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The Warrior

THE MAGAZINE FROM THE LMS-PATRIOT COMPANY



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FRONT COVER:

**An undated photo of
ex-LMS Patriot 4-6-0 No. 45503
The Royal Leicestershire Regiment
at Birmingham New Street.**

Photo: H. Cartwright
© The Transport Treasury



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Editorial

**Welcome to the final Warrior of 2025.
It was good to see so many of you at our
combined Members' Day and AGM back in
September, I hope that those who attended
enjoyed their day.**

On the following pages you will read that we are in a strong financial position, and we are pleased that our spend is now increasing now that work has stepped up at Tyseley. We are helped by our volunteer team who are cleaning up and preparing parts ready to be bolted back onto the frames – if you fancy getting your hands dirty then please consider joining us on Wednesdays and Thursdays.

Another successful volunteer-led function of the project is the Sales Stand. Led by Roger Bateman the sales team has worked tirelessly this year, travelling thousands of miles up and down the country promoting the build of The Unknown Warrior at numerous model railway exhibitions and steam galas. But just as important as making sales is talking to people, making them aware of the project and explaining why we are doing it. There is a lot of support for us out there and I see and hear this myself when helping out on the sales stand. A big thank you to all of those who help and once again, if you'd like to join us please make contact by email or call 01785 244156.

So here's to a successful 2026, a lot of background work and planning has been put in over the last couple of years since our move to Tyseley, we are optimistic that next year will see a good amount of progress.

Finally, Season's Greetings to you all and if you're a bit stumped for Christmas presents take a look through the merchandise on offer in the pages of this magazine, each purchase helps the Project enormously.

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

Vice-Chair's Thoughts

NOVEMBER 2025

It was great to see so many of you at the Members' Day and AGM at Tyseley in September. I hope you left with the same optimism that I did. I felt there was a really positive feeling that the next twelve months will see substantial progress and that we will see a much more complete locomotive next September.

I am sad that Richard Sant has stood down from the Board. A timely reminder that none of us are getting any younger. Richard and I worked closely together on talks about the Project around the country and the current presentation still names him as creator. He is one of the original directors and has made a substantial contribution to the development of the Project as Company Secretary and in many other ways. Richard, thank you, we will miss you.

As I explained at the AGM my role as Acting Chair is temporary. I do not have the energy or expertise to do the job adequately. Fortunately, I am surrounded by people who have the expertise to get on with the job of completing *The Unknown Warrior*, partly due to Colin's skill as a team builder. We all need to support them in whatever way we can to ensure they have the resources to progress as rapidly as possible.

David Tuffin has made a good start, with the support of the rest of the Board, to identify the right person to lead us forward. If any of you feel that you have the necessary expertise to lead the project, please contact David. His email address is on the inside of the back cover. If you don't feel that the role of Chair is for you but that you could contribute to the running of the Project in some other way, either practically or administratively, please contact David outlining how you believe you can help. I do know that we really need to reduce the average age of the Board. I am certainly not helping in that department!

Our sales team led by Roger Bateman can always do with people able to help on sales stands. I think that the maximum number of stands we have had out simultaneously is three this year. Roger would love to hear from you. Also, our hard-working office team, led by Linda Westerman, can always use extra help. Email addresses are on the inside of the back cover.

With the progress we hope to make over the next twelve months there is a much more positive story to tell at talks about the Project. If you know of organisations, clubs and societies that might invite us to give a presentation, please let the office or myself know. We have done very few talks since Covid. Before then we averaged one a month.

From conversations I have had with friends and people I talk to at exhibitions etc., I know there is still considerable goodwill towards the Project and great support to see the loco completed.

I take this opportunity to wish you all an early Happy Christmas and New Year. I look forward to a successful 2026 for the Project.

Many thanks for your continued support.



JOHN HASTINGS-THOMSON, VICE-CHAIR

chairman@lms-patriot.org.uk

TREASURER'S REPORT NEIL COLLINSON, TREASURER

Quarter 2 to 30th September 2025

First thought for the quarter: It has been an interesting one from a financial point of view. Relief that we survived our first actual annual audit unscathed after a meeting at the accountants before the AGM.

I suppose having an audit reflects the successes of the project in terms of income and asset value. Except it is more expensive than the previous type of review, the independent examination. I suppose that is the price you have to pay for your success.

INCOME

Total income in Quarter 2 was £64,000 (£77,000 in 2024) including expected £9,000 in Gift Aid. Interestingly, our total income for the last three years to the second quarter end has shown a progressive decline. The 2023 figure was £103,000. Total restricted funding was £986. This gives approximately 56.9% overall against the budgeted income for the year.

Total Membership income for the quarter, including Gift Aid came to £6,669 (£10,590 for the year) giving 45.3% against the annual budget, a slightly higher percentage than last year. At the time of writing we have 765 members.

Total donations/sponsorships amounted to £42,655 for the quarter (£97,832 for the year) which is 55.8% of the budgeted income.

Regular Donors The average amount per donation in Quarter 2 was £25.04, total Regular Donations coming from 282 donors at the end of September was £7,060.

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

Other donations totalled £13,004 for the quarter (£20,800 for the year-to-date) against the annual budget set of £55,000. This gives us 37.8% against the annual budget

Other income in this section is self-explanatory to get to our total of £42,655

The usual comparison table is as follows and I just want to note that we have had seven new regular donors so far this year. We have lost 14 though.

	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	4	6	£21,496	2	3	£21,706	0	3	£22,238
Quarter 1	3	8	£21,901	2	4	£22,462	1	13	£22,596

Second thought for the quarter: I am very optimistic about our income for quarter 3. I will drip feed the figures via the monthly newsletter as soon as they arrive in our account but as a taster, we have had a very generous donation of £9,650 (on which we can claim Gift Aid) already in October and reinstatements of memberships and regular donations.

Quarters 1, 2 and the year-to date comparison with 2024-2025

INCOME	Annual budget 2025-26	Q1 actual 2025-26	Q2 actual 2025-26	Year-to-date actual 2025-26	% of annual budget	Annual budget 2024-25	Q1 actual 2024-25	Q2 actual 2024-25	Year-to-date actual 2024-25	% of annual budget
Membership	£23,366	£3,921	£6,669	£10,590	45.3%	£24,776	£5,138	£5,373	£10,911	44%
Donations/ Sponsorships	£169,881	£52,176	£42,655	£94,832	55.8%	£168,301	£145,178	£38,910	£184,087	109%
Compensation	n/a	–	–	–	n/a	–	–	£8,566	£8,566	–
Sales/Events	£24,000	£721	£13,183	£13,904	57.9%	£20,500	£4,049	£8,627	£12,676	62%
Other (interest)	–	£2,207	£2,117	£4,324	n/a	–	£1,791	£2,427	£4,218	n/a
Wheels settlement	n/a	–	–	–	n/a	£27,500	£8,250	£8,250	£16,500	50%
TOTAL	£217,247	£59,025	£64,625	£123,650	56.9%	£241,078	£164,405	£72,254	£236,959	98%
EXPENDITURE										
Locomotive	£42,347	£9,232	£12,559	£21,791	51%	£94,927	£2,816	£12,585	£15,401	16%
Tender	–	–	–	–	–	£1	–	–	–	n/a
Boiler	£30,000	£6,679	£7,194	£13,973	47%	£40,000	£23,548	£49,210	£72,758	182%
Other Engineering	£6,500	£292	£2,929	£3,221	n/a	£1,000	£128	–	£128	13%
Crane repayment	n/a	-£474	-£483	-£957	n/a	–	-£822	-£612	-£1,433	n/a
Sub-total	£78,847	£15,629	£22,199	£37,828	48%	£135,928	£25,669	£61,183	£86,863	64%
General expenses	£56,150	£12,536	£20,298	£32,744	58%	£48,150	£13,587	£15,906	£29,493	61%
Loan(s) interest	£82,250	£455	£1,255	£1,710	24%	£57,000	£520	£1,255	£1,775	3%
TOTAL	£217,247	£28,620	£43,752	£72,482	33%	£241,078	£39,777	£78,344	£118,131	49%

Bank Balances and Banking Update

The total balances held at the quarter end amount to £475,725, split between our accounts, as follows. Only a marginal increase in total since the last quarter and I am expecting this to decrease quite substantially this coming quarter as work ramps up on the chassis.

	CAF Q2 (2025/26)	CAF Q2 (2024/25)	CO-OP Q2 (2025/26)	CO-OP Q2 (2024/25)
Opening Bank Balance – 1st July	£462,659	£359,161	£6,644	n/a
Closing Bank Balance – 30th September	£455,749	£363,230	£19,976	n/a

The Co-op Bank is proving its worth in that we pay in all credits, both cheques and cash into our current account via its branch in Stafford. A short walk from the office, charge free banking and interest earned on our 35-day notice account, payable half yearly. Although strictly not in the year-to-date figures that I am reporting on, it is worth mentioning that we received interest of £47.74 into our deposit account on 3rd October. We monitor the balance in the current account daily and when it reaches a minimum of £1,000, we do a transfer online. A win, win.

Just a reminder that there is no change to the account that you have always used to do bank transfers. Always ready to receive subscriptions and donations, be it via regular standing order, direct debit or one-off credits. Our CAF Bank door is always open even though we have had a few issues with the so-called upgrade to their online banking system. We have to keep a close eye on the account from which we pay our invoices/bills as the facility for automatic transfers from our deposit account to cover all the bills has been withdrawn because they have had issues with it. The number of pings we get to our mobile phones with six-digit security codes is also relentless and, in my opinion, over the top. I acknowledge that online security is vital but six pings to my mobile for one transaction is totally unnecessary. We have raised other issues with CAF which are still to be resolved.

Sales income 60% against the forecast for the year. Quarter 2 is higher than the same period last year with an income of £8,656. There was £472 in pictorial book sales generated. Raffle tickets saw a return of £3,598 to the end of the quarter. Generally, £2,500 less than previous years. However, we have had some donations made after and in lieu of the raffle. Members' Day was subsidised this year as part of the AGM. I have not yet received an invoice for this from Vintage Trains.

In total, sales/events raised £13,183 for the quarter making 57.9% income against budget, (61.9% last year) down due to the low result in quarter 1.

Other income. Interest received was £2,117, which was slightly down on the first quarter.

Third thought for the quarter: Those of you who noticed the £75,000 on the debit side of the budget forecast will have realised that they are short term loans, both of which are due for repayment in December.

EXPENDITURE

Engineering The balance sheet shows a total expenditure of £19,750 spent in the quarter on the chassis and the boiler. Total amount spent at the quarter end of £3.2m on the locomotive (£732,000 on boiler) plus £213,000 on the tender and a further £643 on the support coach. £483 was received in the quarter towards the cost of the crane.

Fourth thought for the quarter: The following brief breakdown of overheads is being shown for the first time, as I have received a request from a member for more detailed information. This is a taster and hopefully useful. If anyone would like to see the figures where the percentages only have been shown, please email me at the address at the foot of this report.

Marketing and Publicity expenditure, £1,592 in Quarter 2 (159% for the year).

Membership expenditure is £1,590 (41% for the year) which includes stationery and printing of The Warrior. Postage for renewals and mailings to members is recorded under company administration except where there is a Warrior mailing.

Sales expenditure, including cost of postage and packaging as well as cost of sales purchased is £3,095 (53% for the year). Event fees, volunteer expenses and prize draw expenses came to £2,757 in Quarter 2.

Finance is running at 57% for the year.

Company Administration at 48% for the year

Trustee expenses are at 80% for the year.

General running expenses (total overheads) are at 58% for the year.

Boiler loan interest paid for quarter 2 was £1,255 (24% for the year).

There has been less expenditure than income for the year to date, generating a surplus.

Final thought for the quarter: I would much prefer to see a deficit, not a surplus which means that we spend some of this money that we have in hand.

Best wishes and thank you for your continued financial support.

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

5551 ENGINEERING EXPENDITURE FORECAST	Q2 – 2025/26			Q3 – 2025/26			Q4 – 2025/26		
	July 2025	August 2025	September 2025	October 2025	November 2025	December 2025	January 2026	February 2026	March 2026
	£	£	£	£	£	£	£	£	£
Current Bank Balance	£469,303	£470,978	£471,311	£475,725	£483,960	£475,517	£462,874	£470,711	£449,069
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	£485,539	£487,214	£487,547	£491,961	£500,196	£491,753	£479,111	£486,948	£465,305
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	£17,300	£9,500	£13,476	£18,200	£20,000	£24,200	£20,000	£33,200	£36,800
Gift Aid Return	£7,588			£9,035			£4,960		
VAT Refund (Estimated)	£3,497			£5,843			£11,320		
Forecasted Bank Balance	£474,645	£473,035	£469,392	£483,960	£475,517	£462,874	£470,711	£449,069	£423,826
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	£476,716	£475,105	£471,462	£486,030	£477,587	£464,945	£472,782	£451,139	£425,896
Actual Bank Balance (last day of month)	£470,978	£471,311	£475,725	£478,113					
Actual Income in Month	£26,211	£16,858	£24,415	£37,084					
Actual Outgoings in Month	£24,527	£16,525	£22,091	£35,196					

ENGINEERING PROGRESS REPORT

BY KEITH RICHES, PROJECT DIRECTOR

LOCOMOTIVE

Good progress continues to be made with the engine build. Importantly we have witnessed a good degree of continuity of work with multiple tasks ongoing.

The rear cylinder covers have been cast and have passed their testing. Machining of the covers is currently in progress.



Above: The three rear cylinder covers, all at various stages of work, pictured on 6th November. Photo: Pete Sikes

Work ongoing currently involves the fitting of the outside motion brackets, and inside motion bracket. Horn block fitment is complete, and the fitting of the horn ties is also ongoing. The brake hanger brackets have been machined and are also being fitted. The next steps are to prepare the axle boxes for fitment. The frames are also being prepared to fit the running plates and these will provide additional rigidity to the frames for when we come to level up the engine.

Commencement of machining work on the wheels will start soon after an agreed process of quality control inspections which will take place at critical stages of assembly.

BOILER

Two meetings have been held recently at HBSS. The first meeting was to discuss the method of fitment of the boiler tubes.

We also discussed what would be the appropriate break point for the boiler to be temporarily moved to Tyseley Locomotive Works and it was agreed that it would probably be in June 2026.

The matter of the need for a boiler inspection was also raised as the last report was carried out by Mr. A Wright and dated July 2019. This was arranged and a boiler inspection took place on 28th October and did not produce any major issues although the boiler tubing is out for a wider review and direction from BES. We await the outcome of the inspection and subsequent report.

Work on the regulator has been paused until we are able to progress and agree the installation and record (draw) accordingly. This also applies to the safety valve installation. In the meantime the copper fire box stays continue to be fitted.

TENDER

The tender axles have undergone NDT (non-destructive testing) and we are happy to report that no defects were found.

No further progress has been made with the tender at Leaky Finders. Discussions are taking place, and a visit will be made to Exeter at a mutually agreeable date.



The Motion Girder and Motion Brackets have been fitted, the photo shows the right-hand side. Photo: Pete Sikes

PLAN

The following is the outline plan for the next few months before we take delivery of the boiler circa June 2026.

- Complete the fitting of Spring Hanger Brackets, Brake Hanger Brackets, Motion Guide Brackets, Internal Motion Stretcher (all ongoing).
- Prepare running plates and supporting bracketry (volunteer work ongoing)
- Finish remaining welding of incorrect bolt holes (requires smoke box lift)
- Finish rear cylinder covers and prepare slide bars (volunteer work ongoing)
- Final fit cylinders (end of November, work ongoing)
- Level up engine
- Inspect and repair Dragbox
- Check alignment
- Commence wheel assembly (probably new year with delivery April/May)
- Progress the bogie frame rebuild and bogie wheelset repair at Riley's

This is not an exhaustive list of work required. It covers current ongoing work and key tasks.



The fitted Inside Motion Bracket. Photo: Pete Sikes

2025 MEMBERS' DAY AND AGM

WORDS AND PHOTOS: PETE SIKES

The LMS-Patriot Company held its Members' Day at Tyseley on 20th September, and for the first time it was combined with our AGM, which was brought forward from its usual November date.

The doors to the LMRCA Social Club opened at 10.00am and there was a steady trickle of people arriving from the moment the doors opened. Linda Westerman allocated members onto one of the four visits to the workshop and invited them to take advantage of the tea and coffee on offer.

The first group were escorted to the workshop by Vintage Trains volunteers at 11.00am and on hand to answer any questions were Project Director, Keith Riches and CME, Simon Scott. The replica smokebox number and shed plate had been fitted to 5551 but more importantly so had the right-hand cylinder. Also visible was work that had taken place on the frame, namely the fitting of the horn guides.

For those members waiting for their tours at the social club an excellent and informative presentation had been put together by Design Engineer, Kevin West. The presentation focused on the rectification of parts and the reasons behind the decisions taken to do this work. Kevin repeated the presentation to the first two groups on their return from the workshop.

On completion of the final visit to see the loco, lunch was served. My thanks go to Sue Collinson and Tina of Vintage Trains for their impeccable service, ensuring that everyone could enjoy the fare on offer. As last year, the quality of the food was excellent.

The AGM then followed, starting promptly at 2.00pm. I wasn't quite sure how many members would stick around but was happy to see a full room, with around 90% of attendees remaining from the morning workshop visits. This represented our best attendance for an AGM for some time, low numbers in previous years being attributed to location and time of year the meeting was held.

John Hastings-Thomson in his role of Acting Chair welcomed members to the meeting and thanked Colin Hall for the sterling job he had done as Chairman. John then introduced Richard Stonier from Deans, our chartered accountants. Richard carried out a brief recap of the financial highlights of 2024/25 and explained the reason we needed a full audit was that our assets were much higher now and that this would be an annual occurrence. Richard then took questions from the membership after which the Report and Accounts were accepted.

John then asked each Board Member to introduce themselves and explain the role they carry out for LMS-Patriot Company. This was followed by the reappointment of Andrew Laws as Marketing and Publicity Director for a further three years. After 18 years of service Richard Sant did not reapply for the position of Company Secretary.

At this point the raffle was drawn, our congratulations go to the winners who are listed on page 21. This was then followed by an update from Project Director, Keith Riches on the current status of the Project, who reported that he was satisfied that work was progressing well at Tyseley. This was then followed by questions from the membership.

John Hastings-Thomson then made closing remarks which included thanks to our office volunteers and indeed volunteers who helped to make the 2025 Members' Day and AGM a success.

It was proposed that could next year's event be in the same week, we will look into this and hopefully confirm a definite date in Warrior 68.



Before Tyseley workshop greeted our members an opportunity was taken to photograph No. 5551 with the recently fitted right-hand cylinder.



A selection of images from Tyseley showing members visiting the workshop and attending the AGM



ILLUSTRATED GLOSSARY – WHEELSETS

TEXT AND IMAGES, KEVIN WEST, PROJECT DESIGN ENGINEER

For this instalment of the Glossary we will concentrate on the Wheelsets for both the locomotive and tender.

There are two main types of locomotive wheels, the Driving Wheels for transmitting power from the cylinders and the carrying wheels for taking a part of the weight and guiding the locomotive along the track. In essence the design and methods of construction are the same for both types.

Driving Wheels are normally bigger in diameter than the carrying wheels. They almost always have motion work attached to the outside, such as Coupling Rods, Connecting Rods and Valve Gear. We will cover these parts in a later article.

A Wheelset comprises two wheels mounted onto an axle.

AXLES

The Axle provides both a fixing for the wheel and bearing surfaces for the Wheelset to rotate in the Axlebox (which we covered in the last article). Most locomotives have the Axle Box

Bearings between the wheels (known as being inside), but most tenders have Axlebox Bearings on extended stubs outside the wheels. The Axles are made from a high grade of steel and the design of the interfaces and shape between the Wheel Seat and Bearing Seat are important to control the high forces created by the actions of the cylinders.

When machining a new Axle, the material blank will be machined to length and the centre each end is drilled with a tapered centre. The blank will then be mounted in a lathe with the drilled centres running on tapered pins at both ends set on the lathe centre line. The wheel and bearing seat diameters are now turned to finished size. As they are all turned at the same setting of the Axle they will be concentric to each other.

Most Axles are of a plain round section between the bearing seats, the exception being for the Driving Axles for locomotives fitted with Inside



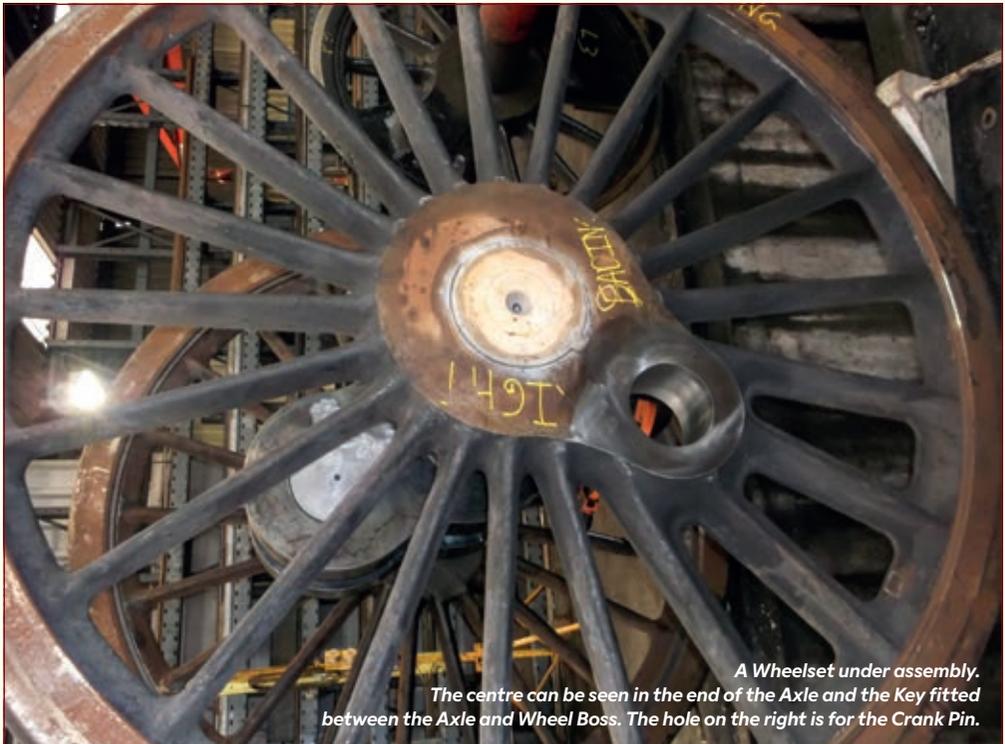
A Wheelset during assembly showing the plain Axle.

Cylinders. Here a Crank Axle is required to convert the cylinder's linear action into the rotary movement of the wheel, via the Crosshead and Connecting Rod. We will come back to these parts in a later article.

A Crank Axle has an extra Connecting Rod Big End Pin for each cylinder. This is offset from the centre line of the Axle by half of the travel of the piston in the cylinder. The pin is mounted on Crank Webs either side. The section of the main axle between the webs is removed to allow the Connecting Rod to pass through on each revolution of the Wheelset. A 3-cylinder locomotive like the Patriot has one crank for the inside cylinder. Locomotives with two inside cylinders and 4-cylinder locomotives which have two inside and two outside cylinders have two cranks. On 2-cylinder and most 4-cylinder locomotives the cranks will be set at 90 degrees to each other to provide four power strokes per revolution of the wheel, although a small number of 4-cylinder locomotives have cranks set at 135 degrees to provide eight power strokes per



Above: A Crank Axle under assembly.



*A Wheelset under assembly.
The centre can be seen in the end of the Axle and the Key fitted between the Axle and Wheel Boss. The hole on the right is for the Crank Pin.*

revolution. The Southern Railway 'Lord Nelson' class 4-6-0 are an example of this arrangement.

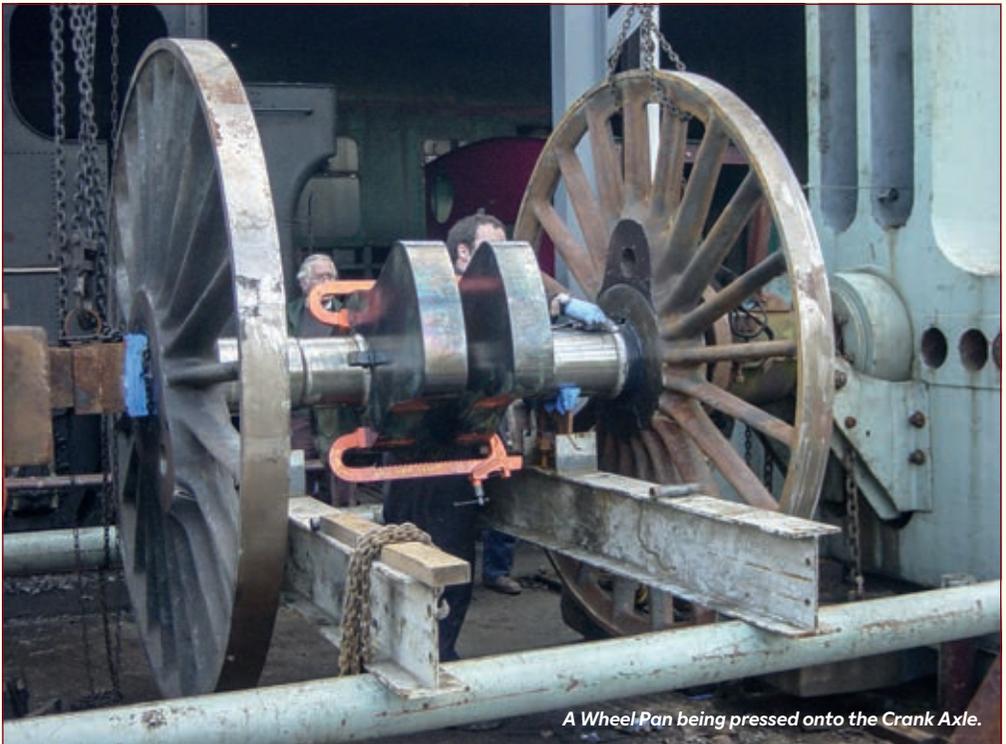
The design and manufacture of a Crank Axles is very important due to the high forces created in the cylinders. The parts are precision machined to be an interference fit and then assembled in a huge press using many hundreds of tons of force. A machined Keyway on both parts is used to stop the parts rotating on each other in use, a steel key being fitted into the slot after assembly.

WHEELS

The majority of steam locomotive wheels comprise just two main components. These are the cast Wheel Centre (also known as the Wheel Pan) and the Tyre.

Early locomotives such as Stephenson's Rocket had wooden wheels, similar to horse drawn road cart wheels, fitted with a metal tyre. As casting technology developed the spoked cast metal wheel became the norm, initially in cast iron

before changing to steel. The main sections of the Wheel Pan are the Centre Boss for mounting onto the axle and fitting Crank Pins on driving wheels, the outer rim onto which the tyre is fitted and the spokes that join these two features. The Centre Boss on Carrying Wheels is a circular shape, while those on the Driving Wheel will be shaped to provide the mounting for the Crank Pin. The Axle is typically around 10" in diameter so the boss is large enough to provide support around the axle after fitting. The Crank Pins on the Patriot have a 13" throw to give a 26" stroke of the piston in the cylinder, the boss being shaped to provide a solid mounting. The Crank Pins which have the Connecting Rods mounted on them are normally of a bigger diameter than those which only carry the Coupling Rods due to the higher forces they are subjected to while working. Some designs of Centre Boss have different sizes to allow for the different size of Crank Pins. The Patriot driving wheels all have the same size boss. The boss is 6⁵/₈" in depth.



A Wheel Pan being pressed onto the Crank Axle.

The Wheel Rim is the outer section of the wheel that runs on the rails after the Tyres have been fitted. The rim profile on the Patriot has a deep V-shape that provide extra rigidity to the rim. The Rim is just over 4" deep and is positioned closer to the back of the wheel so more of the centre boss protrudes on the outside. Between the rim and centre boss are the Spokes. The number of spokes varies on different wheels, there are 20 on the Patriot. The spokes are oval in shape being both wider and deeper at the wheel centre and tapering down to be smaller at the rim. There are generous radii where the spokes blend into the rims and centre boss.

The Patriot Driving Wheel Pans are 6' 3" in diameter. The final diameter after fitting the Tyres is 6' 9". Fitting the wheel pans to the axles follows a similar procedure to the assembly of the crank axle with the parts precision machined to give an interference fit and assembled using a large press. Keyways and Keys are used to eliminate a wheel slipping on an axle.

The outside diameter and edges of the rims are not machined to finished size until after the

wheel pans have been pressed onto the axles. The axle with wheel pans fitted is mounted in a wheel lathe using the drilled centres as the reference location and then finish turned to ensure concentricity.

TYRES

The Tyres are similar to the rubber tyres used on road vehicles, being a replaceable component which is replaced once it has worn below a suitable limit. Instead of being made with a soft rubber they are a single piece high grade steel ring which forms a tight fit over the rim. This fitting is another precision job as the tyre must be a tight fit to make sure it does not move or work loose in service.

Over the years there were several methods employed to secure tyres onto the wheel pan. One method used in the late 1800s included drilling holes through the tyre and wheel rim and fitting rivets to hold the tyre in place. At least one of our tender wheelsets is an example of this method (see photo below).

Today, there are two main forms of tyre fitting

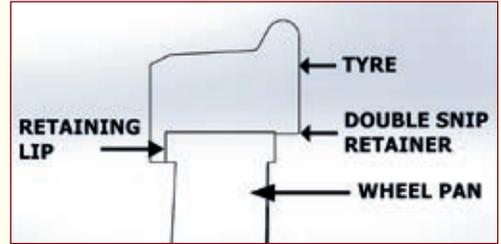


The Patriot tender wheels, the rivets holding the tyre on can be seen on the left set.

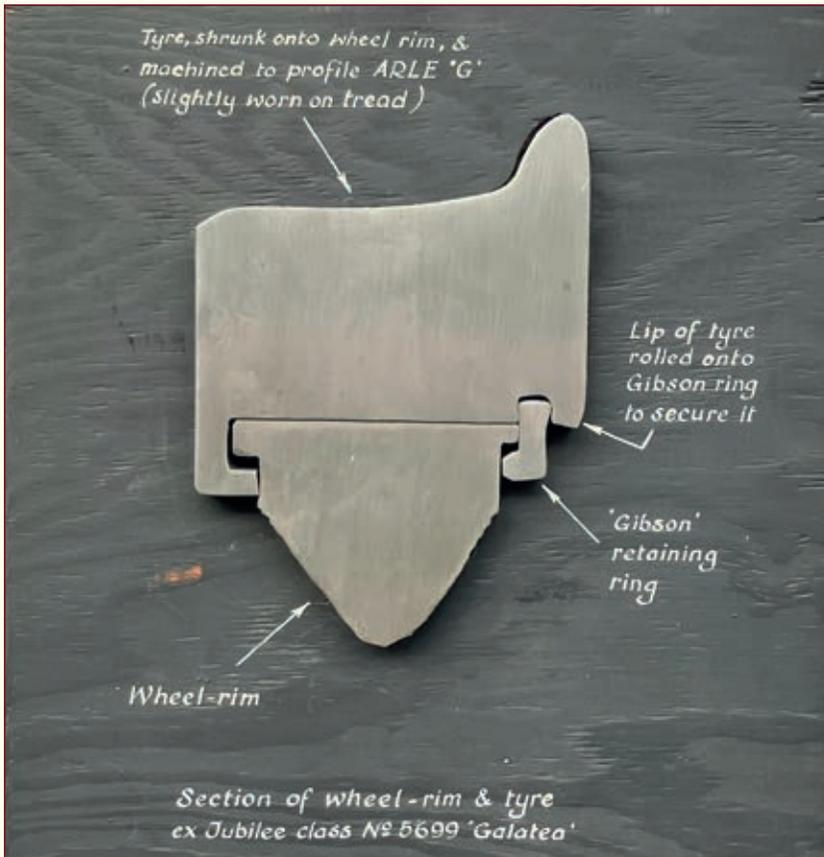
known as 'Gibson Ring' and 'Double Snip'. In both methods the tyres are wider than the rim, the outer section being a smaller diameter than the rim diameter to provide a positive location of the tyre against the outer face of the rim. The bore of the tyres is machined to a size that is several thousands of an inch smaller than the diameter of the wheel pan. This provides the interference fit required. The tyre projects beyond the rear face of the wheel rim and it is here that the locking is provided by the two different methods. To use a Gibson Ring, an undercut groove is machined in the tyre and the ring inserted using a special machine which also presses a small lip on the tyre against the ring to lock it in place.

The Double Snip method uses the rear tyre overhang, being smaller than the rim diameter to lock the tyre in place.

So, how do you get a solid steel tyre onto a wheel pan that is bigger than the hole in the tyre? Simple, you use the principle that metal will expand when heated. The steel tyre is heated by gas burners until the wheel pan can be fitted into position, the heaters are removed and as the tyre cools down it grips onto the rim. The tyre is now finally turned to the required profile in the wheel lathe.



Above: *Double Snip Tyre fitting.*



Left: *A section of the scrapped driving wheel of Jubilee class locomotive Galatea showing how a Gibson Ring Tyre is fitted.*
 Photo: Bahamas Locomotive Society



Fitting a tyre onto a wheelset.

SPREADING THE WORD – PATRIOT PRESENTATIONS

Before the pandemic we regularly gave talks and presentations to clubs, societies and organisations about the Project and progress with building The Unknown Warrior. These were mainly presented by Colin Hall, John Hastings-Thomson and John Barrowdale.

Since then we have done one or two presentations but now we would like to spread the word even more, as assembly of *The Unknown Warrior* is well underway at Tyseley Locomotive Works.

If you are an events organiser or you would like us to come and give a presentation to your club, society or organisation, please get in touch with us.

Please telephone the office on 01785 244156 or email office@lms-patriot.org.uk to arrange a presentation.

ANDREW LAWS, MARKETING & PUBLICITY DIRECTOR

The Bachmann 00 gauge model of The Unknown Warrior is due around Easter 2026. We will contact you for final payment 3 to 4 weeks before delivery.



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



SIGN UP TO EASYFUNDRAISING AND HELP RAISE FUNDS FOR THE UNKNOWN WARRIOR

SEE PAGE 42 FOR DETAILS.

www.easyfundraising.org.uk/causes/lmspatriotproject



OFFICE DETAILS

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

01785 244156 or 07801 945689

email: membership@lms-patriot.org.uk

Sorting out the mailing of Warrior 66 with a bumper bundle of other documents was quite stressful. You will no doubt have read elsewhere that Tyseley kept us waiting quite some time before confirming that we could hire their club premises for the combined Members' Day and AGM. Until that was definite, the draw tickets couldn't be printed and neither could the Invitation to Members' Day or the AGM information.

Pete Sikes had to work his magic to prepare everything for the printer in a very short time. A date was arranged and the team of volunteers came to the Civic Centre to stuff the envelopes. The magazine, plus the report and accounts booklet, were due to arrive from the printer early the same morning. As usual Norman had added the address labels to the envelopes and we already had the draw tickets and members' day letter so were able to make a start. By midday there was still no sign of the magazines so we all decided on an early lunch. Then we received confirmation that the van was on the way and were very relieved when the boxes arrived at about 1.30pm. Royal Mail were on standby to pick up the post so we had to work at double quick time to get everything ready for collection, but we did it. Sending out the magazine you are now reading should hopefully have been much more straightforward. I will let you know in Warrior 68.

It was good to meet those of you who came along to the Members' Day/AGM on 20th September. This year we had a few non-members contact us to ask if they could come along. Of course we suggested that they should become members and explained the proposed events for the day. One was from the USA but planned to be

holidaying in the UK. When he, and the others who enquired, realised there would not be an opportunity to look around all of Tyseley's workshops and see the Vintage Trains locos they decided against joining us.

On the opposite page you will see details of the amount raised from this years prize draw along with the winning ticket numbers. As there was only a short time between posting the tickets out and the AGM it meant we had a bumper amount of mail for the two weeks leading up to the draw. It certainly kept us busy including Reg, our expert ticket separator and folder.

We are aware that some members do not wish to receive draw tickets. When we are advised of this the records are marked so that tickets are not included in their mailing pack. This year we had two lots of unsold tickets returned to us with a note asking us not to send them in future but there was no name or membership number included. If that was you, please let me know so that I can note the records accordingly.

As always, if you have any questions concerning your membership, please do get in touch using the contact details at the top of this page.

Linda Westerman, Office Manager



THE UNKNOWN WARRIOR

NEW-BUILD LMS PATRIOT STEAM LOCOMOTIVE No. 5551

2025 GRAND PRIZE DRAW • WINNERS •

1st Prize – **£500** – J. Stretton, Gloucestershire

2nd Prize – **£250** – I. Kinsey, Derbyshire

3rd Prize – **£100** – J. Courtney, Northamptonshire

4th Prize – **£50** – M. Willis, London

5th Prize – **£50** – N. Kinsey, Derbyshire

6th Prize – **£50** – K. Martin, South Yorkshire

Congratulations to our winners and thank you to everyone who bought and sold tickets, we raised funds of £3,500 for The Unknown Warrior.

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

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.

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.

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

5508

5531

5539

5516

5534

5540

5523

5535

5545

Just one BR number left • **45532**

5508

5545

45532

45532

Over the period since the last Warrior magazine our sales team have attended nine shows or events in eight weeks. This has generated a total sales figure of £16,077 – a great return for us and testament to the hard work of all those volunteering on the sales stand.

On the weekend (including Friday) of October 10th–12th we managed to take a stand to two events. We were at Barrow Hill for three days and the Warley at Statfold model event for two days. The gross sales for this weekend alone totalled £3,207 giving a year-to-date total of £36,665.

We had three new sales stand volunteers over this quarter, Tim Taylor worked the Barrow Hill event and David Harvey and Sarah worked the Taunton event. It is always good to welcome new volunteers and to get help at our events.

The existing clothing stock has all but sold out – although some items are still available – and our new stock is slowly being introduced. The new clothing items incorporate a new design (see advert opposite). These may not be on the website just yet (while that too is being updated), so please order via the office for the time being. Our sales stand also looks different with brand new posters and banners showing the new images aligned with our updated headline banner.

As previously mentioned in our sales articles, members donations of model railway items have greatly helped in our fund-raising efforts. Some of the locomotives received needed little repair jobs on them and I would like to give thanks to Richard and André at Trident Trains in Nantwich for their help.

Please take a look at our merchandise pages and if you are ordering for Christmas can I just remind you that the last day for posting out of our Stafford office will be Wednesday 17th December.

By the time you read this report we would have attended our final two events of the year – Alsager Model Railway Exhibition and The Last Hurrah at Quorn, GCR. The Sales Event Calendar will appear in Warrior 68 – due in February 2026 – but it is more than likely that we will be present once again at Quorn for the GCR Winter Gala that will take place from 22nd to 25th January. Please make contact on **events@lms-patriot.org.uk** if you would like to help at this and other events.

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

Right: The sales stand made a trip south for The Bluebell Railway 'Giants of Steam' gala. The stand was situated at Sheffield Park underneath the footbridge on platform 1. Gavin Shell and Andy Collinson try to smile for the camera.



NEW DESIGN NEW MERCHANDISE



POLO SHIRTS – £22

SWEATSHIRTS (not shown) – £28

Sizes: Small, Medium, Large, XL, 2XL (Larger sizes to order)

Post and Packing: £4.50

*Patriot No. 45504 Royal Signals at Lancaster Castle on 4th August 1954.
Photo: Neville Stead Collection © The Transport Treasury*



MEMBERS' CORNER

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

THE NAMING OF PATRIOT 5503 THE LEICESTERSHIRE REGIMENT

My maternal grandfather was Thomas Arthur Green. He served in the Leicestershire Regiment during the First World War where he was taken prisoner of war. This however, was not before he had performed an act of exceptional gallantry.

In the incident in question, he ran out under enemy fire to rescue his Captain who had been wounded. He threw his officer over his shoulders and ran back to their own trench. For his actions he was awarded the Military Medal which he received at Glen Parva Barracks in 1919 after he had been released from the prison camp at the end of the war. He was very proud of his medal but insisted that he was not a hero and just did what anyone else would have done.

Following his return from war he joined the Midland Railway on the footplate line of progression, becoming a driver in due course.

When Patriot locomotive No. 5503 was to be named **The Leicestershire Regiment** at Leicester London Road Station on 8th July 1938 to celebrate the 250th anniversary of the regiment, he was chosen to be the driver along with another regimental veteran, George Clements who would act as the fireman for the day.

In the presence of many other senior officers from the regiment, the Bishop of Leicester and Mr. D. S. Inman who was the District Goods and Passenger Manager for the station, a bottle of champagne was broken over the name plate by Brigadier-General B. C. Dent who duly christened the locomotive.

The locomotive was decorated with a multi-coloured pelmet along the boiler and carried a large round board over the smokebox door which listed the regiment's battle honours. This information was taken from the August 1938 edition of *The Green Tiger* which was the regiment's magazine.

In the photograph, which was taken by a newspaper photographer, my grandfather is standing on the left of the front buffer beam and Fireman Clements is on the right.

REGARDS, JOHN PEPPER



Thank you to all who contributed their articles that appeared in Warrior 66, 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.**



No. 5503/45503 was actually named twice. As seen above there were two nameplates required over the life of the engine, the first as previously mentioned in July 1938. The second, with the addition of 'Royal' was required when the regiment was granted the 'Royal' prefix in 1946, although the renaming didn't occur until 15th November 1948.

The badge used on both versions of the nameplate was awarded to the regiment in 1825. The 'Royal Tiger' badge superscribed 'Hindoostan' was awarded as a lasting testimony to the exemplary conduct of the Regiment during its service in India. The regiment is recognised on the gates to the Arch of Remembrance which is sited in Victoria Park, Leicester. (Peter Sikes, Editor).



Arch of Remembrance

Victoria Park in Leicester boasts an impressive early 20th century architectural feature; the Arch of Remembrance, designed by the renowned architect Sir Edwin Lutyens. The striking Arch of Remembrance was built as a memorial to those who died during the Great War and was orientated to view the sunrise between the arches on 11th November each year. The cost of the Arch was £27,000, of which £10,000 was provided by the people of Leicester. The Arch was officially unveiled by two war widows on 3rd July 1925 at a large and well attended ceremony.

A MEMORY OF THE LEEDS NEW LINE

I regularly visited the Heaton Lodge and Mirfield area in the 1964–68 period towards the end of the steam era, cycling there from my home in Huddersfield. So, the recent article about the Leeds New line rekindled a particular memory for me relating to Saturday, 6th November 1965. The weekend had begun with a quick visit to Huddersfield station on Friday evening to see the celebrated Friday Only Manchester–York train normally hauled by a Carlisle based loco. Earlier in 1965 this train had twice been hauled by one of the last two surviving Patriots, No. 45531 **Sir Frederick Harrison**. On Friday 5th November 1965 we had to make do with a humble Black 5, No. 45212.

The following morning Huddersfield station was revisited to see the London Kings Cross through coaches hauled by No. 42074, then onto the embankment opposite Huddersfield (Hillhouse) shed to see what might be in the north and south yards. B1 No. 61022 *Sassaby* was a particularly interesting 'cop', probably after transfer from the Newcastle area to Wakefield. In the sidings behind the shed 9F No. 92134 could be seen at the head of a Charrington-Hargreaves tanker train.

After continuing further northwards (probably via the tow path of the Huddersfield Broad canal), I must have decided to see what was happening at Mirfield shed. As I cycled along Leeds Road I noticed that the tanker train was running parallel to me in the distance to my left, now headed by the 9F and an 8F. Time to give chase! There is a sharp rise in Leeds Road over the railway line and the train was ahead of me at this point, but my notes say that a bit further on at Bradley I had caught it up. Although the train would have to slow over Spen Valley Junction to access the Leeds New Line my route continuing along Leeds Road to Cooper Bridge then onwards to Mirfield via Huddersfield Road is quite a bit further round. However at Heaton Lodge I was actually a little ahead of the train albeit the train was some distance away to my right. The question was, I could I beat it to the bridge at Battyeford where the railway crosses the road and after it crosses the viaduct and bridge over the River Calder. Well I did just manage this but without sufficient time to retrieve the camera from my saddle bag to take a photo. I noted that the locos were accelerating hard up the 1:85 gradient and for that reason the memory remains vivid to this day. The 8F was 48549 incidentally.

Continuing onward to Mirfield shed, always an easy one to look round, I noted 14 locos, mostly Class 5s and 8Fs, but also Crab No. 42859. Now I have always found the Fowler locos appealing including the Crabs. Maybe it is the somewhat old-fashioned, functional and distinctive look about them, but it is one of the reasons I'm a keen Patriot supporter (and Fowler 2-6-4T too). After watching a few steam hauled freights and parcels it was time to head home, but again via the Hillhouse shed embankment. Here I noted Nos. 48549 and 92134 arriving back light tender—first on shed having performed their freight duty. No. 92134 was uncoupled, ran through the shed to the turntable to be turned, then onto the ash-pit for fire cleaning, at which point I headed home.

As a post-script the following Friday had Britannia No. 70033 *Charles Dickens* on the Fridays Only, and on the Saturday, Fowler tanks Nos. 42394 and 42410 were on Hillhouse shed, and these two would survive to mid-1966 as the last members of this very successful class.

In early December Jubilees Nos. 45596 *Bahamas* and 45654 *Hood* were seen double heading at Huddersfield station on a special train and during December several double headed coal trains were seen heading west including one example with Jubilee No. 45739 *Ulster*. On 31st December 1965 a Class 5 was seen double heading the Charrington-Hargreaves tankers with a 9F a little further north from Hillhouse shed heading for the Leeds New line.

It turned out that most of the Leeds New line closed less than two weeks later on 11th January 1966 and so my sighting on 6th November 1965 had quickly become history. The double headed tanker trains continued right through 1966 and

most of 1967 though, and the trains were occasionally hauled by two 9Fs, sometimes including a Crosti.

As a further post-script I wonder if readers have noticed that No. 45212 is still with us and working on the main line, No. 92134 is preserved at NYMR and the only 9F active at present, Crab No. 42859 was preserved but only partially exists today, and No. 45596 *Bahamas* is still active as I write although shortly due for another overhaul.

DAVID SMITH, SHEFFIELD.
MEMBERSHIP NO. 45550/02



On 16th October 1965 9F No. 92032 heads downhill on the Leeds New line with the Charrington-Hargreaves empty tankers near Heaton Lodge Junction. The main L&Y Calder Valley route can be seen on the right.

On 27th September 1967 a view of the Calder Valley line with a diesel hauled freight heading west and No. 48533 heading east with empty coal wagons. Beyond the trains can be seen the Leeds New line, by then disused for nearly two years. In the distant right background can be seen Huddersfield Road just in front of the woodland. In the far left distance is Heaton Lodge signal box and beyond that is the point where the New Line went under the Calder Valley line. This section of the New Line was brought back into use shortly afterwards to provide a fly-under for Huddersfield-Leeds bound trains.



On my model railway, which includes Hillhouse shed, I've recreated the scene where an 8F and 9F double head a tanker train away from the yard whilst a B1 looks on.

MIKE PAINE'S LMS QUEST

I was only a 13 year old train spotter, but wanted to catch anything with LMS on the tender, before BR came along.

The first photograph below shows No. 5500 **Patriot** heading north on the 'old line' (Grand Junction) near Bushbury. Using my Kodak Brownie box camera with a shutter speed of 1/30th, hence not a very sharp image. It's a pity we didn't have better quality film after the war, some I used was ex-RAF.

That's not someone jumping out of the first carriage, it is passing a lineside ground signal.

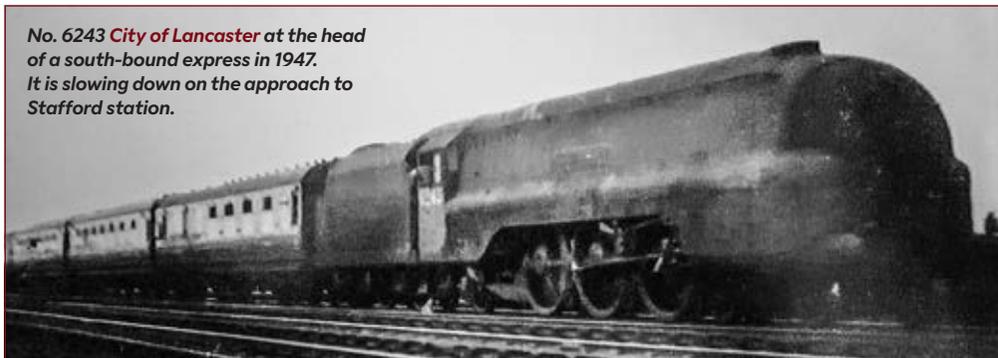
Now I take photos with my phone, no film involved, the world's gone mad, I'm struggling to keep up! These ancient photographs remind me of the good old days.



*Ex-LNWR Cooke
'Prince of Wales'
Class 4-6-0
No. 25752 at
Stafford in 1947.*



*No. 6243 **City of Lancaster** at the head
of a south-bound express in 1947.
It is slowing down on the approach
to Stafford station.*





Another view of No. 5500 Patriot, this time at Bushbury (Wolverhampton) shed in 1947. Apologies about the quality, the photo was taken with my Kodak Brownie Box Camera. 5500 is my membership number.

Stanier rebuilt 'Royal Scot' No. 6103 Royal Scots Fusilier, before being fitted with smoke deflectors on the 'old line' at Bushbury (Wolverhampton), in 1947 after being diverted from the WCML.



Princess Coronation Class 4-6-2 No. 46231 Duchess of Atholl, departs Bushbury (Wolverhampton), circa 1950 with the diverted 'Royal Scot' express after a water stop. The Trent Valley WCML lines, were undergoing track maintenance work.





My final offering is the last but one photo I took of an original Patriot, No. 45501 St. Dunstan's at Oxenholme, circa 1958, on its way to Carlisle for scrapping I think. It was a Bushbury engine for quite a while, if my memory serves me correctly. Sorry it's not very sharp, the camera was a Kodak 620 folding Brownie this time.

Below: Mike (left) shares a word with Pete Sikes and former Chair, Colin Hall at Blaenau Ffestiniog in 2021.



MEMBERS' DAY

Thank you all for an excellent day at Tyseley on Saturday 20th September. It was most informative, with excellent food and company.

WITH BEST WISHES

RAY PETTIT, MEMBERSHIP NO. 0437/00

The Forgotten Warrior?

Dear Pete

I can no longer keep silent!

Sadly I believe that the steam railway fraternity may now detect a mistake in the new branding. Because Forgotten is where we are heading.

In short, we are failing to maintain the necessary profile with the very people we need to attract.

Let me give you one simple example.

Every month *Steam Railway* has an ongoing feature called *The Roster*. This gives an update on the many ongoing projects within the movement, with contributions split between the former railway companies. Every issue, I turn to the LMS section and hope to see mention of 5551, and almost every time I am disappointed that once again we have spurned the opportunity for free publicity and visibility of our project.

Can the Trustees give urgent attention to the need or aspiration to have an article and photograph EVERY MONTH in the leading journals, charting our exciting and tangible progress? A simple comparison with similar projects shows that we are seriously under-performing in the drive for greatly-needed publicity.

DAVID CAFFALL, MEMBERSHIP NO. 1866/02

Thanks for bringing this to my attention. The Roster is great for short progress updates instead of a press release which has larger content and is more formal.

A news update has now been sent to Steam Railway magazine for inclusion in The Roster.

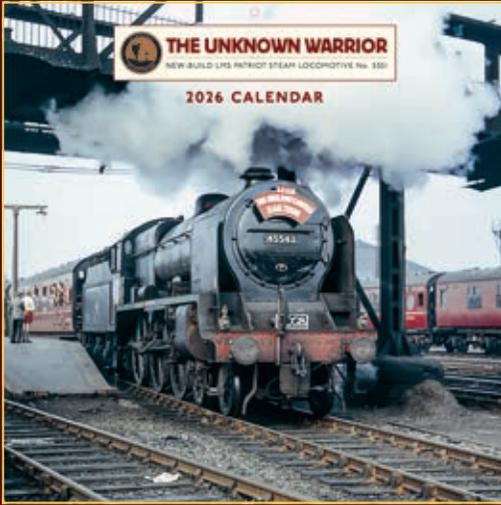
REGARDS, ANDREW LAWS

THE UNKNOWN WARRIOR 2026 CALENDAR

ON
SALE NOW

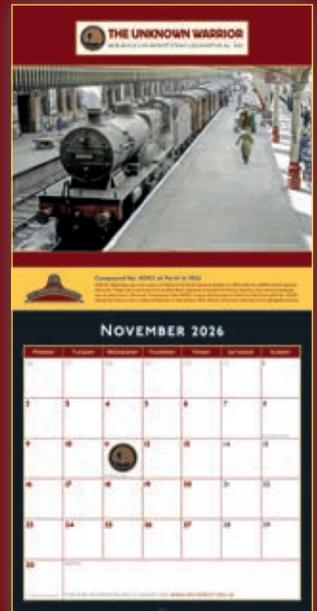
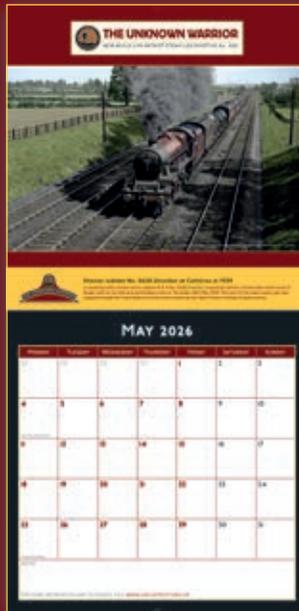
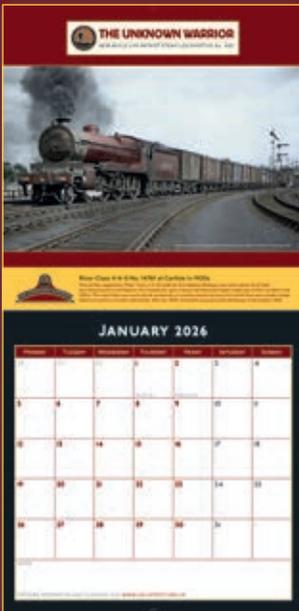
Featuring coloured monochrome images of pre-grouping,
LMS and BR(M) locomotives from the David P. Williams Archive.

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



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KEEPING THE NAMES ALIVE

THOUGH THE YEARS HAVE PASSED, NEITHER THE GLORY NOR THE MEMORY OF THOSE WHO FOUGHT AND DIED FOR THEIR COUNTRY HAS FADED.

More than 110 years have passed since the start of the First World War. Since then a second global conflict saw death and destruction on a far greater scale. There are ongoing wars in many parts of the world. Yet the desire to remember the men and women who lost their lives has not diminished and has even evolved and adapted as society and technology has changed.

We still see the marches in towns and cities around the UK and abroad on Remembrance Sunday. The two minutes' silence remains as poignant today as it ever did. Most elements of 'Poppy Day' remain little changed from the past, though the array of medals on the veterans' chests are of more recent vintage.

It is possible, that as the years that have passed since 1918 such scenes of remembrance might have disappeared just as the survivors of the First World War grew fewer in number, had it not been for the Second World War which gave Britain and the Commonwealth another generation to offer their collective gratitude to. Remembrance, therefore, has continued to have relevance throughout the decades.

CARVED IN STONE

The most permanent, and personal, reminder of individual loss is, of course, that person's grave. While the memory of their deeds might not have faded, the headstones marking their final resting place often have – the passage of time, the attrition of the elements, and accidental and intentional damage all taking their toll. In all its forms, nothing is more important in terms of remembrance than keeping the headstones and the memorials of the killed and missing in legible condition – quite genuinely keeping their names alive.

From the very outset, the inscription on the Commonwealth War Graves Commission (CWGC) headstones and memorials was intended to be a 'monumental inscription... designed to be a record for those who care to search for it rather than an announcement to the world'.

According to the standards set by the CWGC itself, inscriptions should be legible from a distance of two paces from the headstone, and the badge should be recognisable from a distance of two paces and legible from one pace. Monumental inscriptions 'should be capable of being read in reasonable light conditions, with normal vision, and at a reasonable viewing distance by persons who care to pause and reflect'.

In the run-up to the centenary of the First World War, the CWGC found that a great many of the inscriptions no longer met such criteria. This presented CWGC with the immense task of bringing thousands of them back up to the required standard – a process that will take an estimated 28 years and cost in the region of £15 million. This process starts by sanding down the entire headstone followed by the re-engraving of the inscription and any insignia by hand, using a fine drill that is powered by compressed air. To finish, a fine sanding machine is used to smooth down the whole headstone. To achieve this, the Commission has 14 stone masons who, between them, restore headstones at a rate of around six per day.

Such a phenomenal undertaking demonstrates the importance which is still attached to maintaining the memory of those lost in the First World War. As the Commission's spokesman, Peter Francis, made clear: "We believe that an eroded inscription is



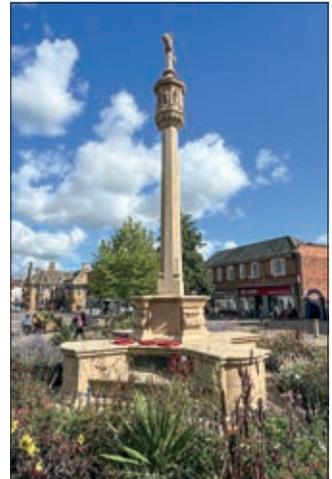
a brave man or woman forgotten and that is unacceptable. Indeed, if just one name is allowed to disappear or fade into obscurity, we will all have failed in our debt to the fallen.”

Time, on the other hand, has had the beneficial effect of allowing the establishment of other permanent reminders of the sacrifices of the past. The magnificent National Memorial Arboretum is an outstanding example of this. There have been other inventive creations which have also made their mark, possibly the most notable in recent times has been the ceramic poppy display *‘Blood Swept Lands and Seas of Red’* which was unveiled at the Tower of London in 2014. Around the world, amongst the combatant nations, remembrance projects have blossomed, with the showing of films, the creation of photographic databases, the collection of memoirs and archives, and an online commemoration by the

Royal British Legion the name of which exemplifies all that the act of remembrance signifies, ‘Everyone Remembered’.

2018 saw Remembrance Day ceremonies on a grand scale. The traditional march past was extended to include a ‘People’s Procession’, applications for this were oversubscribed such was the demand from the general public to demonstrate their support. Bells rang out throughout the world to celebrate the moment when the guns finally felt silent – just as they did in 1918.

So, as the evocative notes of the Last Post reverberate around the cenotaphs and memorials throughout the length and breadth of the UK and across the world on the eleventh hour of the eleventh day of the eleventh month every year, the words uttered and echoed in every tongue *‘We will remember them’* will be no idle claim.



*Longhirst, Northumberland (1921).
Chris Tweedy/Creative Commons
Peterborough Cathedral (2012).
Paul Shreeve/Creative Commons*

*Streatham, London (1922).
Noel Foster/Creative Commons
Mulben, Aberdeenshire (1920).
Chris Gillan/Creative Commons*

*Wimbledon Common, London (1925).
Noel Foster/Creative Commons
Market Harborough, Leicestershire
(1921). Peter Sikes*

Monuments to the fallen

Railway war memorials and 'Patriot' nameplates

Nearly 19,000 railway workers were lost in the First World War. Railway companies wanted public memorials to show the sacrifice made by the men of their company and where their families could see this publicly recognised.

Some of these memorials were large and made for public spaces. These included the memorial to the men of the Lancashire and Yorkshire Railway at Manchester's Victoria station, and the memorial to the 3,700 men of the London and North Western Railway outside Euston station.

Others, smaller and decorative, were in more private places. These included railway sheds, such as Rugby Depot, where the engineers who kept the engines running could be reminded of the sacrifices of their fellow workers.

Railway companies were in a position to make a focus for remembrance. Engines would be dedicated as travelling war memorials.

There were originally three dedicated war memorial engines. A Great Central Railway engine was named *Valour* and a London, Brighton and South Coast Railway engine was named *Remembrance*. The London and North Western Railway 'Claughton' class engine number 1914 was named *Patriot*. This name was later transferred to the first of the new class of Patriot locomotives for the London, Midland and Scottish Railway.



The Lancashire and Yorkshire Railway Memorial at Manchester Victoria station.



Right: The three war memorial engines, mentioned in the text, Valour, Remembrance (inset: the original nameplate which is displayed in the museum at Sheffield Park, Bluebell Railway) and Patriot.

Left: The War Memorial at Rugby Depot which includes the original Patriot nameplate.



The LMS had a strong tradition of allocating military-themed names to their locomotives

Patriot: The first locomotive of the class was named **Patriot** as a war memorial, and the name was applied to the entire class. Pictured on the right are eight Patriot military-themed nameplates, from the top in anti-clockwise order they were allocated to: 45500, 45501, 45502, 45504, 45516, 45509, 45507 and 45505.

Royal Scot: The majority of this class of locomotives carried names associated with the military, specifically regimental names. Initially, some were named after early locomotives but were renamed with regimental names in the mid-1930s.

Jubilee: A large number of the 'Jubilees' were given names with a military connection, many after Royal Navy ships and famous commanders.

Black Five: Just four of this class of 842 engines were named, all after Scottish regiments.



Ernest Sykes V.C and his family with the nameplate allocated to 'Patriot' No. 5537 which is seen departing Manchester Victoria.



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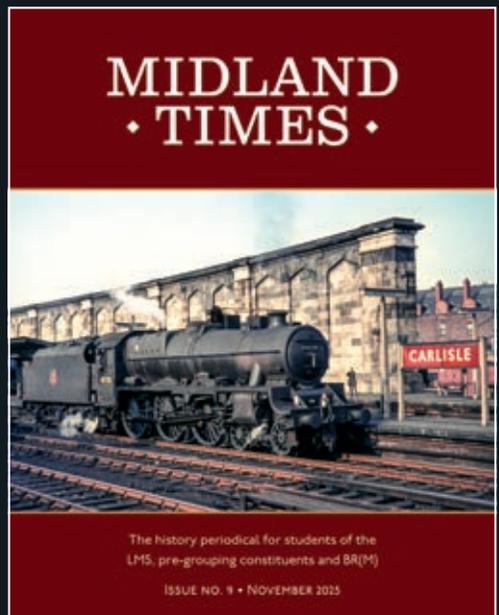
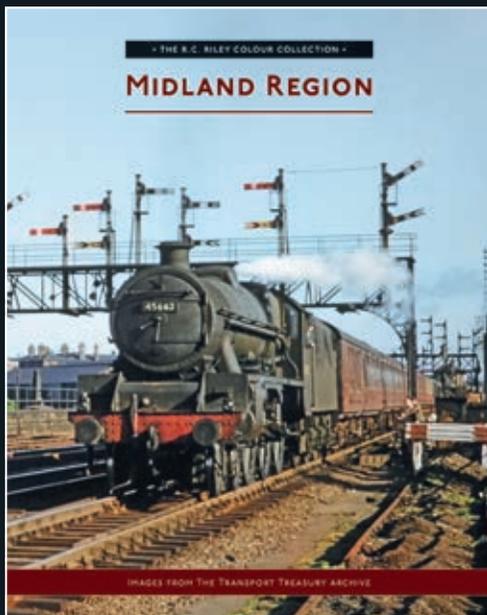
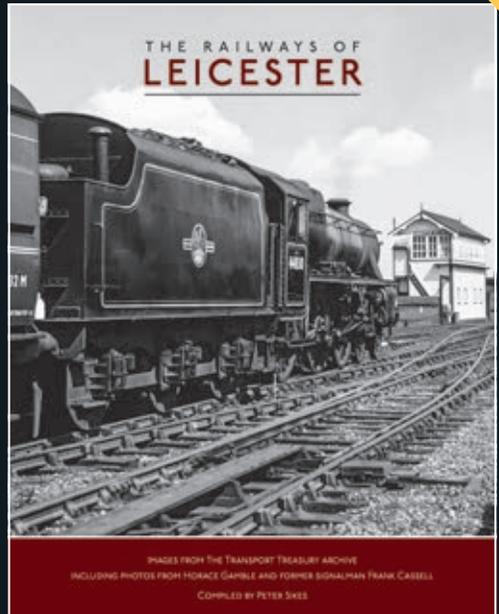
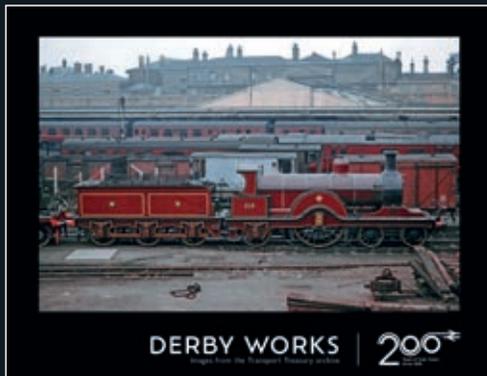
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No. 45506 *The Royal Pioneer Corps* on a mixed freight at Farington on 25th August 1958. An interesting scene with permanent way staff on the track bed and schoolboy spotters on the platform who look as though they're having a chat with the fireman.

Photo: © The Transport Treasury

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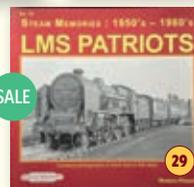
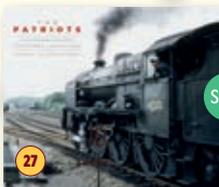
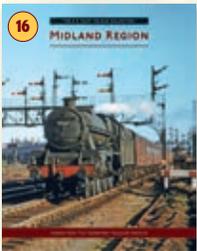
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