

# The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



FEBRUARY 2021  
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2020 AWARD FOR  
COMMUNICATIONS

## Editorial

**Welcome to the first edition of 2021, and although it seems strange to say it after a couple of months, Happy New Year – and let's hope it is just that.**

As you will read in this edition there's plenty going on in the Project and I think you will agree that we seem to be a much more focused, determined outfit a year on from the Board changes.

We are very fortunate that we have a great membership who keep the faith and back us year after year, and we thank you very much for that. But as ever we ask for more and for those who haven't joined the 5551 Club yet I would like you to consider donating £55.51 for a chance of a ticket on that first train.

Maybe I was being a bit ambitious in setting a target of 500 people to join but there's nothing wrong with setting your sights high. We currently have 91 entries which has raised in excess of just over £5,000 towards completing the motion. You don't have to be a member to join the 5551 Club so if you have any friends or family who you think would like to join please encourage them to do so. Details can be found on page 19.

You may have noticed when you opened your envelope that there is no Sales/Sponsorship leaflet, we have moved it back into the centre pages of the magazine. The reason is quite simple, after production and postage increases in January we were tasked by the Board to think of ways we could save on internal costs so that more of your donations could go towards the loco, and this was one of them saving over £200 per issue. By simply lifting the staples slightly the leaflet should come out quite easily leaving you with another wonderful photograph of a Patriot to look at. If you have any comments about this decision please email me at the address below.

Thank you to everyone for sending in their articles and photographs, the majority of the second half of this edition is made up of 'Members' Corner' which is fantastic. Keep sending your letters and contributions in, they are fascinating to read and the photos take us back to another world.

Best wishes

**Pete Sikes, Editor**

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COVER: No. 45500 Patriot departs platform 4 at Shrewsbury in 1952.

PHOTO: RUSSELL MULFORD/MIKE EMBREY COLLECTION. ©THE LMS-PATRIOT PROJECT.

Send your comments to: [warrior-editor@lms-patriot.org.uk](mailto:warrior-editor@lms-patriot.org.uk)  
To volunteer contact: [volunteer@lms-patriot.org.uk](mailto:volunteer@lms-patriot.org.uk)

## Chairman's Thoughts

FEBRUARY 2021

It is now just over a year since I was asked to be the Chair of the LMS-Patriot project. Of all the concerns that lay on the table then, the one no-one saw coming was the pandemic. This stopped work altogether at West Shed for about five months and affected the supply chain in various different ways. It has forced us into virtual communication for much of the time (we have just managed our fourth quarterly Board meeting on Zoom with inevitable communications complications).

But I want to focus on the good that came out of the year: our admin volunteers (particularly our office manager) are managing to keep administration moving, despite the office again being shut at Stafford. Engineering work is still happening. We are turning in decent on-line merchandise sales results; offsetting the collapse of our sales stands plans; and – thanks to those responsible – the annual raffle exceeded all expectations.

I think I should also pause to express relief that all our team of volunteers and key contractors are still with us: my thoughts go to those of you whose families have suffered at the hands of virus.

So where do we go from here? Over the last year we have tried to provide more regular information to our members and have improved our cashflow and budget forecasting. On engineering we have very much been preoccupied with rectification work (which still continues): although quite a lot of detailed component work has also been possible at West Shed; and the boiler and tender are moving steadily forward, too.

In our regular progress reports, we try to focus on what has happened rather than what might happen in the future. However I think it is now time for me to stand up and say where I think we are on planning the future. You as our members deserve a better, more reliable steer on what we have to do to complete 5551. So, between now and our April

Board meeting we going to do our very best to work closely with our three main contractors to establish a clear picture of the work that remains to be done, and in what order, and what the dependencies are. We intend to publish that in the Spring Warrior. It would be very nice to be able to say that this will quickly lead to a better understanding of when we will finish the job: but I am determined to learn from the lessons of the past and not fall into that particular pothole. Progress has always been achingly slow, and despite all your support we have neither the financial or actual resources to change that at a stroke. I can't believe it is February already!

Last, but not least, you will see from our letters page [p.34] that our relationship with Llangollen still features very much in our members' thoughts. I won't repeat here all of what I have said by way of a response; but I am pleased that after a significant hiatus we are now back in touch with a new team at Llangollen and look forward to a constructive dialogue starting this month.

Best wishes and thank you for your support.

COLIN HALL, CHAIR  
[chairman@lms-patriot.org.uk](mailto:chairman@lms-patriot.org.uk)

# TREASURER'S REPORT

Update for Quarter 3 to 31st December 2020.

NEIL COLLINSON, TREASURER

First thought for the quarter: Surprisingly, nobody spotted that I had lengthened the last quarter by one month to 31st October in the title of my last report. However, the figures were correct to the end of September. Watch out for the deliberate error this quarter. Answers to my treasurer's email address no later than 31st March. Postcards are getting too expensive to send now!

## INCOME

Total income to the quarter end was £124,400, (£172,600 for the same quarter last year.) Includes expected Gift Aid of £6,100 and a short term loan of £50,000. However, in total we are just short of where we want to be for this year. £239,700 (73.4%) without the loan or £289,700 (88.7%) with it. Total restricted funding was £3,242 in the quarter.

Second thought for the quarter:  
The following chart on income includes the member's short term loan of £50,000 over three years for this last quarter and two short term loans totalling £70,000 for the same quarter last year.

THE FINANCIAL QUARTER AT A GLANCE – QUARTER 3, 2020/21			
		Q3 (2020/21)	Q3 (2019-2020)
INCOME	Membership	£7,437	£8,047
	Donations	£57,591	£84,843
	Loans	£50,000	£70,000
	Sales	£9,369	£9,735
	Other (interest)	£3	£16
	TOTAL	£124,400	£172,641
EXPENDITURE	Locomotive	£65,417	£66,299
	Tender	£1,395	£35,212
	Boiler	£7,811	£30,621
	Other Engineering	–	£525
	Sub-total	£74,623	£132,657
	General expenses	£10,860	£13,884
	Loans and interest*	£14,983	£38,051
	TOTAL	£100,466	£184,592

\* The figures shown in expenditure for loans and interest represent the final compounded interest paid on boiler loans for 2020-2021 and the £38,000 for 2019-2020 is repayment of a short term loan plus compounded interest due to the lender.

Third thought for the quarter: Again, the comparison clearly shows that emphasis is still being placed on the locomotive chassis during the quarter. Although the expenditure with PRCLT is similar to the same quarter last year, expenditure on the boiler and tender was scaled back.

The opening and closing bank balances are not included in this chart as donations include estimated Gift Aid which does not hit the bank account until after the month/quarter end, so see below.

BANK BALANCE COMPARISON		
	Q3 (2020/21)	Q3 (2019-2020)
Opening Bank Balance – 1st October	£115,669	£59,000
Closing Bank Balance – 31st December	£129,812	£50,982

VAT refund and Gift Aid income of around £18,000 hit our account on 21st January which increased our working capital for the new and final quarter of the financial year.

## MEMBERSHIP

The number of new members joining increased by 10 in the quarter, equivalent to the previous two quarters put together. The number renewing remains high too with over £6,000 being received in the quarter. The total membership income for the three quarters is £25,600. Gift Aid reclaim on memberships is £1,116 and included in the £6,100 referred to earlier. I am encouraged by these figures which indicates to me that there is still great belief out there that we will finish the job. Thank you to all.

Fourth thought for the quarter: Regular donations hold their own at £19,000 plus.

## DONATIONS

**Regular donations** Total donations were £57,600 including Gift Aid of £5,000. Year-to-date is £196,600 (72.4% of budget).

**Regular Donors.** £19,100 for the quarter (£57,300 and 71.3% for the year to date). The average amount per donation showed an increase of 16p in Quarter 3 to £17.54 at the end of December. We are extremely grateful to our sponsor who has agreed to continue the contribution of £5,000 per month for at least the next 12 months. However, my appeal still applies for your help in recruiting additional sponsors to help us get over the line more quickly.

25 membership subscriptions were paid by regular donation in Quarter 3.

One-off donations amounted to £18,400 (£71,600 and 71.6% for the year to date).

## THE USUAL COMPARISON TABLE

2020/21 DONORS FOR COMPARISON				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q3	5	1	7	£19,093
Q2	7	3	6	£19,109
Q1	15	–	8	£19,100

2019/20 DONORS FOR COMPARISON				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	6	5	10	£19,229
Q3	5	0	6	£19,181
Q2	4	5	4	£19,201
Q1	19	9	5	£19,298

	August 2020	September 2020	October 2020	November 2020	December 2020	January 2021	February 2021	March 2021	April 2021	May 2021	June 2021
	£	£	£	£	£	£	£	£	£	£	£
<b>Current Bank Balance</b>	<b>76,205</b>	<b>83,710</b>	<b>115,670</b>	<b>94,734</b>	<b>149,787</b>	<b>137,606</b>	<b>134,285</b>	<b>128,696</b>	<b>124,799</b>	<b>127,538</b>	<b>129,448</b>
Income (Budget) excluding Gift Aid	23,740	23,740	23,740	23,740	23,740	23,740	23,740	23,740	23,740	23,740	23,740
New bank Balance	99,945	107,450	139,410	118,475	173,257	161,346	158,025	152,436	148,539	151,278	153,189
Other Expenditure (Budget – excludes loan repayments)	6,129	6,129	6,129	6,129	6,129	6,129	6,129	6,129	6,129	6,129	6,129
Loan Repayments	-	-	-	-	-	-	-	-	-	-	-
Engineering Expenditure	10,105	4,232	33,886	23,171	29,792	26,748	23,200	21,508	21,952	15,700	12,700
Gift Aid Return	-	-	-	8,428	-	6,172	-	-	7,211	-	-
VAT Refund (Estimated)	-	-	-	8,499	-	11,988	-	-	14,291	-	-
<b>Bank Balance</b>	<b>83,710</b>	<b>97,090</b>	<b>99,395</b>	<b>89,246</b>	<b>137,606</b>	<b>134,285</b>	<b>128,696</b>	<b>124,799</b>	<b>127,538</b>	<b>129,448</b>	<b>134,359</b>
<b>Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid</b>	<b>85,781</b>	<b>99,160</b>	<b>101,465</b>	<b>91,316</b>	<b>139,676</b>	<b>136,355</b>	<b>130,766</b>	<b>126,869</b>	<b>129,608</b>	<b>131,519</b>	<b>136,430</b>
Actual Bank Balance (last day of month)	85,480	115,670	94,734	149,787	129,812						
Actual Income in Month	24,956	42,128	28,070	96,292	20,771						
Actual Outgoings in Month	24,802	11,941	49,004	33,282	40,797						

## SALES AND EVENTS

As you will have noticed in the comparison results table, our sales income of £9,369 almost equalled the figure for quarter 3 of 2019-2020. This year's raffle exceeded all our expectations at £6,591 and online sales through our website were very brisk. The income from this source goes to our PayPal account so your honorary treasurer was kept busy manually transferring funds to our bank account when the total reached a minimum of £500. The total transferred in the three months from October to December was £10,250. This figure does however include membership renewals and donations as well as sales.

## EXPENDITURE

**Engineering expenditure** – Total spending on engineering is now getting close to £2.8m, broken down to £2.57m on the loco and boiler and £200,000 on the tender.

**Overheads** – These are well within the budgeted figure for the quarter and year to date. However, we are always mindful that these need to be continually reviewed to keep this expenditure to a minimum. Unfortunately, our overheads do go up periodically and I am thinking of the hefty increase in postal charges recently announced.

*Fifth thought for the quarter: The big headache of the year has just happened. It is trying to forecast the income/expenditure for the new financial year commencing on 1st April.*

The Board (and other invited participants) considered the new provisional budget for 2021-2022 at its Zoom meeting on the 30th January. Much discussion was generated surrounding the figures produced, particularly on a possible increase to members subscriptions and a leaner budget for overheads.

I am pleased to say that having had this discussion it has been decided that the current subscription of £25 or £40 for joint/family will remain for at least another 12 months. A comprehensive review of expenditure is being carried out under our chairman's leadership to see if we can become a leaner/meaner organisation.

*Final thought for the quarter:*

*Thank you for the feedback on the engineering forecast produced in the last newsletter.*

This is regularly updated and now projects to June 2021.

BEST WISHES, NEIL COLLINSON, TREASURER

[treasurer@lms-patriot.org.uk](mailto:treasurer@lms-patriot.org.uk)

## YOUTUBE CHANNEL LAUNCHED

The LMS-Patriot Project is launching a new YouTube channel. This will be an area where Members can upload their own Patriot related videos both archive material and clips of 5551 'The Unknown Warrior'. We will also be producing a new Appeal video. We want to increase our online presence and the YouTube area is a brilliant way for Members to show their own videos as well as getting our message out to a wider audience. In these lockdown times, many people have a lot more time at home to view things online and now is the time for you to contribute.

If you would like to see your video on our channel, please email: [marketing@lms-patriot.co.uk](mailto:marketing@lms-patriot.co.uk)

ANDREW LAWS



5551 PROGRESS AT A GLANCE			CURRENT WORK		CURRENT BUILD STATUS			
			Work in last quarter	Work in next quarter	Design	Component Manufacture	Assembly	Safety Certification
<b>LOCOMOTIVE</b>								
<b>BOILER AND SMOKEBOX</b>								
Firebox Stays		Head forming						
Boiler Slides		Fit						
Transport to West Shed		To be arranged						
<b>MOTION</b>								
Legacy Motion	Full assessment	Assessment completion						
Reverser Shaft	Delivered to West Shed	Inspect and trial fit						
Reverser Shaft Bearing		Machine casting						
<b>DRIVING WHEELS AND AXLEBOXES</b>								
Driving Axle Weld Repairs		Complete						
Driving Axleboxes		White metal and machine						
<b>BOGIE</b>								
Bogie Design	Design approval	Design approval						
Bogie Drawings		Finish and submit for approval						
Bogie Wheelset - Legacy	Fit and turn new tyres							
<b>BRAKES, SPRINGS AND DRAWGEAR</b>								
Air Brakes	Design approval							
Air Brakes - Pump Brackets	Design approval	Manufacture and fit						
Brake Cross Shaft Bracket		Make and fit studs						
<b>FITTINGS AND PIPEWORK</b>								
Backhead Fittings	Research Fittings	Research fittings						
Drain Cocks	Machine Castings	Machine castings						
Valve Rod Bushes and Oil Adaptors	Machine and fit							
Expansion Link Bearings		Machine castings						

**KEY:**

Complete		In progress	
Advanced (80% complete)		Not started	

5551 PROGRESS AT A GLANCE			CURRENT WORK		CURRENT BUILD STATUS			
			Work in last quarter	Work in next quarter	Design	Component Manufacture	Assembly	Safety Certification
<b>TENDER</b>								
<b>FRAMES</b>								
Dragbox Riveting	Drilling and riveting	Drilling and riveting						
Outer Dragbox Riveting	Drilling and riveting	Drilling and riveting						
Rear Buffer Beam	Drilling and riveting	Drilling and riveting						
Painting	In progress	Finish						
<b>SUPERSTRUCTURE</b>								
Tank Design		Progress						
<b>NETWORK RAIL SYSTEMS</b>								
AWS								
TPWS								
GSM-R								
OTMR								
ERTMS								

\*Locomotive interface

## PATRIOT PROJECT OVERVIEW – FEBRUARY 2021

Regardless of the difficulties due to the pandemic and subsequent restrictions progress continues to be made on building The Unknown Warrior, albeit at a slower pace.

Work at West Shed continues to see progress on various jobs in the workshop. Good progress is also being made with the main driving wheel set repairs and we are looking forward to the completion and reassembly of the main driving wheel set in the near future.

Work has also continued at a reduced pace at Leaky Finders on the tender frames. We are also looking to towards reporting the completion of the frames in the first quarter of 2021 all being well.

Orders have been raised with HBSS to continue with the tooling of the stays and also fit the boiler slide bars. This work will likely commence around mid-February.

We are busy at this time liaising with our prime contractors to establish a work profile for this year and ensuring we are as one with the schedule and priorities.

Positive progress is being made and I look forward to the team being able to meet up and get back to normal working soon. All of the above are covered in more detail in the following Engineering Report but also look out for more news in our regular monthly bulletin.

KEITH H. RICHES, PROJECT DIRECTOR

# ENGINEERING UPDATE

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

The PRCLT engineers continued working in isolation from the beginning of second lockdown until the workshop shut down for an extended Christmas break on 11th December. The main focus on work at present is the planned winter maintenance of 6233 *Duchess of Sutherland*, to ensure the loco is ready for the resumption of main line activity in the early summer. Simon Scott is still devoting one day a week to physical work on 5551, so actual progress is being maintained. In addition, Simon is providing technical assistance and liaison with Ian Riley & Sons and Ricardo Rail in relation to both current and future work.

## CHASSIS AND MOTION

Work on the locomotive chassis at West Shed continues.

Work has been completed on machining the Drain Cock Mountings for all three cylinders, although a couple of awkward to get at holes need to be tapped in the Outside Cylinders for these to be mounted on. We like to make life interesting for Simon, so he does not get bored!

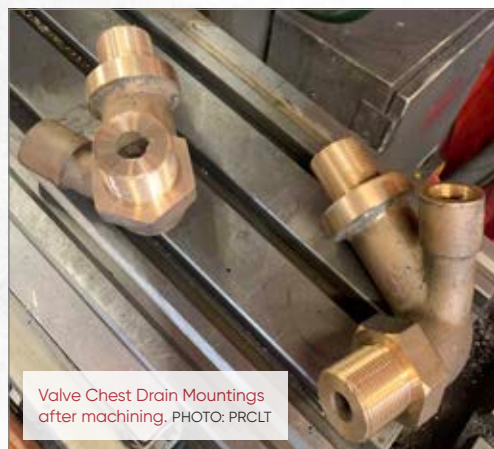
The Inside Drain Cocks have now been mounted to check the operating of the Drain Cock Gear.



Workers need a good (clean) mug of tea!  
PHOTO: PRCLT



The Drain Cocks and Operating Gear under the Inside Cylinder. PHOTO: PRCLT



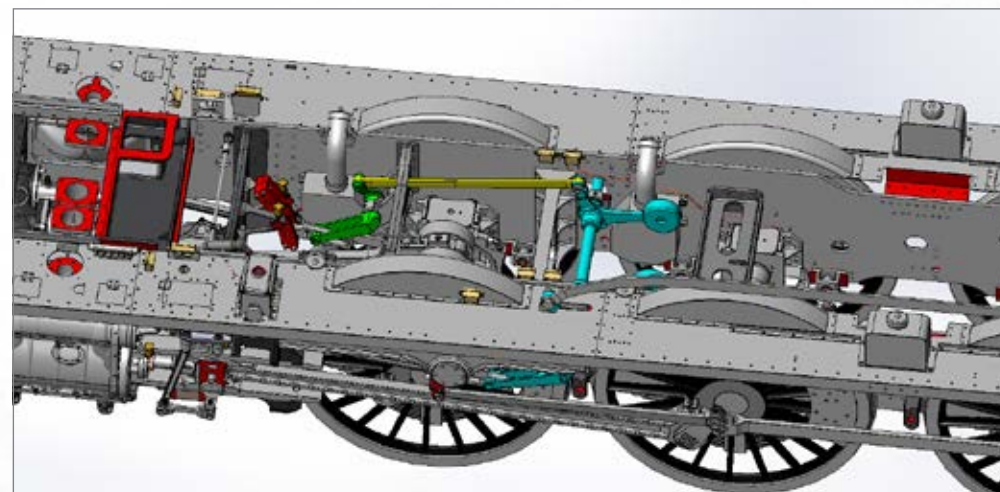
Valve Chest Drain Mountings after machining. PHOTO: PRCLT

The Main Reverser Shaft has been trial fitted into the chassis to check for alignment and clearances. This shaft is mounted in four bronze bearing lined trunnions, the outer pair are mounted outside the frames on the Rear Motion Girder Bracket and the inner pair mounted to the inside of the Main Frames.

As mentioned in the last report, we will have to submit the manufacturing process used to Ricardo Rail for approval as no paperwork can be found to support the previous approval from our former approvals body. There are also some concerns about some unexplained flexibility in the Outer Arms where the slot has been machined for the Radius Rod and Die Block.



The Main Reverser Shaft and left-hand Inner Trunnion. PHOTO: PRCLT

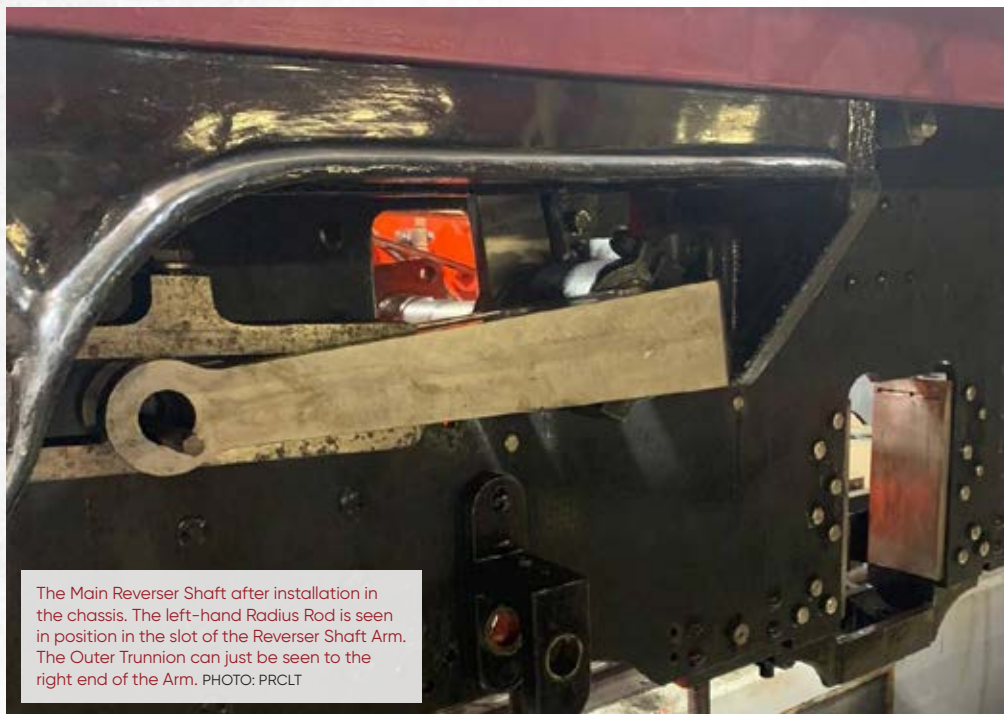
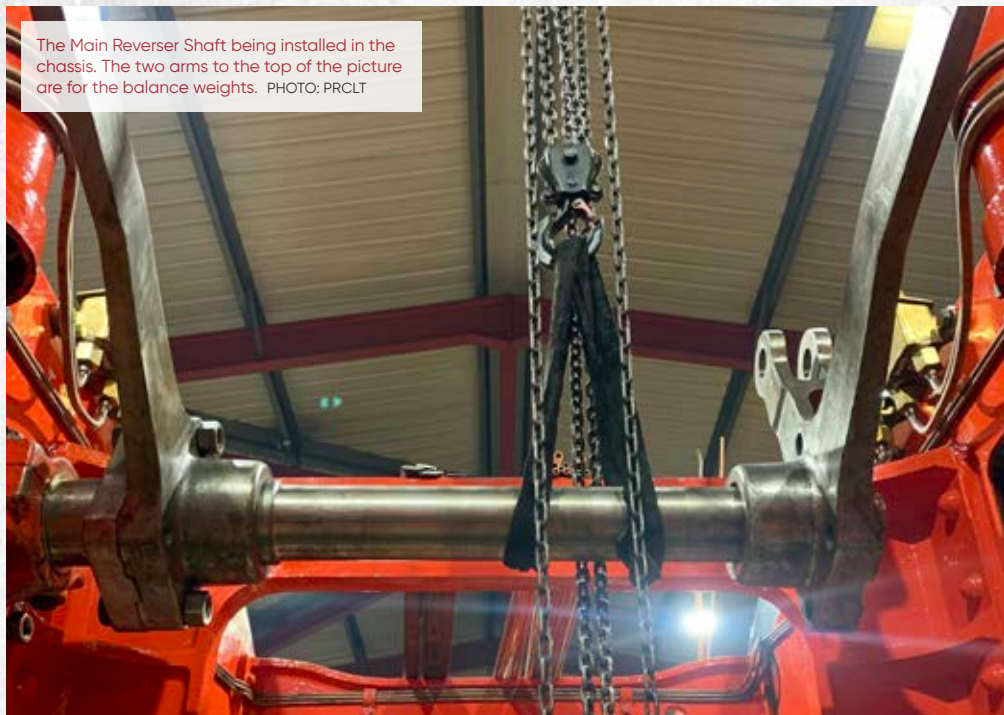


A CAD image showing the Reverser Shafts. The Main Reverser Shaft (in light blue) controls the valve gear for the Outside cylinders. The Intermediate Reverser Shaft (in green) controls the valve gear for the Inside cylinder. The Intermediate Reach Rod (in yellow) transfers movement of the main shaft forward to the Intermediate shaft.

IMAGE BY KEVIN WEST



The Main Reverser Shaft being installed in the chassis. The two arms to the top of the picture are for the balance weights. PHOTO: PRCLT



The Main Reverser Shaft after installation in the chassis. The left-hand Radius Rod is seen in position in the slot of the Reverser Shaft Arm. The Outer Trunnion can just be seen to the right end of the Arm. PHOTO: PRCLT



Above: A view looking forward showing The Intermediate Reach Rod installed onto the Main Reverser Shaft.

Below: Two views of the front end of the Intermediate Reach Rod about to be assembled into the Intermediate Reverser Shaft.

PHOTOS: PRCLT

The Intermediate Reach Rod was delivered to West Shed on 3rd February, having been in store at CMS Cepercor where it was machined. This has now been installed along with the Intermediate Reverser Shaft to allow the operation of both main and intermediate reverser shafts.

The assessment of the motion repairs undertaken at Llangollen is also planned to begin shortly. Progress had not been possible due to the unavailability of the press that PRCLT normally use to push the bearings out of the rods. This has been solved by the purchase by PRCLT of a 150 ton hydraulic press, which enables this type of work to be completed in house, without relying on the availability of someone else's press. Several pieces of thick wall tube large enough to press the bearing into have been ordered and once they arrive this work can be progressed. We have an on-line meeting with Llangollen booked for late February, so we hope to have this information to hand by then.

## DRIVING WHEELS

Work is progressing well at Ian Riley & Sons, Bury on the correction of the welded repair to three of the driving wheels.

The current status as of 4th February is as follows.

## CENTRE DRIVING AXLE

Both wheels have been removed from the axle, the old weld has been removed from the wheel hub. The hole bore was then re-welded to the approved method and then machined to the correct size and specification prior to pressing back onto the axle.

## TRAILING DRIVING AXLE

As described in the last report the Left Trailing Wheel was causing problems as it was impossible to press the wheel off of the axle. The only option was to cut the axle close to the wheel and then machine the remains of the axle out of the Wheel hub. This means that a replacement axle is required and the right-hand trailing wheel also had to be removed from the scrap axle, slightly more work than originally anticipated. This has all now been undertaken and the wheel hubs have been cleaned up, re-welded and machined as required, ready for pressing onto the new axle.

This is on order from South Africa, but delivery times have become extended since the order was placed due to Covid-19 restrictions in South Africa.



Once received in the UK it will be machined and the four wheels will be pressed onto their axles. The final job is to check the tyres still run true by spinning them in the wheel lathe. It may be necessary to give the tyres a skim to ensure they run true, all three driving wheel sets will have to be done as all wheels must be the same size. Ian Riley has assured us that his new, larger wheel lathe will be up and running for this work, should it be required. The Crank Axle is already at Bury having been sent up with the other set in case this skimming was required.

## BOGIE

Work is continuing on the re-work of the Bogie.

The wooden patterns for the Bogie Centre Casting and Bogie Axleboxes have been taken to Premier Patterns and modified in line with the original design, ready for castings to be produced in the coming months.

The CAD 3D modelling has been completed and drawing creation and modification is ongoing.

A design pack outlining the history of the current Bogie and our plan to return to the original design incorporating the modified Front Stretcher as fitted to 46100 Royal Scot, has been created and submitted to Ricardo Rail for their comment and approval before we progress any further. We are waiting for the reply at present.

Once we have approval from Ricardo and all the drawings are complete, we will be able to offer the whole bogie package out to several contractors for quotation to undertake the work. We are hoping that the Bogie will be substantially complete by the turn of the year.

## LUBRICATION SYSTEM

Good progress continues to be made on the lubrication system, with all pipe runs from the mechanical lubricator on the right hand footplate to the axle boxes and Horn Guides now complete and clipped in position.

At present, 5551 has the correct pattern lubricators borrowed from 46203 *Princess Margaret Rose* in position to enable the pipe runs to be finalised. One job planned for the near future is to strip these lubricators to enable all the parts to be drawn up for manufacture of our own lubricators.



View of the left-hand Trailing Horn Guides. The guides are at the bottom of the picture with the pipework that supplies the oil to the horn faces clipped to the frames and leading up to the Oil Box. PHOTO: PRCLT



View of the right-hand Leading Horn Guides. The lubrication pipes to the horn faces can be seen fitted into the top of the Horn Guides. The fitting mounted to the frames at the top right is for the flexible oil feed into the axlebox. PHOTO: PRCLT

## FITTINGS

Simon Scott has been busy turning very expensive bronze round and hexagon bar into fittings and bushes for the lubrication system and Valve Rod Bushes.

Completed recently are the Valve Tail Rod Bushes which have been machined and are ready for white-metalling. The material for the outside Expansion Link bushes is to hand and these are planned to be machined and fitted over the next few weeks.

We have also ordered a pair of the correct Fowler pattern Safety Valves. These are part of a batch of new valves being manufactured by Locomotive Maintenance Services of Loughborough. Being able to order these as part of a batch gave a considerable cost saving over ordering just our pair.

Further work on searching for drawings of the boiler backhead fittings is about to start and contact is to be made with several other loco groups that have locos that use similar type fittings.

## BOILER

In a change from the previous plan to move the boiler from HBSS to West Shed for storage, it is now to stay at HBSS, where an agreed programme of continuing progress has been reached. This will see a limited amount of work being undertaken up to the middle of the year, as and when the work schedule at HBSS allows. Beyond that time a further schedule will be negotiated to tie in with completion of the chassis at West Shed to bring the two major assemblies together at the right time.

## TENDER

Leaky Finders are undertaking limited work on the Tender Chassis as staff commitments allow.

Colin Hall and Keith Riches visited Leaky Finders in early December for Ricardo Rail to undertake an inspection of the work completed to date (see pages 16 and 17). A comprehensive report has been received, which contains several comments and questions which are to be followed up, but overall indicated general satisfaction with the quality and standard of the work undertaken and the detailed documentation provided by Leaky Finders.

Right: The Tender frames with protective paintwork completed. PHOTO BY LEAKY FINDERS.

## PAPERWORK

Work continues on locating paperwork.

## APPROVALS AND CERTIFICATION

A huge amount of work is being undertaken regarding obtaining the required documentation to obtain the required approvals and certification for 5551. Colin Hall, Keith Riches and David Tuffin are heading up project teams looking at various aspects including Risk Assessments of components and assemblies, Quality Documents to record manufacture and installation of parts and Modification Recording where we have deviated from the original drawings for any reason, such as use of an alternative material. All this unglamorous work is far removed from the glory of a working 5551, but it totally necessary to achieve our aims of seeing 5551 running on the main line.

Our Chief Engineer has finally finished compiling an Order Register which lists all the purchase orders raised to acquire parts or services for the construction of 5551 since the start of the project back in August 2008. Alongside this register is a Master Parts List which contains details of all the parts of 5551 and all the tasks involved in the manufacture and fitting of these parts, such as making a pattern, casting or machining a part. Each of these tasks can be linked back to a purchase order to record which supplier did the work. From this we know who to contact to request the documentation that covers the task or part. Once again not glamorous work but necessary to obtain the final approvals.

## TENDER TANK DESIGN

No progress since last report.





# INDEPENDENT ASSURANCE – GETTING TO GRIPS WITH THE TENDER

Up until December our Certification Body Ricardo had concentrated on the rectification issues arising with the chassis at West Shed. You will know that Ricardo have been supporting us with the assurance requirements for this work. We saw important progress in mid-2020 with the sign-off of the crank pin work by Riley and Son, and then followed specifications for driving wheel weld repairs and the bogie redesign.

The next step was a first assessment of where we are with the tender frames at Leaky Finders base near Exeter. (We had a similar session at West Shed on 29th January 2020.) A 'window' in the Covid-19 restrictions allowed us to have a very useful meeting on 8th December at the Poltimore Farm workshop. Ricardo's Alistair Leach and Thomas Kay took the train from Derby and joined with Colin Hall and Keith Riches from the Project; and met Rory Edwards and George Balsdon from Leaky Finders.

The history of the work, with two different heritage tenders and work carried out by both Rowlescourt Engineering and then Llangollen, provided the backdrop to the session, but Ricardo were very much focused on what was in front of them.

There were nearly six hours of detailed examination of the frames and accompanying discussion of the requirements. The list of the next steps proposed (see below) are a good illustration of the detailed work that needs to be done to achieve certification, alongside the quality engineering done to date by Leaky Finders.

The next steps for the project are considered to be:

- **Develop suitable and sufficient risk assessment for the design, build and maintenance stages. This is where the justification arguments can be developed (Project)**
- **Develop design control process (Project)**
- **Identify design changes made relative to original LMS drawing and justify them (Project)**
- **Establish relationships with owners and maintainers of similar equipment to formalize comparison with reference systems (Project)**
- **Develop job cards for all work done with detailed information (LF)**
- **Develop weld design documents (Project and LF)**
- **Propose simple weld and NDT competence assurance process (Ricardo)**
- **Create definitive list and history of original parts being reused (Project)**
- **NDT records for all welds (LF)**
- **Provide details for the 'free-issued' material e.g. material dimensions and certificates (Project)**
- **Plan attention to wheelsets (Project)**

While there is a lot to do, we were pleased that Ricardo reported no issues that cause major concerns. We are very grateful for the support and commitment demonstrated in the meeting by our Leaky Finders colleagues Rory and George.

On the right are a selection of photos provided by Leaky Finders showing recent progress.



Ricardo Rail inspector Alistair Leach inspects the Rear Dragbox. 8th December 2020.



Alistair checks the work undertaken on the tender frame against the drawings.



Drilling the Tender Front Buffer Beam for the Intermediate Buffer Mountings.



The left-hand Outer Rear Dragbox waiting to be installed between the main and inner frame plates.



Reaming the holes prior to riveting the Intermediate Buffer Mounting in position.



This view shows where the Outer Rear Dragbox is fitted between the Main and Inner frame plates.

## FROM THE 'HOME' OFFICE

First of all I would like to thank members who kindly sent cards and messages to us all at Christmas, it was much appreciated.

A great deal of our time during the last few weeks of 2020 was spent dealing with orders for the 2021 calendar which proved very popular not only with members but from those who saw it mentioned in the railway press. It sold out by 23rd December but I continued to receive numerous telephone calls from people wanting to place an order, well into the new year. Hopefully the 2022 calendar will prove just as popular.

For David and I, things are carrying on much as they have done now for almost 12 months. All the administration takes place from our dining table, and the lounge and hallway act as a stationery store.

When the previous lockdown was eased and the office building was accessible, Norman was able to do some of the filing which had certainly mounted up. He and his wife Brenda also prepared the envelopes for mailing out the previous magazine and will be doing so for this one too. Thank you to them both. You will be interested to know that Norman and Brenda were amongst the first to be invited for the vaccine and also the booster three weeks later.

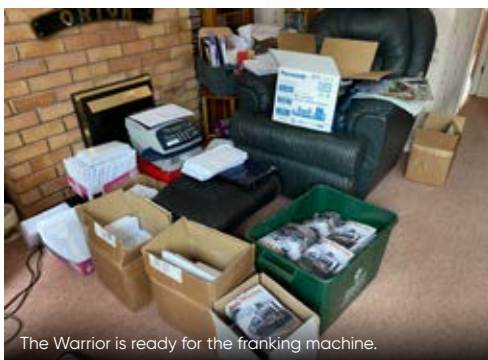
Over recent months we have been fortunate to benefit from some donations given by members who have been able to save funds during lockdown. Supporting 'The Unknown Warrior' with these savings is very much appreciated. Of course there are others not so fortunate whose jobs have disappeared and their income has been decimated. Our thoughts go out to them and we sincerely hope the situation will eventually improve for everyone.

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

**SEE NOTICE BOARD  
ON PAGE 24 FOR THE  
LATEST CONTACT DETAILS  
TEMPORARY PHONE NUMBER  
07801 945689**



David and Clyde stuff the envelopes.



The Warrior is ready for the franking machine.



The postie looks happy as she collects The Warrior.

# 5551 CLUB

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

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

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

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

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

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

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**OR USE THE ENCLOSED SPONSORSHIP FORM.**

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



# SALES REPORT

GAVIN SHELL, EVENTS MANAGER · [sales@lms-patriot.org.uk](mailto:sales@lms-patriot.org.uk)

I would like to thank both Neil and Karen for their extremely hard work over the last 10 years running the sales side of the Project. It's a lot of work week in, week out, especially when there are events to attend, and it's easy to forget how much goes on behind the scenes.

Of course Neil and Karen will not be going anywhere, and they will still be involved, and you'll still see them on the stand, when events happen again in the future.

Looking forward I would like to welcome Janet Elson into the sales team. It's always great to get new volunteers on board with the Project, and I'm sure she will be a fantastic addition.

As always, we are looking at creating new sales items for sale so keep an eye out in the warrior and the website for new items, if you have any ideas please email [sales@lms-patriot.co.uk](mailto:sales@lms-patriot.co.uk).

We are currently looking at how we will run the sales operation and are hopeful that a plan will be in place to share with you in the next edition of The Warrior. Until then please use the same email address as usual and send your completed merchandise sheets to the office address which you will find elsewhere in this newsletter.

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

## YOU SHOP. AMAZON GIVES.

We have joined Amazon Smile as a registered charity.

Amazon will donate 0.5% of the net purchase price (excluding VAT, returns and shipping fees) of eligible purchases to the charitable organisation of your choice.

AmazonSmile is the same Amazon you know.  
Same products, same prices, same service.

Support us by starting your shopping at [smile.amazon.co.uk](https://smile.amazon.co.uk)

Follow this link: <https://smile.amazon.co.uk/ch/1123521-0>



**We are appealing for general funds to help us and our contractors now that work has restarted on the build of The Unknown Warrior.**

Labour costs at West Shed (chassis), Leaky Finders (tender) and HBSS (boiler) are a key part of our funding requirement and your donations not only help the Project, it helps our contractors too. Your support dictates the speed at which we can proceed at all three sites.

All funds donated go straight towards the build costs.

If you would like to sponsor a part there are plenty to choose from.

Please use the sponsorship leaflet included with this issue of The Warrior or go to [www.lms-patriot.org.uk/sponsorship](http://www.lms-patriot.org.uk/sponsorship) for a full list of parts available.

**ANY AMOUNT YOU CAN GIVE IS WELCOME**

IF YOU ARE A UK TAX PAYER YOUR DONATION WILL ATTRACT 25% IN GIFT AID.

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You can also donate online, go to [www.lms-patriot.org.uk/how-you-can-help](http://www.lms-patriot.org.uk/how-you-can-help) or simply look for the **DONATE** button on the home page.





With the sanders on, LMS Patriot No. 45549 climbs the northern ascent to Shap at Thrimby Woods with an Up Class 8 goods, c. 1960.

PHOTO: W. J. VERDEN ANDERSON/RAIL ARCHIVE STEPHENSON.



## NOTICE BOARD

### **URGENT** **A CALL FOR VOLUNTEER HELP**

We would like to thank the encouraging number of people who have volunteered to help with our back office tasks following our January website and Monthly Bulletin appeal. We have already met our need for help on the Sales stock control side. In the coming weeks we will be assessing how to move forward with help on safety documentation tasks and will get in touch with volunteers as soon as we can.

Anyone else is still free to contact us via the contact details below.

email: [office@lms-patriot.org.uk](mailto:office@lms-patriot.org.uk),  
call **07801 945689**, write to us at **The LMS-Patriot Company,**  
**The Hub, 17 Eastgate Street, Stafford ST16 2LZ** or use the contact form  
on our website under **Support Us/Volunteering**.

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

**07801 945689**

Please send all postal correspondence to our normal address:

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

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

Contributions to this magazine can be sent as usual to:

[warrior-editor@lms-patriot.org.uk](mailto:warrior-editor@lms-patriot.org.uk) or by post to:  
**Peter Sikes, 12 Holmdale Road, Syston, Leicester LE7 2JN.**



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**MAJOR SPONSOR OF 'THE UNKNOWN WARRIOR'**

# Spotlight on Simon Scott

The spotlight feature returns for this issue and focuses on Simon Scott, the Chief Mechanical Engineer of the Princess Royal Class Locomotive Trust (PRCLT) and the man tasked with completing The Unknown Warrior.

## Where does your interest in railways stem from?

From a very young age I've always had an interest in steam trains.

## Did you have any influences that made you want to get involved with the heritage railway industry?

I was taken down to the Midland Railway at Butterley when I was about 13 years old and instantly got the bug.

## How did you get involved with the steam movement?

From attending the Midland I soon got involved in cleaning the locos and prepping them the day before and eventually went through the ranks, first to fireman and then driver.

## How did you get involved with firing on the main line?

From 2001 I was going out with 6233 and was asked if I would like to try my hand at firing, obviously the answer was yes. I soon became very competent at firing, I was then asked if I would be interested in firing on the main line.

I was passed-out as a West Coast fireman in 2009 and I feel very proud to have been on the footplate with people like Bill Andrews and Frank Santrian, they were usually rostered together on 6233 and Frank and I always used to share the firing, they were absolutely fantastic days. I feel very fortunate to have worked with such incredible footplate men.

## Best tour with 6233?

I think my best tour with 6233 was probably the 70th anniversary tour we did from Crewe to Perth which took place over two days.

## Best main line experience?

Taking 6201 to Penzance.

## What has been the most difficult part so far of working on 5551?

I would have to say bottoming-out all the problems and issues out.

## Do you have any thoughts on where you would like 5551 to run?

It would be great to have a run over the Settle and Carlisle.

## How would you like to see the partnership between The LMS-Patriot Project and PRCLT progress?

I would like the partnership to be there forever to be honest, and that the PRCLT would be able to operate and maintain 5551.

## We have seen the high standard of work and parts that you are producing, what was your route to becoming an engineer?

I think I have worked with some fantastic engineers and they have taught me a great deal. I have also been taught that sometimes you have to figure problems out yourself and not expect others to do it for you.

## Do you think steam has a place on today's network and what do you think is the biggest threat to running steam locomotives on the main line?

I do think it has a place but I also think it may become very difficult to run and that it may be selected routes only for steam.

## What are your career highlights?

I wouldn't say I have any career highlights but I feel very good that I have had a helping hand in the Trust getting the contract for 5551 and other locomotives.



The images on this page are from 'The Royal Duchy' day trip from Bristol Temple Meads to Par and return on Sunday 1st September. The journey was featured in issue 43 and followed the work of Simon on duty as fireman for WCR.

Clockwise from top left: Simon hard at work before departure from Bristol Temple Meads; the result of the hard works shows with the warm glow of the fire; Simon (right) has a chat and a brew with Andy Collinson before departure and finally Simon in discussion with fellow fireman, Nigel Barber and Andy (again), as they prepare to fill the tender at Plymouth on the return



# ASBESTOS IN LOCOMOTIVES AND THEIR DEPOT INFRASTRUCTURE

BY JIM PERKINS (MEMBERSHIP NO. 066/110)

The pull-outs in **burgundy** are points in time when asbestos was recognised as being dangerous but were conveniently ignored.

*1918: The US Government recognises asbestos risks.*

Although this narrative deals mainly with the use of asbestos (both white Chrysotile and blue Crocidolite) on locomotives, asbestos was used in many other applications, especially passenger rolling stock. This short and relatively restricted survey of custom and practice in regards to this now widely condemned material stems from my own experience whilst working as a Locomotive Apprentice Fitter, Fitter and Inspector in the years 1958 to 1967. I have tried to limit the survey to those classes of locomotives that were still extant in my time and whose asbestos content had not changed in the years, sometimes decades, since they had been built. Most of my experience was on ex-Midland Railway, LMS and BR Standard locomotives (at ex-Midland Railway depots locomotives were usually referred to as engines) in the Motive Power Depot at Nottingham, coded 16A/16D, Toton and Colwick with a short and in retrospect dangerous time at Derby Locomotive Works.

My first example goes back to 1925 with the Horwich-built 2-6-0 Moguls known as 'Crabs' due to their ungainly appearance/motion having large sloping cylinders. This extract is from Locomotive Profiles No. 2 which shows clothing arrangements detail for boiler and firebox.

"Before the boiler clothing (cladding) was fitted a 1¼" thick asbestos mattress was fitted."<sup>(1)</sup>

These engines ran up until the early 1960s and as far as I am aware were still clothed in this asbestos mattress. Although transferred away before I went to 16A they came back again in the early 1960s. As fitters we would not be lifting the boiler cladding, only taking off the regulator dome cover which had insulation underneath, but it was there all the same, being easy to see. In 'Breath of Steam'

by W. G. F. Thorley<sup>(2)</sup>, he comments that with the innovation of asbestos mattresses it needed to be exposed and removed to get at some of the boiler fittings. There was also the use of graphited asbestos on mud hold door joints. An extract from LMS Profiles No. 6 in what would now seem to be a retrograde step on the LMS Black 5s, plastic magnesia and Alfol (an alloy honeycomb material) was replaced by the same asbestos mattresses used on the Horwich Crabs, this was in 1934<sup>(3)</sup>.

*1930:*

*Dr. Merewether in the USA discovers asbestosis.*

*1933 and 1934:*

*Cancer links with asbestos discovered.*

Other locations where asbestos was applied was on the 2-6-4T engines where flexible oil pipes to the trailing axle boxes on these tank engines were lagged by a heat resistant asbestos sleeve (tape), also carbonised asbestos cord for sealing water tank leaks. This is mentioned in 'Working with Steam' by H. G. H. Burgess<sup>(4)</sup>. I remember these applications because there were a few 2-6-4 tank engines at Nottingham. These oil pipes had to be lagged due to their close proximity to the ash pan and firebox. Moving on to the mid-1930s Campbell Highet in his book 'All Steamed Up'<sup>(6)</sup> mentions that glass wool was replaced by asbestos blankets during his time in Derby Works. When the new LMS 'Princess Royal' class Pacifics were built at Crewe the loose asbestos was mixed with water and thrown against the boiler surface sticking like stucco.

This is described in 'The Last Steam Locomotive Engineer: R. A. Riddles CBE' by Col. H. C. B. Rogers<sup>(6)</sup>.

In 1935 bogie side bolsters with Ferobestos pads<sup>(7)</sup> were being used on the larger locomotives, a design detail that was extended as more locomotives with bogies came into service (4-6-2 and 4-6-0 classes).

Although not of direct concern to 16A, as it was on a different railway (although their engines did work into Nottingham) E. S. Beavor in his book 'Steam was my Calling'<sup>(8)</sup>, whilst working at Doncaster used soft asbestos wool cladding in the boiler shop where it was suggested it be used as sound proofing between the noisy boiler mounts as boiler work was extremely noisy. Returning to the LMS, asbestos/stainless steel packings were used to try and cure the problem of boiler top feed joints leaking. In the 1940s when the LMS 4-6-0 'Royal Scot'<sup>(9)</sup> class were rebuilt they were insulated with asbestos mattresses, this is discussed in LMS Profiles No.1, page 20. The Riddles designed 2-10-0 Austerity engines also had this feature, however the contemporary 2-8-0s when built had no insulation, just relaying on the air gap between boiler and cladding. Asbestos is mentioned in the George Bushell books<sup>(10)</sup> where he deals with his days at Willesden and observes that carriage warming pipes were lagged in thick string and some depot and lineside sheds were built with corrugated asbestos.

*1942: By this year there over 200 references available in regards to asbestos and disease.*

*1943: First Mesothelioma cases reported by B. R. Welder in Germany.*

Temporarily moving away from locomotive matters, the use of asbestos in shed structures should be mentioned. In 'LMS Engine Sheds, Volume 1 (LNWR)', Hawkins and Reeve<sup>(11)</sup> highlight its use for smoke chutes, shed roofs and flexible asbestos smoke troughs. Asbestos sheeting was also used in various structures such as store sheds and partitions. On both engine and shed equipment some covers used well-soaked asbestos sheeting, this was used to conform to shape then allowed to dry. Sprayed asbestos insulation was also used on both locomotives and static installations.

John Meredith in his book 'Steam, Diesel and On Track Machines'<sup>(12)</sup> describes using asbestos rope packing and Walkerite, an asbestos-based gasket material while working for the Outdoor Machinery Department (OMD). This material was also used in the loco sheds on engines where the few joints that were not face-to-face (metal-to-metal) had to be sealed.

Into the BR era and the Standard class engines were turned out with increasing amounts of asbestos. Apart from boilers, train heating pipes were lagged with tape. However it was in the main works where the greatest danger resided. These works as far as Nottingham engines were involved were Derby, Crewe, Horwich and Bow (London). The first two were still building a limited number of steam locomotives, the others concentrated on heavy repairs and rebuilding.

*1949/1953/1955 and 1960:*

*Further reports became available highlighting the danger of asbestos.*

## THE LATER DAYS OF STEAM AND INTO THE EARLY DIESEL ERA

In early 1960 the final steam locomotive was built for British Railways, this was Class 9F 2-10-0 No. 92220 *Evening Star*, completed at Swindon Works, being introduced into service in April that year. The 9Fs were a large class of engines, 251 in total, many of which worked out of the Nottinghamshire depots such as Annesley (ex-GC & GN), Toton (ex-MR) and Colwick (ex-GN). The Annesley and some Colwick engines came into 16A for valves and piston exams along with other repairs. However, none of this class was ever allocated to 16A. In the RCTS publication 'BR Standard Steam – Volume 4, The Class 9Fs'<sup>(13)</sup>, it is pointed out that asbestos was used extensively on this class of engine.

The book quotes: "Previous experience of SR Merchant Navy Pacifics had indicated that fibreglass was not as durable as asbestos in this application and when a more lightweight form of the latter at a cost comparable to that of the fibreglass became available, it was used on subsequent batches of 9Fs, including the Crosti boiler variants."

Note that both the boiler and the pre-heat boiler were lagged in asbestos on the Crosti engines.

*So, ignoring all the accumulating evidence British Railways and its designers still specified asbestos use on the grounds of cost.*

This meant that in the engine number range 92000–92250 those from 92020 to 92250 were insulated in this cheaper asbestos material. They are large engines and require a great deal of insulating material. Another application of a wide form of asbestos tape was on the front engine brake feed pipe, this was not to retain heat but to prevent the long pipe run from freezing up which in due course prevented the front part of the brake rigging operating quickly. There were other pipes that were lagged in this same material.

As steam locomotives were being disposed of, cutting up was carried out at BR Works and private contractors, images of this being done show where the asbestos was located. One in the August 2019 edition of Steam World magazine shows ex-Southern Railway Class E2 No. 32108 being cut up at Eastleigh with the asbestos mattress very apparent on the exposed firebox.

D. W. Harvey in his 'Manual of Steam Locomotive Restoration'(14) mentions asbestos string which was used for hardened (dry) gland packing and as the flame source in the old fashioned paraffin duck lamps (Smokey Joes) where the wick was created from asbestos string. These were still in use up until the end of BR steam, indeed they are still used on preserved railways but I assume the asbestos string has been replaced. Large quantities of asbestos string was used at loco sheds for repacking steam fittings. These were mostly glands on cab fittings and graphited asbestos on water tank valves at the time of periodic exams and running repairs. Before leaving this section the books by J. M. Dunn<sup>(15)</sup> and Eric Mason<sup>(16)</sup> must be mentioned where they describe asbestos sheeting and well-soaked asbestos cover joints, which when dried out attained its previous state.

Images of engines at Woodhams Scrapyard in Barry, South Wales show exposed asbestos, some of it the very deadly blue Crocidolite type.

In fact Class 9F No. 92134 was delayed leaving Barry for preservation due to the discovery of this blue asbestos boiler insulation, this had to be removed by a specialist contractor before departure.

This engine was recently featured on the TV programme featuring the North Yorkshire Moors Railway where the commentator described it as the only one to survive. There in fact eight others, Evening Star being one of them, but No. 92134 is the only one with a single chimney.

## THE DIESEL ERA

Most of the asbestos mass-applied to the steam locomotive was covered by steel cladding which apart from keeping it in place, protected it from disintegration as the steam locomotive environment was mostly wet and damp. This cannot be said of the enclosed dry diesel environment where asbestos was used in many locations, especially on diesel electric locomotives, most of it exposed in the air. In 'Brush Locomotives' by Toms (1978), the Brush-Bagnall 0–6–0 shunter is described as having asbestos-lined bonnet fronts. At 16A our early diesel experience was with 0–6–0 (Jocko) English Electric shunters which did not have a great deal of asbestos in them, mostly a bit of pipe lagging and in the electrical cubicle.

Both of the above examples were small engines compared to what were used on the main line where asbestos was used extensively for:

1. Internal bulkhead insulation build up by sprayed-on white asbestos.
2. Contact Arc Chutes in control panels had asbestos surrounding the moving copper contact.
3. Traction motor access panels had asbestos jointing.
4. On some engines cast iron brake blocks were replaced by Ferodo asbestos brake blocks.
5. Some of the Diesel Multiple Units were riddled with blue asbestos.

The Class 25s, built at Derby by Beyer Peacock Co., had asbestos material when built. Class 27 Bo-Bo locomotives built by Birmingham Railway Carriage & Wagon at Smethwick were particularly bad in respect to asbestos insulation.

Most of the above applications were only encountered occasionally but perhaps the most frequent and exposed locations were engine exhaust pipe lagging which consisted of asbestos rope wound around the pipes, this was then painted but was not effectively sealed, also train heating boilers (three types) on the larger main line engines. These locations were not hidden away but in full view of all those who worked on them. Whilst at Derby Works I frequently had to pass the Train Heating Boiler Workshop. The withdrawal of steam engines and the fact that the rolling stock was still mostly steam heated required main line diesels (classes 45, 46 and 47) to have a separate steam heating facility.

These were oil-fired vapour boilers located in a separate compartment on the locomotive. All of these had asbestos insulation, the ones I encountered at Nottingham, Derby and Toton were the Stones type. When these were overhauled at the Works, large amounts of asbestos powder was mixed in 45 gallon steel drums, the powder being tipped in from asbestos held in sacks or bags. The atmosphere in this shop sometimes looked as though you were in a snow storm.

At the shed, mostly Toton in my particular experience, special shaped bricks of asbestos were used to repair any damage. In some sheds fluffy white heaps of asbestos were thrown around like cotton wool.

Asbestos became a big problem when BR started to dispose of some of its diesel fleet where specialist contractors such as Vic Berry of Leicester and Mayer Newman of Newmarket were contracted to deal with it. One solution was to carry it out in two stages. At Vic Berry contracts for dismantling could begin at the BR location, then transporting the contaminated section, usually the cab ends, to its yard in Leicester. The diesel engines were dealt with separately, then recycled in most cases. If it could be done the complete locomotive was sent to the scrap yard for demolishing, also those locomotives still deemed fit for further service had to make the same trip. The relevant paperwork being issued to confirm it had been carried out as part of the audit trail. In the Ashley Butlin book '*Diesels and Electrics for Scrap*'<sup>(17)</sup>, the Class 27s are highlighted as having these asbestos disposal issues.

To finish, on a personal note having began the process of contracting Mesothelioma at Derby Works between September 1962 and April 1963 I must consider myself a victim of the 1955 BR Modernisation Plan, without the introduction of diesels I probably would not be in this situation.

Note: There is a very good film on YouTube '*Study in Steel*' which shows the building of a new LMS Pacific locomotive, No. 6207 *Princess Arthur of Connaught*. This is one of the 12 'Princess Royal' class built of which No. 6201 *Princess Elizabeth* and 46203 *Princess Margaret Rose* still exist in preservation.

## ACKNOWLEDGEMENTS

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14. Pages 24 and 50-52. A Manual of Steam Locomotive Restoration by D. W. Harvey, 1980. ISBN 0715377701.
15. Page 177. Reflection on a Railway Career by J. M. Dunn, 1966. Ian Allan.
16. Page 55. My Life with Locomotives by Rivington (Eric Mason), 1962. Ian Allan.
17. Diesels and Electrics for Scrap by Ashley Butlin. Atlantic Transport Publishers. ISBN 0906899273.



No. 45548 *Lytham St. Annes* pictured at Crewe North depot on 29th June 1952. Note the ex-L&Y Aspinall Class 21 'Pug' No. 51204 behind 45548, and does anyone know what the chalked words 'Flying Dragon' relate to on the bufferbeam?  
PHOTO: C. M. BENTLEY.  
© MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.



# MEMBERS' CORNER

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

## LLANGOLLEN AND THE PATRIOT

Dear Peter

**There must be more people than just me, who many years ago, were moved to lend support to the LMS-Patriot Project entirely through its association with the Llangollen Railway, which I was already a member of. I now see the potential for my loyalty to be tested. Whilst I share the frustration resulting from the need for Patriot re-work, my concern is that, in the current financial crises situation at Llangollen, potential claims against them pose an existential threat. An entirely new management team has been appointed to address the railway's many current problems.**

From experience in my working life, the relationship between a sub-contractor and client can be, and often is, quite difficult. For one-off projects, which categorises most of the LMS-Patriot Project work, the perceived wisdom is that costs are calculated by the contractor to the best of his ability for the bid and then doubled to accommodate the unknown. Of course, in a competitive situation, this would almost certainly ensure that no contracts would be secured, because it is fairly normal for the lowest quote to secure the work. No work, you go bust. Equally if you quote too low a price, you lose money and if repeated across too many contracts you go bust anyway. Too low a quote may be rectified if the client requests changes to the specified work which allows repricing by the contractor for a variation, thus providing an opportunity to inflate the contract value, otherwise you are stuck.

The client needs to match the contract with the ability to inspect the contract work at various stages of manufacture at the contractors work site. The client needs to be represented by someone with the technical expertise to recognise when things are going wrong and detect any variation from specified standards or design. If the expertise is not available within the client's team then it is necessary to buy in the expertise and for it to be recognised as an investment in the project. Perhaps, belatedly this has been recognised by engaging Ricardo Rail. Remedial work is best identified and corrected at the production site, before delivery and full payment has been made. Final payment should be withheld until all deliverables including any documentation are satisfactorily to hand. Trying to fill shortcomings months or years later is not likely to be too successful.

Without any inside knowledge of the transactions of all parties involved, it seems to me that there has clearly been naivety and incompetence rather than deliberate wrongdoing, on the part of both the client and the numerous contractors engaged for the LMS-Patriot Project. Certainly, a litany of problems has been collected along the way over the years. I also suspect that the current situation may now be exacerbated by peer review with a new contractor's inevitable "opinion engineering" creeping into the equation through the "not produced here" syndrome. Even manufacture of the tender, after one or two false starts, still seems even now to be lingering in the long grass.

It would be unseemly to me if the actions of one heritage steam organisation jeopardised the very existence of another. In that case my loyalty and financial contributions would be transferred entirely to the Llangollen cause. It is paramount to me that a railway continues to operate down the beautiful Dee Valley, providing host to a variety of steam machines. A happy ending for me would be to see a red Baby Scot mixing it with the green, black and blue machines in North Wales once more.

Thank you to all who contributed their articles that appeared in Warrior 47, we are grateful so many of you decided to contact us. Remember that you can send anything Patriot, memorial, war or railway related and photos are always good to receive (if you do send photographs please supply a return address). Preferably send your contribution by email to [memberscorner@lms-patriot.org.uk](mailto:memberscorner@lms-patriot.org.uk) or post directly to the office: **Richard Sant, LMS-Patriot Company, 17 Eastgate Street, Stafford ST16 2LZ.**

I would hope that the new chairman of The LMS-Patriot Company could take a more dispassionate view, move the project forward and introduce a more realistic professional approach to proceedings, in contrast to the clever schoolboy gung-ho behaviour which was all too evident at the odd AGM that I attended in the past, exhibited by some of the erstwhile top table.

TREVOR CLOWES  
MEMBERSHIP NO. 338/03

*Our Chair Colin Hall comments as follows:*

*I read Trevor's thought-provoking letter with great interest, and I understand his concerns and comments on the background to our relationship with Llangollen.*

*It has been a very difficult time for Llangollen (like every other heritage railway), and the pandemic has got in the way of our efforts to establish a dialogue and indeed to sort out our own information on the historic problems.*

*Nevertheless, we have now established contact with both the acting and now the new chairman of the railway, following their personnel changes in Autumn 2020. At the time of writing we are expecting a first on-line discussion with the new team on 20th February.*

*I am not going to go into the detail of where we stand, as that is for discussion with our Llangollen colleagues. However we want to respect their position by seeking a way of closing down our differences and finding a solution that can work for all of us.*

## DAMAGED BY ENEMY ACTION!

Dear Peter,

Congratulations on the excellent magazines you always produce.

I have recently finished reading John Jennison's aptly named 'A detailed history of the LMS PATRIOT 4-6-0s'. As the title suggests, it includes a great deal of detail about the whole class, including a chapter on 5551 The Unknown Warrior. There is however an entry in 'Chapter 12 - Accidents and Wartime Damage', which is comparatively short of detail. It reads:

**5509 – 1st October 1940**

**"The History Card states that it was damaged by enemy action."**

I was rather intrigued by this entry and wondered if any of the members had any information as to the circumstances and extent of this damage.

REGARDS,  
JOHN SIMPSON, MEMBERSHIP NO. 039/09



## WEST SHED – THE BEST DECISION

Hi all,

**Just some quick comments on the latest magazine that landed the other day. I must say the quality and content of the mag is much appreciated by those of us who don't get around to seeing The Unknown Warrior 'In the Metal' so to speak. I rely on it and the updates to track our progress. The magazine quality is really great.**

I also think finding a home at The West Shed was the best decision that has been made. It saddens me no end to see all the issues we are having with work already done and must be so upsetting to those now on the assembly having to spend so much time undoing and repairing previous works. Visually there seems to be less and less locomotive despite, I know, lots of hard expensive work.

A long time ago when I visited the works at Llangollen there was talk of only those that had contributed £1,500 being on the first train. Given our extended build that number must be growing beyond a first train load, certainly by the time the engine is completed in say 4-5 years at present rates.

Also I appreciate the updated **Roll of Honour** to publicise those who have contributed towards parts but it's disappointing not to see my name on the list because as long ago as 2013 I sponsored a splasher and this has never been listed.

Anyway I hope our troubles are now at least known and solutions in place to get them sorted out. I hope to see good progress in the coming year. Best wishes to all for the new year.

REGARDS  
JOHN PICKAVANCE, MEMBERSHIP NO. 596/01

Hello John

*It would appear that your name was mistakenly excluded from the database when set up. Please accept our apologies for this error, your name now appears on the Roll of Honour.*

LINDA WESTERMAN, OFFICE MANAGER

## THANK YOU AND HAPPY NEW YEAR

Dear LMS-Patriot Co. Ltd.

Happy new year to everyone connected with the Project. I do hope it is a positive one for the construction of the loco and for all contributing personnel a happy, healthy and less restrictive new year. I enclose a donation which can be used for a sponsorship item or towards anything else really.

I'm also a member and supporter of the BESPS (British Enginemen Steam Preservation Society – [www.besps.org](http://www.besps.org)) and enclose the latest newsletter in case it is of benefit and use to your committee.

Thanks for The Warrior, issue 47 which is an excellent read.

BEST WISHES, MR. R. G. H. CHAPMAN, MEMBERSHIP NO. 1791/02



## A 'KNOWN' WARRIOR

Hi Peter,

A couple of pictures attached with a loco called 'Warrior', but definitely not a Patriot!

This is Hunslet built Austerity Works No 3823 of 1954 now preserved on the Dean Forest Railway where it is now under restoration. I wonder if they will beat 5551 to steaming? I photographed it in 1978 at Bickershaw Colliery, Leigh, Lancashire.

Feel free to use, if you so wish.

JOHN BARROWDALE, MEMBERSHIP NO. 50/00



## RECYCLE YOUR USED INK JET CARTRIDGES TO RAISE CASH FOR THE PROJECT



### NEW PROCEDURE TO SEND YOUR EMPTY CARTRIDGES TO RECYCLE4CHARITY

To date we have raised nearly £3,000 for the Project from Recycle4Charity from the recycling of used ink jet cartridges. The scheme has been using pre-paid envelopes, as many of you will have used, but these are being phased out at the end of this year and a new procedure is being introduced.

If you have any used ink jet cartridges, please download a postal address label from the 'How You Can Help page' on our website:

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

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

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



# THE WARRIOR NO. 47

Dear Peter,

Many thanks for an interesting and highly informative Warrior magazine. 2020 has been a difficult year for so many people, including the Patriot project which is having to resolve problems that shouldn't have happened. But it's vital that a safety first approach is taken. Let's just hope that 2021 will be a year when significant progress can be seen to be made on reassembly. Perhaps if the project can be completed by 2023 we would still compare favourably with most other new/rebuild projects.

The trend for main line operated locomotives seems to be very much toward a situation where four main operators (Carnforth, Crewe, Riley and Tyseley) are dominating the market, in which case West Shed/Crewe might provide a good way forward for The Unknown Warrior if they are willing. Ideally periods of main line operation would be balanced equally with visits to heritage railways.

The recent letters and the painting of Hest Bank prompted me to search out my own limited memories and notes from three visits in the 1960-62 period with my parents when I was aged around 12.

The middle visit was particularly interesting and was either Whit Monday or Tuesday 1961, the very weekend that has been mentioned in the last two Warrior magazines. I'm attaching an extract from my original notebook (made at Junior school) along with a later transcription which lists all 63 steam locomotives seen as two further attachments. This later transcription omits ten diesels that were seen as well as one of the elderly three coach electric sets that I must have seen at Morecambe.

Interestingly I too saw Patriots St Dunstan's and Lytham St. Annes (Nos. 45501/48). Other interesting sightings were Nos. 45545/56/88/92, 45628/98, 45702/06/19/38/41, 46111/69 and 46240/42/51/57. As my sightings differ from Richard's it does suggest that my visit was Whit Tuesday (May 23).

I hope that these notes prove of interest to Andrew McRae, Ron Herbert, Philip Hawkins and Richard Smithies in particular. It proves what a small world we sometimes live in!

Kind regards and many thanks to the Directors and Trustees for their hard work.

DAVID SMITH, SHEFFIELD. MEMBERSHIP NO. 609/02

ATTACHMENT 1

Train	No.	Locomotive	Notes
60523	1A	St Dunstan's	✓
61021	1B	St Dunstan's	✓
45658	1C	St Dunstan's	✓
45501	1D	St Dunstan's	✓
45502	1E	St Dunstan's	✓
45503	1F	St Dunstan's	✓
45504	1G	St Dunstan's	✓
45505	1H	St Dunstan's	✓
45506	1I	St Dunstan's	✓
45507	1J	St Dunstan's	✓
45508	1K	St Dunstan's	✓
45509	1L	St Dunstan's	✓
45510	1M	St Dunstan's	✓
45511	1N	St Dunstan's	✓
45512	1O	St Dunstan's	✓
45513	1P	St Dunstan's	✓
45514	1Q	St Dunstan's	✓
45515	1R	St Dunstan's	✓
45516	1S	St Dunstan's	✓
45517	1T	St Dunstan's	✓
45518	1U	St Dunstan's	✓
45519	1V	St Dunstan's	✓
45520	1W	St Dunstan's	✓
45521	1X	St Dunstan's	✓
45522	1Y	St Dunstan's	✓
45523	1Z	St Dunstan's	✓

ATTACHMENT 3

Train	No.	Locomotive	Notes
73004	1A	St Dunstan's	✓
45317	1B	St Dunstan's	✓
45386	1C	St Dunstan's	✓
45741	1D	St Dunstan's	✓
90617	1E	St Dunstan's	✓
42457	1F	St Dunstan's	✓
42135	1G	St Dunstan's	✓
45000	1H	St Dunstan's	✓
45592	1I	St Dunstan's	✓
45556	1J	St Dunstan's	✓
45076	1K	St Dunstan's	✓
42120	1L	St Dunstan's	✓
45321	1M	St Dunstan's	✓
44839	1N	St Dunstan's	✓
45706	1O	St Dunstan's	✓
45295	1P	St Dunstan's	✓

## ATTACHMENT 2

Hest Bank - Whit Sunday.  
Monday-Tuesday 22-23 May.

42135	24J	Fairburn 2-6-4T	42135	24J	Fairburn 2-6-4T
42613	12G	Stanier 2-6-4T	45193	24L	Class 5
45383	12E	Class 5	45414	24K	Class 5
45501	12B	O. Patriot	46251	5A	Duchess Coronation
45427	24L	Class 5	90359	26B	W.D. 2-8-0
42238	12G	Fairburn 2-6-4T	45328	9B	Class 5
48111	2B	8F 2-8-0	42119	12F	Fairburn 2-6-4T
42314	12G	Fowler 2-6-4T	45702	26A	Jubilee
45369	12B	Class 5	46242	1B	Coronation
44839	21A	Class 5	45548	2A	O. Patriot
45297	12D	Class 5	45045	5B	Class 5
42120	12E	Fairburn 2-6-4T	45412	9A	Class 5
45315	24K	Class 5	[45702]		
42119	12F	Fairburn 2-6-4T	46169	5A	Royal Scot
45303	24L	Class 5	46257	12B	Coronation (Latter)
44445	8F	4F 0-6-0	46240	1B	Coronation
45336	26A	Class 5	45259	12B	Class 5
45629	14B	Jubilee	45719	27A	Jubilee
45599	12B	Jubilee	45545	5A	R. Patriot
45738	12B	Jubilee	44903	12A	Class 5
46111	5A	Royal Scot	45017	8F	Class 5
45699	27A	Jubilee	43115	24J	Latter 2-6-0
			45434	9A	Class 5



# UNNAMED PATRIOTS IN THE NORTH WEST

Thanks to Manchester Locomotive Society's Chris Tasker for sending in more Patriot photos for you to enjoy.  
ALL IMAGES © MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.

No. 45510 at Crewe South in the early '60s.



No. 45542 arriving at Preston in May 1961.



No. 45513 being turned at Carnforth, circa 1961.



No. 45544 awaiting departure from Preston, May 1961.





# HEST BANK

Hello Pete

Many thanks for sending me a copy of your latest journal, the photograph taken at Hest Bank during single line working are absolutely amazing, as indeed the photographs on Lancaster Bank along with one of my favourites No. 41903, a Lancaster Green Ayre engine. The shot of No. 90767 is of great historical importance as 90767 is one of the WD 2-10-0s which I have never seen a photograph of in the Lancaster area. It was most unusual for them to work south of Carlisle.

May I add the photograph from the MLS on pages 62 and 63 of Warrior 47 (and below) of No. 45500 departing Manchester London Road is actually departing Preston, the signal gantry and the background are clearly Preston and the bridge No. 12 on the right confirms it to be Preston. 45500 is between Preston No. 4 and Preston No. 5 signal boxes. Bridge No. 12 no longer exists having been replaced by a new underbridge No. 12A for the Preston ring road in the late 1980s.

AGAIN MANY THANKS,  
RON HERBERT



An unidentified Patriot pictured between Morecambe South Junction and Hest Bank working a Down freight on 3rd June 1961.

PHOTO: RON HERBERT.



A beautiful **NEW** Limited Edition print and our 2021 'Footplate' calendar from paintings by **PHILIP D. HAWKINS FGRA**



'Hest Bank, Whitsun 1961'

Inquisitive faces peer through the windows of the Hest Bank camping coaches as a 'Princess Coronation' class Pacific No. 46254 'City of Stoke-on-Trent' rushes north through the station in Lancashire on a Birmingham to Glasgow express and the 10.53 Workington-London Euston slides into the up platform double-headed by a 'Patriot' 4-6-0 No. 45507 'Royal Tank Corps' and a 'Jubilee' 4-6-0.

A Limited Edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist. Print size 25in x 17.5in, image size 23in x 15in. Price £85 inc. p&p. Artist's Proofs £105 inc. p&p.



'Lysander at Dawlish'

A 'Castle' class 4-6-0 No. 5079 'Lysander', a Newton Abbot engine at this time, heads an up express through the spray along Marine Parade at Dawlish during the late 1950s.

A Limited Edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist. Print size 25in x 17.5in, image size 23in x 15in. Price £85 inc. p&p. Artist's Proofs £105 inc. p&p.



'Night Scot At New Street'

The unique 'Royal Scot' 4-6-0 No. 46170 'British Legion' waits patiently in platform 6 at Birmingham New Street station with the unofficially titled 'Night Scot' sleeper train to Glasgow in 1962.

A Limited Edition fine art print consisting of 500 numbered prints and 50 artist's proofs, each signed and numbered by the artist. Print size 25in x 17.5in, image size 23in x 15in. Price £85 inc. p&p. Artist's Proofs £105 inc. p&p.

## 2021 'Footplate' Calendar



'Home from the seaside'



'The White Rose'

Another fabulous collection from the original paintings by Philip D. Hawkins FGRA. Titles included are: 'Citadel Scot', 'Jersey Lily', 'The White Rose', 'Exmouth Branch Meeting', 'Home from the Seaside' and 'Summit Meeting'.

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# TRAVEL WITH PATRIOTS

**I had the advantage of being at school near the southern end of the West Coast Main Line from 1951 to 1954, during which time I became firmly hooked on railways and must admit to having spent a great deal more effort watching trains than on school studies!**

From 1953 onwards I recorded where I first saw each locomotive and the first Patriot was 45501 on 29/1/53 – by July 1955, I was missing just two – 45542, seen first at Camden on 26/7/58 and the last, 45549 seen at Wembley Central on 9/7/59. Shortly before leaving school I was also bitten by a bug that inflicted an incurable disease! It became implanted in my mind that it would be desirable to travel behind as many different locomotives as possible, quite apart from simply seeing them. So, from late 1954 details of my journeys in various parts of the world have been carefully recorded, albeit not in as much detail as I might now have liked. Having spent my working life with British Railways, rail travel was made much cheaper and obviously this was an advantage over the years, as was the purchase of season tickets on selected routes. The main problem was the sheer scale of the things to be done – sheds, travel, branch lines and, to a lesser extent, photography – money was in short supply and I always seemed to be in ‘film conservation mode’!

So far as the Patriots are concerned, I missed out on travel with eight of them – all, of course, in original condition – 45502/3/5/6/7/8/9/11, so managed to “clear” the rebuilt ones, as well as the Royal Scots, although infuriatingly I missed out on one of the two rebuilt Jubilees! I started work on 28/2/55 and had then to wait for three months before qualifying for Privilege Tickets and a full year for my first Free Pass – the mind boggles at the thought of what could have been achieved with the level of travel facilities I enjoyed at the end of my career! Possibly the ability to bi-locate would also have been an advantage!

7/2/57 saw my movement from home to the Royal Artillery training establishment at Oswestry for National Service. Initially this restricted my activities to some extent, although it could have been worse – one could see the trains on the old Cambrian Whitchurch to Oswestry line, as they passed Tinkers Green Halt. After ten weeks at Oswestry, the remainder of my time was spent in the delights of the soon to be demolished Artillery Depot at Woolwich.

So, where did I enjoy my travel with Patriots? I have listed the locomotives concerned in numerical order, followed by the journeys made with each – first, the 26 in original condition:

Engine	Journey	Date
45500	Watford Junction–Willesden Junction	24/10/59
45501	Watford Junction–Euston	10/4/59
45503	Hemel Hempsted & Boxmoor–Berkhamsted	13/5/59
45503	Carnforth East Junction–Workington via Barrow avoiding line on a railtour	4/9/60
45504	Birmingham New Street–Derby Midland	30/5/59
45504	Worcester Shrub Hill–Gloucester Eastgate	13/6/59
45509	Watford Junction–Euston	1/7/60
45510	Bletchley–Leighton Buzzard	22/1/55

Engine	Journey	Date
45510	Hemel Hempsted & Boxmoor–Euston	24/4/59
45515	Berkhamsted–Watford Junction	23/3/59
45515	Hemel Hempsted & Boxmoor–Watford Junction	4/8/59
45515	Moses Gate–Salford	3/6/60
45516	Edge Hill–Manchester Exchange via Tyldesley	14/1/56
45517	Normanton–Wakefield Kirkgate	14/3/59
45517	Bolton–Wigan Wallgate	17/3/62
45518	Watford Junction–Willesden Junction	4/11/59

Engine	Journey	Date
45518	Willesden Junction–Euston	21/12/59
45520	Euston–Willesden Junction	20/11/59
45520	Euston–Willesden Junction	19/2/60
45524	Preston–Crewe	29/8/59
45533	Tring–Berkhamsted	16/2/55
45537	Berkhamsted–Hemel Hempsted & Boxmoor	5/12/59
45538	Willesden Junction–Euston	11/1/60
	Euston–Watford Junction	31/3/60
45539	Berkhamsted–Watford Junction	29/5/59
45541	Wigan NW–Preston	4/8/56
	Euston–Watford Junction piloted by 45311	21/12/59
45542	Watford Junction–Euston	19/6/59
45543	Euston–Willesden Junction	11/12/59
45543	Euston–Watford Junction	21/1/60
45544	Berkhamsted–Watford Junction	9/5/58
45546	Berkhamsted–Tring	10/8/57
45547	Euston–Willesden Junction	26/1/61
45548	Euston–Hemel Hempsted & Boxmoor	14/10/59
45548	Euston–Berkhamsted	21/7/60
45549	Watford Junction–Euston	19/8/59
45550 (my first)	Bletchley–Berkhamsted	29/12/54
45551	Willesden Junction–Euston	23/8/60
45551	Euston–Watford Junction	6/1/61
45551	Euston–Watford Junction	13/3/61
And now the 18 rebuilds		
45512	Watford Junction–Euston	28/12/59
45512	Glasgow Central–Motherwell via Langloan	19/6/60
45514	Watford Junction–Euston	23/12/59
45521	Watford Junction–Euston	8/9/59
45521	Hemel Hempsted & Boxmoor–Watford Junction	14/9/59

Engine	Journey	Date
45521	Carstairs–Carlisle	12/6/60
45522	St Pancras–Kettering piloted by 44812	6/5/60
45522	St Pancras–Kettering	4/11/60
45523	Euston–Watford Junction	9/4/62
45525	Watford Junction draw-up	29/5/59
45526	Watford Junction–Euston	22/1/60
45527	Watford Junction–Euston	17/4/59
45527	Watford Junction–Euston	27/4/59
45527	Carstairs–Carlisle	16/6/60
45528	Willesden Junction–Euston	24/11/59
45528	Berkhamsted–Apsley	29/1/62
45529	Berkhamsted–Hemel Hempsted & Boxmoor	19/12/59
45530	Shrewsbury–Manchester Piccadilly	31/10/59
45530	Euston–Willesden Junction	4/11/59
45530	Euston–Willesden Junction	23/8/60
45531	Glasgow C–Preston – overnight	17–18/6/60
45532	St Pancras–Kettering	25/3/60
45532	Wellingborough–Kettering	13/4/61
45534	Crewe–Liverpool Lime St	24/6/55
45534	Watford Junction–Euston	29/4/59
45534	Hemel Hempsted & Boxmoor–Watford Junction	25/9/59
45534	Watford Junction–Euston piloting 46211	8/10/59
45535	Preston–Wigan NW	23/3/58
45536	Watford Junction – Euston	23/3/59
45536	Leicester London Road–Derby Midland	25/3/60
45536	Nottingham Midland–Chesterfield Midland	28/5/60
45536	Sheffield Midland–St Pancras	24/7/60
45540	Crewe–Birmingham New Street	30/5/59
45545	Hemel Hempsted & Boxmoor–Berkhamsted	14/2/59

NIGEL MUNDAY

# WINTER CUMBRIAN MOUNTAIN EXPRESS

Hi Pete

Here's another article to include in the next edition of "The Warrior". I've also included a few shots showing the engine at Carlisle plus Appleby's water stop and then in the evening at Preston.

Here's a blog also included from the tour in question.

**2020 as I'm sure you'll agree with me wasn't one of the best years for the railtour scene with numerous trips being postponed either to new dates later in 2020 or even re-dated to 2021. One trip that I was supposed to travel on last year which ended up being postponed to this year was 'The York Yuletide Express' which was planned to run from Liverpool to York and will now take place this year instead (more of this will be discussed nearer the time in a future article).**

Despite the curtailed season for travelling on-board rail tours I did manage to bag a second outing behind steam which took place a few weeks before 29th February's 'Cotton Mill Express'. This tour was one of RTC's regular 'Winter Cumbrian Mountain Express' trains which ran from London Euston to Carlisle and took place on 8th February. I joined the train at my regular pick-up point for the WCME trains at Preston with the first section of the tour being worked by 86259 *Les Ross* which had worked the train from London and would be running as far as Carnforth, where steam traction would take over. The steam engine came from the regular pool of engines based at Carnforth but the chosen steam loco (while it's not yet The Unknown Warrior) was from a class which was remarkably similar to that of the rebuilt Patriots. The class in question being the rebuilt Royal Scots, the engine was No. 46115 *Scots Guardsman* (famed also for it's appearance in the 1936 film 'Night Mail' and also in 2012 hauling the Olympic torch train from York).

For the outward journey to Carlisle I was seated at the back of the train so not much filming was done for the journey, however despite my coach being right at the back I had been seated in the brake coach which meant I got compartment seating for the trip. Despite a one minute late departure from Carnforth plus a temporary speed restriction around the Tebay area and the long climb up Shap's 1 in 75 gradient, we arrived in Carlisle a good five minutes early. First task on arrival for me was to head down to the far end of Carlisle Citadel station and get some shots and video footage of the 'Scot' while it was positioned at the far end of platform 3. After the Scot had passed back through the station and then headed down to Carlisle Upperby for servicing and turning, it was time for me to visit the chippy to grab a bite to eat prior to the southbound journey over the S&C. Can't beat a good portion of fish and chips with mild curry sauce!

It was then back to the station to capture the arrival of the 'Scot' after it's afternoon visit to Upperby. This was also my first chance to have a proper close-up look following it's return to service the previous year after its 7-year overhaul. The paintwork was just absolutely mint as a result, normally you get a few small scratches after a short space of time but not on Scots Guardsman. A right time departure from Carlisle Citadel at 2:13pm followed and now I was right behind the engine for the journey, even while seated in the compartment she certainly made a brilliant sound track heading north up the S&C. However we'd have to wait a while until the real battle would begin as the gradient was roughly maxed at 1 in 132 from Carlisle to Appleby in the southbound direction. After watering at Appleby, alongside getting out to grab more photographs and video footage for YouTube, it was back on-board for the climb to Ais Gill which for most of the trip to the summit was 1 in 100, and boy did she make a good sound track climbing to Ais Gill, we topped the summit and then it was a brief downhill stint to Garsdale before passing through Rise Hill tunnel and on to Dent. I'm surprised it wasn't named Cowgill rather than Dent as the village of Cowgill is only around a mile away while Dent is almost 5 miles away from the station (answers on a postcard please).

After Blea Moor tunnel and Ribbleshead Viaduct (also known as Batty Moss Viaduct) it was pretty much downhill all the way to Settle Junction with the gradient 1 in 100. Compared to my outing in 2019 where the water supply had frozen up we had no such problems this time and left only eight minutes down. No further problems popped up during the trip and the 'Scot' didn't let us down with the sound track she was making either. We managed to make up the delay and passed through Blackburn back on schedule, and despite a signal check just after Lostock Hall at Farington Curve Junction we arrived in Preston two minutes early.

Sadly all good things had to come to an end and it was here that 46115 was to hand the train back to 86259 for the journey back to London. It was also where I would be leaving the train. The 'Scot' certainly had put on a good show that day going over Shap and Ais Gill and for me it was my third outing behind 46115 (my last trip previous to this being a 'Fellsman' run on 26th August 2015). It was also a first for me as it was my first outing over Shap with 46115 as well as being my first over Shap behind a rebuilt Royal Scot.

The Winter Cumbrian Mountain Express is certainly a tour I do recommend and maybe one day we'll see 'The Unknown Warrior' on the front working one of these trains. I'll certainly be one who will buy a ticket for that outing, both routes were regulars for the original 'Patriots' too and I'm sure everyone wants to see No. 5551 travel over the S&C.

DAVID MOYLE, MEMBERSHIP NO. 1801/05



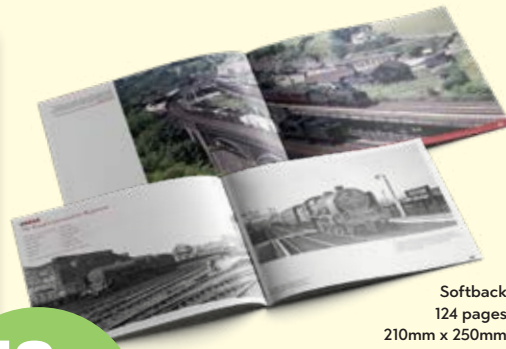


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A flashback to the lovely summer evening of 12th August 2019 when 5551 arrived at Butterley from Crewe. Gently propelled by an 08 shunter, The Unknown Warrior made the short trip down the line to Swanwick Junction where a reversal took place to get the loco up and into the West Shed.

PHOTO: ANDY COLLINSON/THE LMS-PATRIOT PROJECT.





## REMEMBERING THE DAYS BEFORE E-MAILS SHREDDING OLD PAPER DOCUMENTS IS NOT ALWAYS A GOOD IDEA!

In the May 2018 issue of 'The Warrior' magazine (issue 37, pages 54–56), a selection of my late father Colin Walker's photographs were published pertaining to a footplate trip from Birmingham New Street to Burton-upon-Trent he made in July 1959 on Patriot No 45506 *The Royal Pioneer Corps*. This was the 07.40am Bristol Temple Meads to Bradford service.

Throughout the 1950s and 1960s he undertook many footplate trips, some 'official' and many 'unofficial'. A major aspect of his photographic recording during these experiences was the human element related to the locomotive crew, taken both at work and rest. Enginemen were then sent photographic prints of themselves to thank them for providing the footplate experience. In my collection are many moving replies from enginemen thanking him for their black and white prints and further elaborating on subsequent driving and firing movements and experiences.

Many of these enginemen became lifelong friends and my father always had a great respect for their work, dedication and generosity and could reminisce and exchange stories for hours when meeting up. I, like most people with deceased family members now have regrets that some of these recollections and conversations were not recorded orally for historical archive reference etc. Hindsight is a wonderful thing!

With most of the footplate trips there was usually a story to tell and the trip with No. 45506 *The Royal Pioneer Corps* was recounted in his book 'London Midland Steam Twilight – Part One'. The transcription reads:



A view forward from the cab as 45506 departs Tamworth.



Driver Harold Busst checks his watch to check how long before departure time.



45506 at Burton-on-Trent.

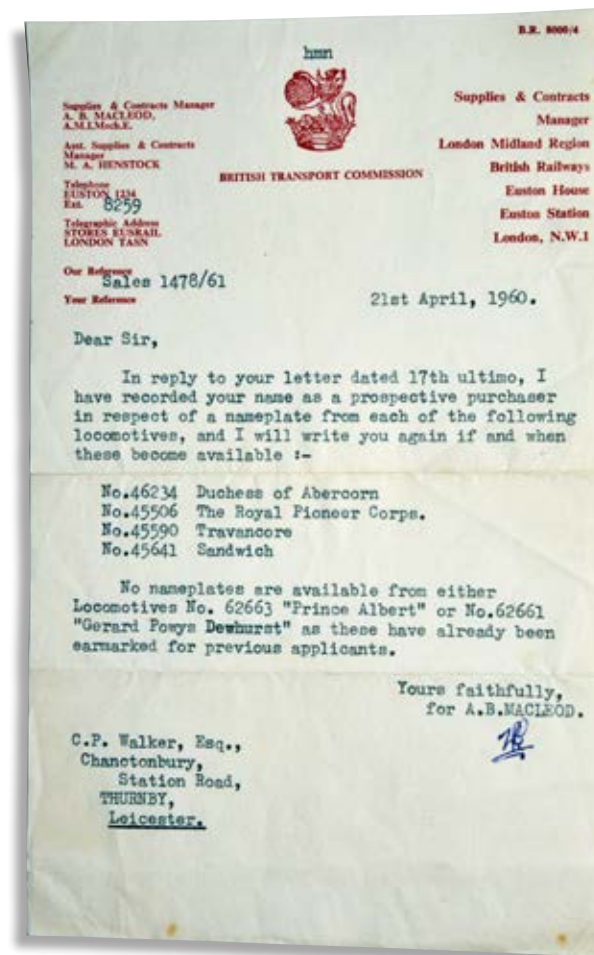
"This innocent looking photograph (45506 at Burton-upon-Trent Station) conceals a somewhat hair-raising episode. Earlier I had negotiated a footplate trip on the engine from Birmingham New Street to Burton-upon-Trent with the Saltley crew in charge. As this took me a short distance beyond the limit of my Holiday Runabout Ticket it was my intention to return into the 'safety' of the ticket area as quickly as possible after reaching Burton-upon-Trent.

Alas in my enthusiasm for a platform shot I forgot to collect my jacket from the hook inside the engine cab. It was spotted just in time by the crew who hurriedly handed it to me as they pulled out with their train. But, as they did so the distant figure of the local station policeman was spotted "Hey, watch that Copper", said driver Harold Busst as No 45506 moved past with the train, but his cautionary words were of no avail. I had been seen!

An interrogation followed in the station police office during which an appeal was made not to report the engine crew. My Runabout Ticket was inspected and the modest excess fare paid. A brief period of tense silence then ensued which ended with the words "Don't worry, I shan't say anything. It's the real rogues we're after – not chaps like you". I returned to Birmingham on the next train relieved and with a cordial view of the railway constabulary."

After my father died in 2005 a collection of personal and historical ephemera came to light. These included many photographs, letters, telegrams, documents, passes and memorabilia that he had saved over the years from exploits and experiences pursuing his railway interests and his wish to gain interesting visual content in his photographs. It is due to him saving and archiving these items and not discarding them, that they are available to provide valuable source material and even some amusement to viewers and readers today. These were the days before e-mails and text messages when you had to put pen to paper or use a typewriter and then probably have to wait a while for a hard copy paper reply to drop through your letterbox!

The published letters illustrated here and on the following pages have a strong link to the footplate trip on No 45506 *The Royal Pioneer Corps* as my father applied to purchase a nameplate from some of the





named locomotives he had experienced a footplate trip on. The plates would be a memento that brought back many happy memories and thus would have great sentimental value. The application letters were regularly sent in the 1960s when the locomotives were listed for withdrawal and scrapping, and as can be seen in the replies from The British Transport Commission he was unsuccessful in purchasing a nameplate from *The Royal Pioneer Corps* as they were to be presented to the regiment.

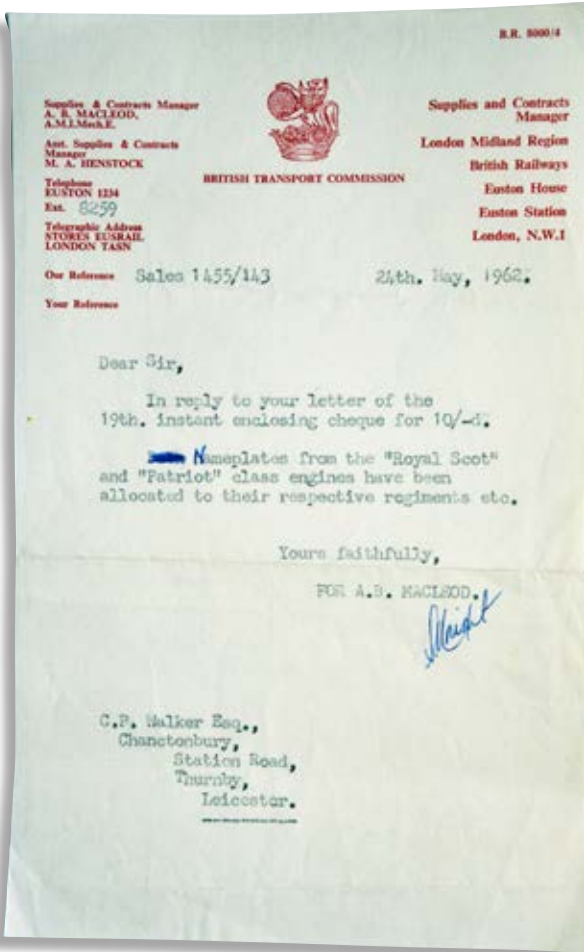
The great advantage of e-mails is that you do have an instant copy of your own correspondence to the recipient. Sadly there are no copies of my father's original letters sent, so one of the letters, the interesting response from Clerk R. Cutler at Preston Motive Power Depot in July 1962 is intriguing and probably in response to a request for the movements of Patriots around the period mentioned. The letter could also possibly relate to some detective work to ascertain the destination of locomotives and whether they had been withdrawn or scrapped? It is to be noted that No 45506 does not appear on the list of surviving locomotives as it was withdrawn in March 1962. What is impressive about this letter is the amount of detail and information supplied. The Clerk is to be applauded on the time and effort taken to collate and type out this information.

With the wonders of modern technology a bit of research shows one possible time linked record, to the Saltley driver illustrated, Mr Harold Busst. If it is the recorded gentleman, he was born in the Birmingham District in 1898 and after probably retiring to Canada, died there in 1977. The footplate portrait image taken in 1959 would probably show him aged in his 60s, so the records may fit?

There may be readers of 'The Warrior' who could provide further information or related stories linked to the published letters, so any responses would be greatly received.

MARTIN WALKER, MEMBERSHIP NO. 602/10

ALL PHOTOS AND IMAGES IN THIS ARTICLE © COLIN WALKER/MARTIN WALKER



British Railways  
Motive Power Depot,  
Croft St.,  
PRESTON,

Thursday 26th. July 1962.

Dear Colin,

I am very sorry that I cannot reply to you in an official capacity unfortunately, but I should refer you to the Public Relations Dept., according to our instructions. But being a fellow railway enthusiast I will give you the present position regarding 6P "Baby Scots" or "Patriots". The only ones left in capital stock are 45507\*/13\*/18\*/24\*/33\*/38/43/47\*/50 of which those marked with an asterisk are stored in the premises formerly known as Preston Motive Power Depot 24K (It is still open as a signing on point). 45538 is probably stored at Rugby MPD being allocated to Nuneaton 2B. The ones stored here also include 45546/49/51/10 which have been withdrawn from service and are awaiting dispatch for cutting up. They are all in a very bad position for photography being on adjacent roads against the wall. At present these are being blocked in by ex L.N.W. 0-8-0s being stored for Springs Branch and Patricroft M.P.D.s. I understand that all this type at these two depots are for storage and quite a large number could come here.

Now to return to the Patriots, two nos. 45543 & 45550 are still working being allocated to Carnforth MPD 24L. I do not think that will be used on the Heysham - Leeds turns as these are worked by Lancaster MPD, who recently exchanged these two engines for G1.5 4-6-0s with Carnforth. These engines appear about once a week on Carnforth MPD Turn 3, which is for FOUR 6P/5F 4-6-0s. The weekday workings of this turn are :-

ARR	DEP	TYPE OF TRAIN.
Carnforth 24L	8.25am	Pass.
9.30 Barrow	1/Op	Pass
2/45 Preston		L.E.
Preston Holding Sdgs (ex24K)	4/12p	LE
Preston Stn	4/27p	Asst 11.38 ex Euston "Lakes Express".
4/49p Lancaster	4/57	Pass
6/16p Barrow	8/34	Pass
9/22 Carnforth	9/35	Pass
10/24 Preston		LE
24C	followin day 5.39a	LE Cpld.
5.46a Preston	6.25a	Exp. Fght. Class F
9.12 Heysham HBR	10.15a	EMPTS.
10.22 Heysham Moss	10.33	LE
11.20 Lancaster Castle	Shunt & Bank	
until	1/20	Pass
1/35 Carnforth	2/45	Fght
4/22 Barrow Yard	7/Op	Fght
9/1 Carnforth F & M		
24L following day	5.40a	LE Cpld
5.58 Morecambe	6.30a	Pass
8.32 Crewe	Spare until followingday	
	1.56a	Pass
5.23 Barrow	7.0a	Pass
10.9 Manchester Vis	10.25	BCS
10.35 Red Bank Sdgs.	10.56	LE
26P	4/40	LE
4/55 Manchester Ex.	5/10	Pass
7/35 Windermere	8/30p	Pass
Carnforth.		

Hoping this will be of some use to you.

Yours faithfully,

Clerk R. Cutler.  
R.C.T.S. 5668  
S.L.S. 2804.

# THE LAST TRAIN TO THE END OF AN ERA

BY R. S. GREENWOOD (ARTICLE FROM THE ROCHDALE OBSERVER, 3RD JANUARY 1970)

Tomorrow (Sunday, 4th January 1970) the last passenger trains run from Rochdale to York.

This reflects the change in travelling habits after a history of 130 years. In 1841 the Manchester and Leeds Railway opened throughout from Manchester Oldham Road station via Rochdale, Hebden Bridge, Horbury and Wakefield to Normanton. From here the trains enjoyed running powers to Leeds and at Normanton, which rapidly became one of the more important eighteenth-century railway junction stations, connections could be made for Sheffield, Chesterfield, Derby, Nottingham, Leicester, London, Selby, Hull, Darlington, Newcastle, Edinburgh and York. Some of these connections were for destinations on the York and North Midland Railway, later to become the Midland Railway. Later, running powers to the Manchester and Leeds Railway's successors, the Lancashire and Yorkshire Railway allowed trains to work through to and from York and a small locomotive outstation was established there for L&Y locomotives.

Before the majority of travellers in England became the owners of their own means of transportation, cross-country journeys between small towns consisted of a series of train journeys, most of them involving a change at one of the big junction stations such as Crewe, Carlisle, Oxford, Exeter, Shrewsbury or York.

Nowadays rail travel is concentrated almost universally on the 'Inter-City' basis without a change of train, London-Manchester or Liverpool, Leeds-Birmingham and so forth.

Of all the thousands of passengers who formerly travelled towards York via Rochdale only a small proportion were aiming ultimately for that city. Most would change and go forward to Hull, Scarborough, Newcastle, Whitby or Harrogate.

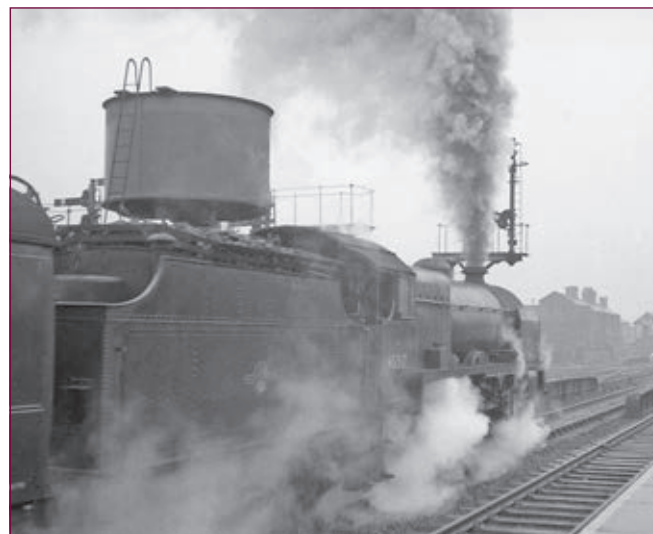
Even in the 50s and early 60s there was still a healthy slug of York traffic to make the usual

three-car train be lengthened to nine cars at peak holiday times; now that is past, the most recent York trains have run almost empty of through traffic.

In 1841 connections for York could be had from the trains leaving Manchester at 7am, 10.30am, 1.10pm and 4.45pm; on Sundays the 11.30am and 10pm. By 1898 there were through trains from Manchester to York at 7.10am, 10.5am, 11.55am (from Liverpool), 12.10pm, 3.55pm, 5.10pm and 7.35pm. From York, they left at 10am, 12.46pm, 2.40pm (to Liverpool), 4.30pm and 7.2pm (to Liverpool). It is striking how many of these trains continued to run right to the end with their timings altered only a few minutes. In the early days of this century certain of these trains were extended to run through to and from Newcastle and more began or ended their journey at Liverpool. Until 1880 when the L&Y route from Manchester to Liverpool via Walkden was opened it was usual for through trains between Liverpool and Yorkshire to run via Rochdale, Bury and Bolton avoiding Manchester altogether.

In the 50s the service was basically four trains a day each way, from Manchester at 10.15am, 11.28am (through train from Liverpool to Newcastle with restaurant car), 5.10pm and 7.24pm (through from Liverpool). In the return direction trains left York at 10.10am, 2.2pm (to Liverpool), 5.15pm and 7.7pm (the returning restaurant car express from Newcastle to Liverpool). When in 1960 the Liverpool-Newcastle expresses via Huddersfield were dieselised the Newcastle train by the local route was cut back to York and very soon lost its restaurant car. In January 1962 diesels took over the working of these trains with departures from Manchester at 10.15am and 5.10pm, the latter being a time unchanged for over 70 years for a York train from Manchester, although for some time the train ran from Exchange station instead of Victoria. Departures from York were at 8.5am, 2.2pm and 7.35pm. There were other connections by changing at Sowerby Bridge.

During the 60s the 2.8am train from York was advertised as through to Manchester running via Normanton and Halifax with a minimum of passenger accommodation, its real purpose being



No. 45517 departs Rochdale station on a Liverpool-Newcastle train on 1st January 1959.

© RICHARD GREENWOOD.

an LMS engine from Millhouses shed, usually a 'Jubilee'. Then an early batch of Standard 5MTs complete with chime whistles of a transatlantic pattern went to this depot and began to work through. In a revision of rosters the ex-LNER depot at York took on responsibility and the Thompson B1 4-6-0 was used from 1954 to 1957 and 1959 to 1961. These engines never seemed up to the job and even British Railways had to admit that in certain months the trains worked by these engines

were never on time once. During the break, more Standard 5MTs, brand new from Doncaster Works, were used on the working with 100 per cent improvement in punctuality. The last train, the 5.15pm from York was timed faster than any of the others, between Wakefield and Manchester it was worked by an engine from Sowerby Bridge shed and the largest they could muster was a Fairburn Class 4 2-6-4T. Nos. 412149/50/51 of this class were the regular performers and apart from summer Saturdays when the load was often excessive, they maintained excellent time.

Locomotive fans will recall how the York expresses brought some variety to the railway scene. While an Agecroft engine managed to work three of the turns each day (10.15am down, 2.2pm up and 7.24pm down) the other five turns produced another three locomotives. A Bank Hall engine worked from Liverpool to York and back with the restaurant car train. Three expresses 'Jubilee' 5XP engines being invariable power, Nos. 45698 *Mars*, 45717 *Dauntless* and 45719 *Glorious* until 1958 when an older but more impressive 'Patriot' class engine, No. 45517, took over and worked this train six days a week for over a year.

An out and home trip from York with the 10.10am up and 5.10pm down until 1954 was the preserve of

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Lastly from June 1967, a Friday relief train at 5.42pm from Manchester began to run via Rochdale. From June 1962 until the end of that year it was hauled by a steam locomotive, often a 'Britannia' Pacific and many enthusiasts took a short or a longer journey on this train each week. As this train runs via Dewsbury and Leeds it is not affected by this weekends closures.

The only question now is how long will Rochdale's other rail services remain? Recent indications are that the line to Bolton will close within 12 months and the Oldham branch before the end of 1971.

THANK YOU TO EDWARD POTTER (MEMBERSHIP NO. 343/03) FOR SENDING IN THIS ARTICLE.



## PATRIOT MEMORIES

I would have been a 'mustard-keen' spotter at the time, aged nine or ten, in the early 1950s when my father's trusty steed, a 1937 Ford 8 was taking us on a run out into the Peak District of Derbyshire. We were on the A6 in open country just north of Belper when across the fields I saw a northbound express headed by the unmistakable shape of a Patriot, a rare breed on any East Midlands line at that time.

My excitement knew no bounds as I urged dad to beat it to the triangular station at Ambergate where I knew the train would cross the A6 on its way north. Alas, speed limits, traffic and a very sedate motor meant that we were never going to win that race. I went into mourning for the rest of the day and never did get to know the identity of that elusive engine.

We did have one Patriot in our area however, and that was 45509 The Derbyshire Yeomanry based at 17A Derby, a wandering loco that seemed to be photographed everywhere but Derby! However, I have one crystal clear memory of 45509. I was again travelling with my father south of Long Eaton along Tamworth Road, and approaching the low bridge beside Sawley Junction station (now renamed Long Eaton). Ahead, parked neatly on the bridge with its huge double line and badged nameplate shining for all to see – a wonderful memory!

Another memory I have of spotting at Sawley Junction was of waiting, along with about 30 other spotters, for an Ian Allan Locospotters Club special from London to Derby hauled by 46100 Royal Scot, long before such engines became commonplace in the East Midlands. Years later I remember seeing it in a siding on 16A shed with its chimney covered, awaiting its fate.

Finally, may I make an appeal for information. Again, long before 'Scots' became common, I remember seeing a rebuilt 'Scot' parked for several weeks on the west side of Toton depot minus its centre driving wheels. It could easily be seen by anyone approaching 18A on the footpath over the Erewash Canal and river. I would be most grateful if anyone who remembers this sighting could identify the locomotive. I have been trying to trace its identity for the last sixty-five years!

JOHN FERGUSON, MEMBERSHIP NO. 600/01

If any readers can help Mr. Ferguson with information please email: [memberscorner@lms-patriot.org.uk](mailto:memberscorner@lms-patriot.org.uk)



## SAME PLACE, SAME PHOTOGRAPHER – JUST 73 YEARS AND 18 DAYS APART!

Dear Pete,

Hope you are keeping well. Enclosed are two 7"x 5" prints, both taken at the same location at Bradford-on-Avon. On the left GWR Hall Class No. 5958 *Knolton Hall* on 8th July 1947 and 73 years and 18 days later, rebuilt 'Royal Scot' No. 46100 *Royal Scot* working a Saphos Trains excursion on 26th July 2020. Mike informs me that he was wearing shorts both times! (Ed.)

KIND REGARDS, MIKE PAINE, MEMBERSHIP NO. 5500/05



## UNKNOWN WARRIOR DISCREPANCIES

Dear Mr. Sikes,

First of all, congratulations on continuing to produce a superb newsletter in these difficult times.

However I am puzzled by the discrepancies of detail within the two articles about the return from France of the Unknown Warrior in 1920. I won't list the differences here but I do think that an explanation is necessary. The status of the author of the first article (Tim Kendall) is clearly stated, that of the second article (Andrew Laws) is not stated as far as I can see.

REGARDS, DAVID HALL, MEMBERSHIP NO. 455/01

Andrew Laws, Marketing & Publicity Director replies:

*That's an interesting question David. There are indeed differences in the story of the Unknown Warrior. Many details about the story of the Unknown Warrior have been published from many different sources over the years. Myths and conspiracy theories have arisen as a consequence of this. There are contradictory sources even on the Westminster Abbey website. The question that is often asked is did the British Government know the identity the Unknown Warrior? Some say that they did. Kendall contradicts this, and the romantic stories of the selection being made by a blindfolded officer in a darkened chapel have been discounted.*

*Whatever happened, over 100 years later we can be certain that the body of the Unknown Warrior came from the battlefields of France or Belgium and that he represents all of the fallen from the Great War and all subsequent wars.*





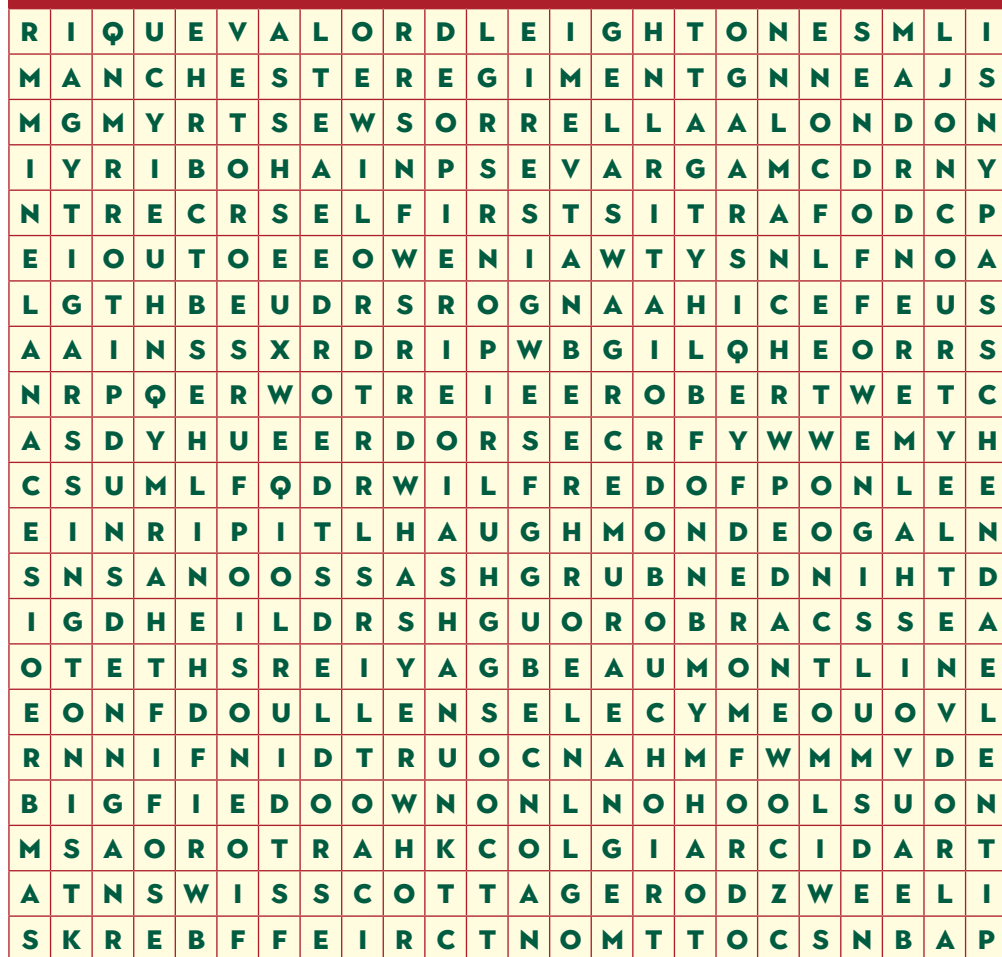


# WORD SEARCH 24

WILFRED OWEN, 1894-1918

ARTISTS RIFLES • ALDERSHOT • BEAUVOIS • BERKS(HIRE) • BEAUVOIS • BEAUMONT • BOUCHOIR  
BOHAIN • COLIN • DUNSDEN • DOULLENS • FIFTH ARMY • CRAIGLOCKHART • GARRSINGTON  
HALMEREND/MINE/PIT • HANCOURT • HAUGHMOND • HINDENBURGH/LINE • HONLNON WOOD  
JONCOURT • LANCASHIRE FUSSILIERS [SIC] • LONDON • LORD DERBY • LORD LEIGHTON  
LUMSDEN (GENERAL) • MANCHESTER REGIMENT • NETLEY • OSWESTRY • ORS • OWEN (x3)  
PASSCHENDAELE • PLAS/WILMOT • POISON • ROMFORD • ROBERT/GRIMES • REUNION • RIPON  
RIQUEAVAL • RAMICOURT • SAMBRE-OISE CANAL • SERRE • SASSOON • SHREWSBURY  
ST. QUENTIN • SORRELL • SPRING OFFENSIVE • SCARBOROUGH • SCOTT MONTCRIEFF • SEND-OFF  
STAFFORDSHIRE • SWISS COTTAGE • WILFRED • WIGAN • WROXETER

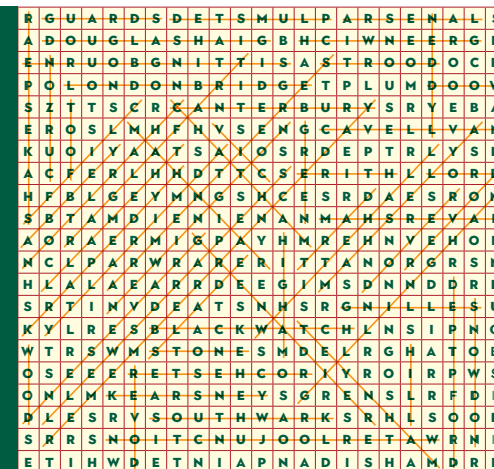
Thanks to Tony A. J. Hewitt of Cheadle, Staffordshire Moorlands.



# WORD SEARCH 23

THE UNKNOWN WARRIOR, 100th ANNIVERSARY

ADISHAM • ADMIRALTY/ARCH • AYLESHAM • ARMENTIERES  
ARSENAL • BECKESBOURNE • BLACK WATCH • CAVELL VAN  
CANTERBURY • CHARLTON • CHATHAM/DOCK  
DOUGLAS HAIG • DOVER x3 • ERITH • FOOT/GUARDS  
FAVERSHAM • GILLINGHAM • GRAVESEND • GREENWICH  
GRENADIER/GUARDS • HIGHAM • HYDE PARK • LONDON  
BRIDGE • KEARSNEY • LORD/CURZON • NEWINGTON  
PAINTED WHITE • PLUMSTE(A)D • PRIORY • RAINHAM  
ROCHESTER • REMEMBRANCE DAY • SELLING  
SHAKESPEAR/CLIFF (HALT) • SHEPARD'S WELL  
SITTINGBOURNE • SLADE/GREEN • STONE/HILL (AND)  
LYDDEN • SNOWDON (AND)/NONINGTON • STROOD  
SOUTHWARK • TEYNHAM • TRAFALGAR (SQ) • THE MALL  
VIC(TORIA STN-PLAT 8) • WATERLOO JUNCTION  
WHITEHALL • AB(B)EY/WOOD • DART/FORD • DEPTFORD



## ORDER YOUR BESPOKE MEMBERSHIP NUMBER

You can now change your membership number to any of the Patriot loco numbers – either LMS or BR – for a donation of £80. 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. (Please check with the office if your chosen number is available.)



Numbers will be sold only once and are on a first-come, first served basis. The numbers are available in LMS Crimson Lake, LMS lined Black, BR Locomotive Green and BR lined Black.

Call the office on

**07801 945689**

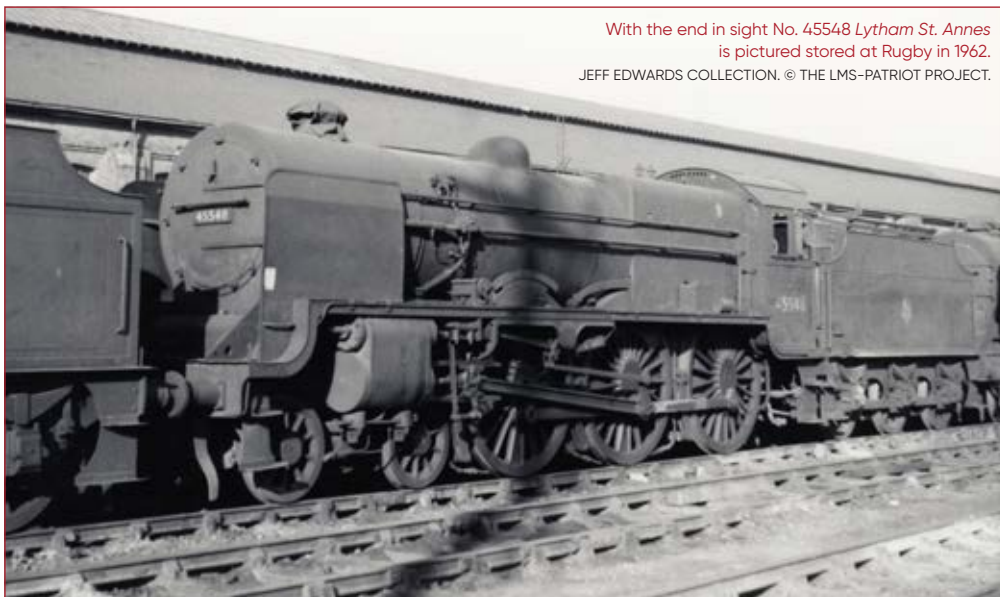
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With the end in sight No. 45548 Lytham St. Annes  
is pictured stored at Rugby in 1962.  
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# LMS-Patriot Company Limited

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

**Patron Simon Weston, CBE**

Company Registered in England and Wales No:  
6502248

#### Registered Office:

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

Registered Charity No: 1123521

VAT Registration No: 978 8801 48

#### Account Details for Direct Donations:

CAF Bank Ltd., Account no: 00092990

Sort Code: 40-52-40

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

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### Newsletter

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No. 45533 *Lord Rathmore* on a Leeds express at Gledholt,  
near Huddersfield on 26th October 1952.

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