

45509	45532
5508	5535
5516	5539
5523	5540
5530	5545
5531	5547
5534	5549

Call the office on **01785 244156** to order your bespoke number

Recycle your used inkJet cartridges to raise cash for The Unknown Warrior

PROCEDURE TO SEND YOUR EMPTY CARTRIDGES TO RECYCLE4CHARITY

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

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

You can package them up and send them free of charge to Recycle4Charity using the downloaded label. For every suitable ink jet cartridge that is recycled, the LMS-Patriot Company will receive a payment from Recycle4Charity. To check which ink jet cartridges can be recycled and their value please use the link to download the address label as the pre-paid envelopes can no longer be used: **www.recycle4charity.co.uk/InkjetCartridges**

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



No. 45509 The Derbyshire Yeomanry arrives at Ambergate station on a local stopping service in April 1957. Photo: © Frank Ashley

July has been a very exciting month for the Sales and Events Team. Arrangements for our attendance at The Greatest Gathering at Alstom's historic Litchurch Lane Works in Derby, part of the Railway 200 celebrations, has kept us very busy this month.

However, we have still managed to attend the Railex Exhibition at Buxton which brought in £1,700 of sales. Chris Tasker brought in three superb locomotives for us, one an LMS Jubilee – No. 45682 *Trafalgar* in a wooden presentation box by Bachmann (still available at £120 at the time of writing).

Donations, so important to our fund-raising efforts continued with a donation of rolling stock and books from John Low in Marlow, kindly transported up to Stafford by Colin Hall. While Colin had his courier hat on, we managed to persuade him to make a second collection of books from Clive Scorer in Biggleswade. Many thanks indeed to John and Clive, and also Colin for his help.

On 11th July I travelled up to Heysham in Lancashire, with Brian Taylor, to collect a large donation of N gauge locos and rolling stock. This was kindly donated by Clare Wright whose father Steve had recently passed away and she called us to say that he had bequeathed his layout to the LMS-Patriot Company.

A decision at the April Board meeting was taken to rebrand the Company. We need to put *The Unknown Warrior* as the leading face of the company. The locomotive will now feature prominently in all our banners, point-of-sale material and magazine articles and adverts. Our thanks to Pete Sikes for his design work and help in producing the new artwork ready to appear at The Greatest Gathering.

After many weeks in the planning, Railway 200 Greatest Gathering at Derby arrived over the 1st-3rd August. The Sales and Events team spent most of Thursday 31st July setting up the 19 foot sales stand (see page 27). Pete Sikes, Gavin Shell, Brian Taylor, Neil Collinson, Neil Kinsey, Andy Laws, John Hastings-Thomson, Linda and Dave Westerman, Janet Elson and myself completed the show team for the three day event, allowing at least four people per day on duty. Special thanks to Brian Taylor for providing the transport for us. Sales for the event totalled £3,200, a great effort by all.

See the events chart opposite to see if you would like to come and help out. All of the shows are confirmed but we are particularly looking for help at the Taunton show on 25th/26th October. Please make contact on **events@lms-patriot.org.uk** if you could help at this event.

KIND REGARDS, ROGER BATEMAN/JANET ELSON
sales@lms-patriot.org.uk



2025 SALES EVENTS CALENDAR

✓ = Booked
P = Provisional

Event	Date	
Gauge 'O' Guild Bingley Hall, Stafford County Showground	Saturday 6th September Sunday 7th September	✓
Leigh Festival of Model Railways & Transport Modelling Leigh Sports Village Leisure Centre	Saturday 13th September Sunday 14th September	✓
LMS-Patriot Project Members Day and AGM Tyseley Locomotive Works	Saturday 20th September	✓
Stafford Railway Circle Annual Model Railway Exhibition Bingley Hall, Stafford County Showground	Saturday 27th September Sunday 28th September	✓
GCR Autumn Gala Quorn & Woodhouse	Thursday 2nd October Friday 3rd October Saturday 4th October Sunday 5th October	✓
Warley at Statfold	Saturday 11th October Sunday 12th October	✓
Bluebell Railway Giants of Steam 2025 A celebration of new build steam	Friday 17th October Saturday 18th October Sunday 19th October	✓
Rail-Ex Taunton 2025 Taunton School, TA2 6AD	Saturday 25th October Sunday 26th October	✓
Alsager Model Railway Exhibition, Bentley Motors, Sunnybank Road, Crewe CW2 8WD	Saturday 8th November Sunday 9th November	✓
GCR – The Last Hurrah Quorn & Woodhouse	Saturday 15th November Sunday 16th November	✓





THE UNKNOWN WARRIOR

NEW-BUILD LMS PATRIOT STEAM LOCOMOTIVE No. 5551

2025 GRAND PRIZE DRAW

Dear Members,

Our Grand Prize Draw raises significant sums towards the build of 5551.
I would kindly ask that those of you who receive tickets with this publication please
buy or sell as many as you can.

We would be grateful if you could pay by bank transfer if possible, but we will be happy to
accept cheques if you have no alternative means. See page 22 for further instructions.

1st Prize – **£500**

2nd Prize – **£250** • 3rd Prize – **£100**

plus three further cash prizes of **£50**

• GRAND PRIZE DRAW 2025 •

00001



THE UNKNOWN WARRIOR
NEW-BUILD LMS PATRIOT STEAM LOCOMOTIVE No. 5551

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

To be drawn on Saturday 20th September 2025 at the AGM
Promoter: Mrs. Janet Elson.
Registered under the Gambling Act 2005 with Stafford Borough Council.
• Tickets £1.00 each •
LMS-Patriot Company Ltd. • Registered Charity No. 1123521 • www.lms-patriot.org.uk

TICKETS – £1 each

Finally don't forget that the stubs and form need to be returned to the office address
no later than Wednesday 17th September:

LMS-Patriot Company Ltd., Civic Centre, Riverside, Stafford ST16 3AQ

**The draw will take place on Saturday 20th September 2025
at LMS-Patriot Company's Annual General Meeting which will take place at:
LMRCA Social Club, Tyseley Locomotive Works.**

THANKING YOU IN ANTICIPATION – JANET ELSON, PROMOTER.

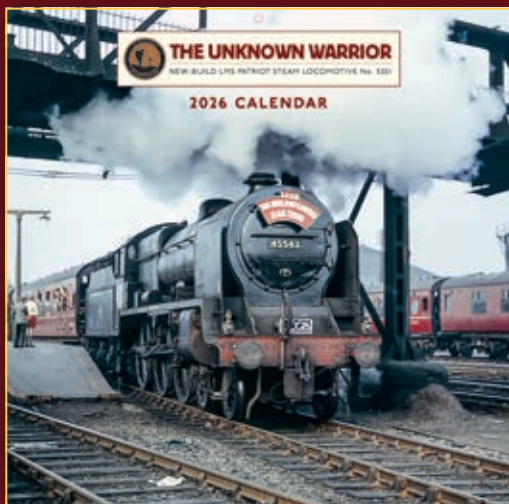
LMS-Patriot Company Ltd., Civic Centre, Riverside, Stafford ST16 3AQ • Registered Company No. 6502248 • Registered Charity No. 1123521

THE UNKNOWN WARRIOR 2026 CALENDAR

ON
SALE NOW

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LMS and BR(M) locomotives from the David P. Williams Archive.

Size: 238 x 238mm (476mm when open)



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£10

PLUS
£2.50 P&P

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WWW.LMS-PATRIOT.ORG.UK/SHOP
OR CALL 01785 244156



MEMBERS' CORNER

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

SHILDON 150

I was recently scanning slides taken by my late father and came across the pictures he took at Shildon at the 150th anniversary of the Stockton & Darlington Railway cavalcade on 31st August 1975.

It made me think that by the time you issue Warrior No. 66 this will probably be just after the 50th anniversary of the event.

I enclose three pictures of LMS engines he took that Sunday which I thought might be appropriate to include as you feel fit. Maybe somebody else has come up with the same idea? I was there that weekend, but he found a much better place to take them without anybody immediately in front of him, whereas I had an elevated view with the backs of people in the foreground.

**REGARDS,
JOHN BARROWDALE
MEMBERSHIP NO. 45505/10**

All photos taken by the late Stanley Barrowdale (John Barrowdale Collection).



Thank you to all who contributed their articles that appeared in Warrior 65, 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 Ltd., Civic Centre, Riverside, Stafford ST16 3AQ.

Hi Pete,

Very much enjoyed the latest edition of The Warrior, especially the wonderful collection of photos. I've just finished scanning my black and white photos and attach my selection.

1. 45523 **Bangor**, Staveley GC MPD – 24th March 1963

2. 45534 **E. Tootal Broadhurst**,
Crewe North MPD – 5th April 1964

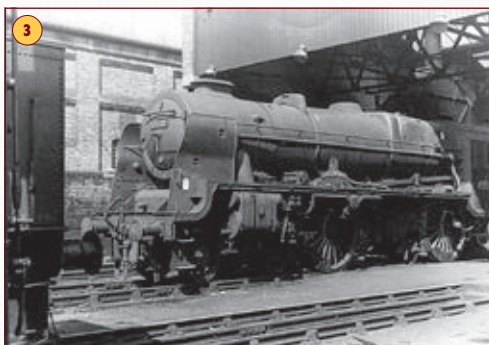
3. 45527 **Southport**, Blackpool MPD –
3rd May 1964

4. 45522 **Prestatyn**, Buxton MPD –
14th February 1965

5. 45530 **Sir Frank Ree**, Corkerhill MPD –
17th April 1965.

They are of varied quality, but worth a look.

**BEST WISHES,
ROY HENNEFER,
MEMBERSHIP NO. 1694/09**



THE LEEDS NEW LINE

BY PHILIP HELLAWELL

By 1890 the London North Western Railway (LNWR) was one of the largest joint stock companies in Britain and was a major player in transporting ever more traffic across the Pennines. Needing to expand its track capacity between Huddersfield and Leeds, part of this route was capable of being quadrupled, but the section through Dewsbury and Batley was not, being hemmed in by other lines and buildings. Furthermore, the 3,369-yard-long Morley tunnel, undermined by coal workings, was a major obstacle.

Originally, the LNWR planned to run from Heaton Lodge via Heckmondwike and Batley to converge with the existing line to the west of Morley tunnel but the aforementioned mining subsidence in that area proved a strong deterrent. A meeting to explore an alternative by embracing more of the Spen Valley was arranged on 5th August 1890 at the Heckmondwike station of the Lancashire & Yorkshire Railway (LYR). In attendance were civic and business leaders from the area plus a deputation from the LNWR including famed locomotive superintendent Francis W. Webb.

This more viable option to build extra capacity by-passing the bottlenecks was promoted under the name of the Heaton Lodge & Wortley Railway, more commonly referred to as the Leeds New Line. Residents in the Spen

valley had long complained about the service on the LYR line, opened 1848, so were delighted when approval was granted by Parliament in June 1894.

Moreover, the route from Heaton Lodge to Thornhill Junction was LYR owned, requiring the LNWR to pay a minimum toll of £4,000 p.a., increasing in ratio to usage. In 1892 the total paid was some £13,000, so significant savings could be made by re-routing all those trains not required to stop at Dewsbury line stations.

The LNWR constructed a 'dive-under' of the LYR Calder Valley line at Heaton Lodge by means of two segmented brick arches. It then headed north from Spen Valley Junction across the river Calder and up the eastern side of the Spen valley where it rejoined the 1848 LNWR Leeds, Dewsbury & Manchester line at Farnley & Wortley Junction. Operationally, this gave the LNWR quadruple tracks from Stalybridge through to Leeds. In essence, it was a 13½ mile loop line taking in the towns of Heckmondwike, Liversedge, Cleckheaton and Birstall, amongst others.

The enabling Act for the construction of the line was the LNWR (Heaton Lodge and Wortley) Act of 27th June 1892, estimated cost £893,903 15s 7d. A further Act in 1896 extended the completion date by 3 years. In practice, whilst the section as far as Northorpe was opened for goods on 8th September 1899 and, Gildersome

Sowerby Bridge-based Fairburn Class 4MT 2-6-4T 42094 about to pass Heaton Lodge signal box on 6th June 1959.

PHOTO: NEVILLE STEAD © TRANSPORT TREASURY





tunnel finished, the large amount of rock encountered between Heckmondwike and Birstall meant that through goods traffic did not begin until 9th July 1900.

There have been several accidents over the years where the lines met at Heaton Lodge, but one of the most spectacular was on 9th September 1918 when Claughton No. 2046 *Charles N. Lawrence* hauling the down TPO train, missed adverse signals in thick fog and completely bisected a LYR goods train travelling towards Brighouse. By contrast, the New Line itself enjoyed relative freedom from accidents, the only one of note occurring on 29th June 1900, before the line was opened, when a train conveying workmen between Cleckheaton and Gomersal collided head-on with a ballast train, causing injury to twelve workmen.

The New Line was predominantly Staffordshire blue brick-built, except at Heckmondwike and Birstall where unexpected reserves of stone were discovered and used for the bridges and viaducts in those locations. First

station on the line was Battyeford, brick-built with stone flag paving and timber buildings, it was situated immediately north of the A644 Brighouse to Dewsbury Road. Its platforms extended southwards over the road on to the 193-yard blue brick viaduct, ten arches of which still incongruously stand in isolation on the south side of the road. There is even a theory that it was so well built, the BR demolition contractors were unwilling to complete the job.

Next came Northorpe station to the north of Shillbank Lane bridge which, like most of the others on the line, had platforms and buildings of timber construction. A grass fire nearby, started by a passing steam engine in 1921, quickly spread to the station which was completely destroyed. Having been closed during the 1st World War, Gildersome station had reopened on 5th May 1919. However, passenger revenue, always low, did not improve so, on 11th July 1921, that station was closed permanently, dismantled, and re-erected lock, stock, and barrel at

Northorpe to replace the ruined one, only this time on the south side of Shillbank Lane.

Heckmondwike was the most splendid station on the line and, unlike Liversedge and Cleckheaton was conveniently situated close to the town centre, being accessed from High Street. Clearly seen as an important location, it had brick-built platforms paved with stone flags and was unique in having a bay platform, which faced Leeds. The site is now occupied by a modern housing development, appropriately called Old Station Court.

When the line was built, it was proposed to tunnel under Heckmondwike town centre, with the station in a cutting in the middle. This plan was unacceptable to the Local Board of Health (forerunner of Heckmondwike UDC, established 1894) so, the line passed through a deep cutting, spanned by two short tunnels and nine bridges (all still in place) within a mile of the station. Four of the bridges can be captured in one striking photograph, all built of stone with blue brick-lined arches.

Urban growth in the later 19th Century had meant that it was challenging to build through Heckmondwike

at all, space constraints leading to Heckmondwike goods yard being built $\frac{3}{4}$ mile away from the passenger station at Walkley Lane. Also, 126 houses stood in the way and had to be bought, all displaced residents being required to be re-housed within one mile. Consequently, the LNWR had what became known as 'The Eighty Houses' built to a high standard in six blocks for displaced families at the top of Church Street and a further twelve at Battysford.

Another affected property was the 17th Century Heckmondwike Old Hall which, whilst forfeiting most of its land, survived intact apart from the demolition of a portion of its south wing. Notably, this was the childhood home of Joseph Priestley, the discoverer of oxygen (prior to that air was deemed to be an element). Thankfully it still survives today – as a successful and charismatic pub and restaurant. North of Liversedge, a house called *The Royds* was dismantled and rebuilt in Whitechapel Road, Scholes near Cleckheaton where, ironically, it later had to lose part of its garden when the M62 was constructed.

Three weeks before closure of all the intermediate stations on 5th October 1953, Huddersfield's Fowler Class 4MT 2-6-4T No. 42310 calls at Battysford with a Leeds-Huddersfield local. The platforms at this station extended out onto the 193-yard Battysford viaduct. PHOTO: NEVILLE STEAD © TRANSPORT TREASURY





The remains of Battyeford viaduct catches the afternoon sun on 10th November 2023.

PHOTO: PHILIP HELLAWELL

The height gained on the line from both directions to the summit at Birstall at up to 1 in 80 totalled 290 feet and, as the railway held to the east of the Spen Valley and headed towards Leeds, the stations became located further away from the towns they served. By the time the line got to Cleckheaton the station was built well out of town on a one-sided embankment levelled out for the railway.

The station approach road includes a 150-yard long 39ft. 6in. wide stone setts viaduct over the valley of Spen Beck, accessed from Bradford Road in Cleckheaton. Supported by twelve lattice iron piers on brick plinths, this remarkable construction, now Grade II listed, has been restored and reopened, and is well worth a visit. The goods yard here comprised a warehouse, tipping dock, cattle pen and two signal boxes. Cleckheaton Spen's main claim to fame is that then Prime Minister Winston Churchill slept in a carriage in the station siding during the 1952 General Election campaign.

By contrast, the LYR's Cleckheaton station was smack in the centre of town, so the New Line station was poorly patronised except at Spen Valley holiday week, with use of the goods station also disappointing. Heading east from Cleckheaton, the stone façade to the brick built Gomersal tunnel still proudly boasts its construction date of 1899. At the far end was Gomersal goods yard and its timber-built station, the site now hosting a residential cul-de-sac called Summerbridge Crescent.

After leaving Gomersal, the line deviated to travel around the estate of the Grade I listed Elizabethan Manor House known as Oakwell Hall. Charlotte Brontë



Heckmondwike Cutting with its impressive array of overbridges as seen on 10th November 2023.

PHOTO: PHILIP HELLAWELL

had visited Oakwell many times and the house is said to be the inspiration for "Fieldhead," home of the heroine in her novel "Shirley."

The major engineering work on the line was the 1 mile 579 yard long Gildersome tunnel. The station itself at Gildersome was inconveniently sited, being over a mile from the village, and generated little patronage, the last train stopping there on Saturday 9th July 1921. From Gildersome the line continued on a high embankment to rejoin the existing LNWR line by a flying junction at Farnley.

Entry into Leeds New (later City) from both lines was over the 1882-built blue brick 1,230-yard Farnley viaduct. Straight for 775 yards, the structure then involves tight S-shape curves to reach Leeds station at Canal Junction.

The line's first passenger service of twelve weekday trains each way were all Leeds-Huddersfield stoppers, the very first being the 06.35 Down from Huddersfield on 1st October 1900. Arriving at Heckmondwike twenty-two minutes later, the crowds were so large, its departure was delayed by eight minutes. Liversedge and Cleckheaton were similarly busy and brisk business was done elsewhere. First Up train was the 07.35 from Leeds carrying a VIP party from Euston, all rolling stock used being brand new. Other VIPs to have travelled on the line include King George V and Queen Mary travelling from Heckmondwike to Marsden on 30th May 1918 as part of a war-time tour of west Yorkshire.

The transport of textiles from the local wool towns in the area had been important in the early days, but passenger traffic was rather less than anticipated.



An LNWR boundary marker on the approach to the original Northorpe station. PHOTO: PHILIP HELLAWELL

Whereas the LYR route connected with nearby Bradford, this line did not and it was a slower and less direct journey from Huddersfield to Leeds as compared with the main line through Dewsbury and Batley.

Following Grouping in 1923, the LMS inherited four stations in the Spen Valley area with matching names. It therefore renamed the LNWR's Northorpe as Northorpe Higher (the LYR station in Northorpe became Northorpe North Road.) Heckmondwike, Liversedge and Cleckheaton all had the word 'Spen' added to their names whilst the ex-LYR stations gained the appropriate suffix of 'Central'.

Traffic on the New Line underwent many changes, being used as a diversionary route due to engineering work in Morley tunnel between 1920 and 1933. To give an idea of traffic density, Birstall Town Cabin Register showed 687 trains per week in October 1923, 588 trains per week in April 1930, 409 trains per week in October 1933, 330 trains per week in August 1940 and 318 trains per week in February 1949.

Patronage at the intermediate stations was 88,870 in 1927, 50,686 in 1939, 36,663 in 1946 and 18,375 in 1952. In looking at the decline in passenger usage, it is relevant to note that the area involved became well served by buses, particularly Yorkshire Woollen District Transport Ltd. of Dewsbury, a BET company of which the LMS and LNER had joint ownership, and which took much of the passenger traffic.

The consequence of this was that Birstall station was closed on 1st August 1951, Cleckheaton 5th January 1953 and all the remaining passenger stations on 3rd October 1953. However, through express services such as Liverpool-Newcastle continued for another ten years when not timetabled for a Dewsbury stop. Indeed, the handsome new Class 124 Trans-Pennine 6-car diesel sets designed by BR began running over this line upon their introduction in January 1961, but only until the end of summer 1964.

Haulage on stopping passenger trains had included Ivatt's compact 2-6-2Ts from Farnley Junction plus 4MT tanks, Black Fives, Jubilees, and the odd Royal Scot on through trains. Patriots were also often in evidence. *Giggleswick* and *E. C. Trench* are mentioned in Roy Waring's Oakwood Press publication about this line. To my great regret I never travelled over this line, but my first ever solo spotting trip was to Huddersfield on 2nd January 1959 when 45527 *Southport* was hauling both Up and Down trains on the day. Whilst I would like to think it was routed over the New Line, I have no way of knowing for sure.

The line was, however, still getting plenty of use for freight workings in the 1950s and early 1960s – motive power included 7F 0-8-0s such as the ex-LNWR's G1 and G2 Classes, Stanier 2-8-0s and the ubiquitous WD Austerities. As the 1960s wore on, steam hauled trains were banned from the New Line as the authorities did not

have confidence that the by-then, poorly maintained locomotives would be able to cope with the daunting gradients involved. Later years, therefore, saw Classes 40, 45/46, and 47 diesels on both passenger and freight trains.

The Leeds New Line between Spen Valley Junction and Farnley Junction was closed to passenger traffic from 7th September 1964 except the 15.00 Liverpool-Newcastle (parliamentary). Its useful life had not entirely expired though, as June 1965 saw passenger trains running through once again, necessitated by bridge repairs at Dewsbury.

Finally on 31st July 1965, D395 hauled the last through passenger service to use the Leeds New Line hauling the Liverpool–Newcastle express leaving Huddersfield at 16.33. Closure, stated to enable savings of £40,000 p.a., allowed BR to start track lifting in August 1965 between Liversedge and Gomersal, demolishing underbridges in the process, thus making sure there was no chance of reopening.

However, Charrington Hargreaves had earlier opened a rail-supplied oil depot at Liversedge Spen goods yard in

1963. The last return train to there from Heaton Lodge, hauled by 9F 92113 was on 27th November 1964 so, to fulfil contracts and maintain access, BR had to construct a short chord at Smithies Lane to switch oil trains from the ex-LYR line. This subsequently enabled one of those occasional enthusiasts' specials to call on a tour of freight-only lines from Preston to Cleethorpes on 16th May 1981 reaching as far as Liversedge, hauled by 40 094.

When the Liversedge oil depot closed in 1986 the track was taken up and replaced by housing at Thornleigh Drive. The last remnants of the line were finally lifted around 1995, leaving the Calder Valley line underpass built by the LNWR in 1896 to access Spen Valley Junction the only part still in use today, and now known as Heaton Lodge South Junction, an area currently being considerably remodelled as part of the Trans-Pennine route upgrade and electrification scheme.

At Leeds, 18th November 1966 saw the Farnley viaduct's final day of use for Huddersfield-line trains as a new connection to the East Coast Main Line at Gelderd Road Junction allowed it to become the principal



Little going on at the moment at the 'star' station on the line, Heckmondwike Spen.

An undated shed view at Farnley Junction with several engines having full tenders after being prepared for their day's work.

PHOTO: NEVILLE STEAD © TRANSPORT TREASURY



Dunlop and Ranken steel on rail wagons at Liversedge Spen Goods Yard. Dunlop and Ranken were Leeds-based iron and steel stock holders. PHOTO: © TRANSPORT TREASURY



A view of Cleckheaton Spen station.

PHOTO: AUTHOR'S COLLECTION



Cleckheaton road viaduct, an unusual station approach road built to link the station with the town centre. It is a Grade II listed steel-legged viaduct. PHOTO: PHILIP HELLAWELL

Swindon-built 2,500 h.p. Class 46 'Peak' No. D184 (later 46047) heads a Newcastle-Liverpool express between Gildersome Tunnel and Birstall on 26th July 1963. PHOTO: MIKE MITCHELL © TRANSPORT TREASURY



gateway for trains to/from London, commencing on 1st May 1967. Later, the tight S-shaped curves rendered the viaduct unsuitable for overhead electrification and the last scheduled train over the viaduct was on 11th October 1987. It still, though, stands there proudly, south of the line, as trains enter Leeds station from the west, an impressive 83-arch monument to Victorian engineering.

The Leeds New line was a characterful route of demanding gradients and sweeping curves, with impressive bridges, viaducts, and tunnels. Built at a cost of £1.05m, it may not have fully justified its existence, but it did provide a local passenger service for 53 years and an alternative for through passenger trains and for taking slow-moving freight off the main line through Dewsbury for a further 12 years.

The ex-LYR line from Low Moor to Ravensthorpe is

now the popular Spen Valley Greenway. The LNWR line section from Royds Park, Cleckheaton to the station site at Heckmondwike is also part of a right of way called the Spen Ringway but the planned ½ mile connections north to Cleckheaton Spen station site and south from Heckmondwike to meet up with the Greenway thereby completing the ring have, sadly, not yet come to pass. However, the section still represents a very pleasant two mile largely rural walk with some nice railway atmosphere.

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Type 3 and Type 4 diesels stand patiently whilst a Riddles 9F 2-10-0 has steam to spare waiting for the road westwards with a rake of oil tankers.

PHOTO: ROBERT ANDERSON © TRANSPORT TREASURY



Fowler Class 6P 'Patriot' 4-6-0 No. 45515 **Caernarvon** with Stanier 'Jubilee' 4-6-0 No. 45666 **Cornwallis** alongside at Liverpool Edge Hill shed on 25th May, 1953. Photo: © Manchester Locomotive Society

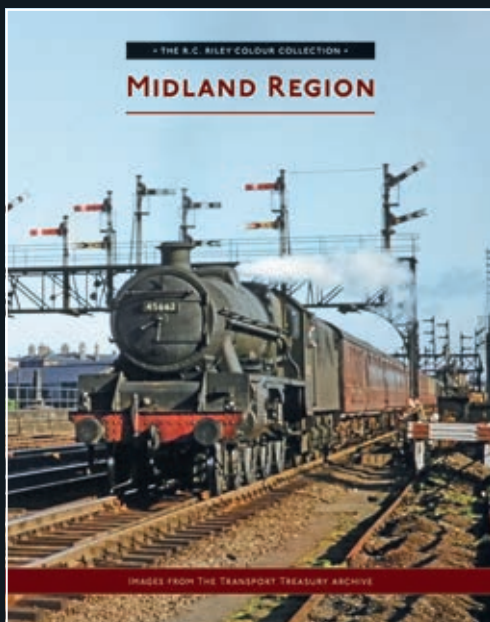


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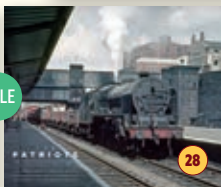
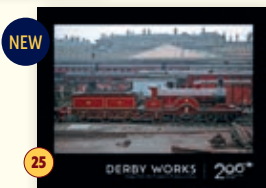
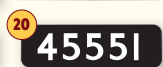
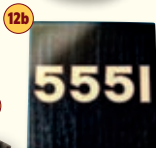
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Magazine

Editor:

Pete Sikes • warrior-editor@lms-patriot.org.uk

Design and Artwork:

Pete Sikes • Accent Artwork Ltd. • 07831 394545

Produced by: LMS-Patriot Company Ltd.

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