

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



FEBRUARY 2022
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2020 AWARD FOR
COMMUNICATIONS

Editorial

Welcome to another edition of *your* magazine. Over the past few months I have received many interesting articles and images from you, some of which are included in this edition. I hope you enjoy reading and viewing the following pages, thanks for all of the contributions.

Apologies for the slight delay in receiving your copy but I was taken away by my wife to the Peak District for a week during the production of the magazine to celebrate my 60th birthday. One of the things I do before I go away is to look for any interesting railway connections in the area (I'm sure I'm not the only person to do this!), the Peak District does not disappoint. As many of you will know there are some great trails that run along former track beds in the area and as we were lucky with the weather walked the former branch line from Hayfield to New Mills and also visited Millers Dale station where we ventured northwards passing through the Chee Tor tunnels. Even though trains do not run on these routes any more you marvel at the work that went into building these lines. It is also good that they have been saved for alternative use and the hard work that went into constructing them has not gone entirely to waste.

I'm mentioning this because we are also building something that we want the public to marvel at. The reasons are many but primarily our locomotive will remind us that we should never forget the brave men and women who gave their lives for this country. We also want to remind people that we still have the engineering skills that made us 'The Workshop of the World' and produce a locomotive that we can all be proud of. So we thank you for your continued support, it means a lot to us that so many members have stuck with us through the difficult times, you are making it possible for us to complete 5551.

Enjoy *your* magazine.

Best wishes

Pete Sikes, Editor

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

COVER: LMS Patriot class 4-6-0 No 45549 passes Gledholt Junction, Huddersfield with an up holiday relief train.

PHOTO: KENNETH FIELD/RAIL ARCHIVE STEPHENSON

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

Chairman's Thoughts

FEBRUARY 2022

Time slips by all too quickly with our project. It doesn't seem long at all since I was writing in the last Warrior about our 2021 AGM and Project Reset. What has happened since?

Well I dare to think the media coverage of what we said back then has done us some good. It's not every month that you see eight pages about us in December Steam Railway; and as a bit of a newcomer it's somewhat unnerving to see your name on the front page of "The World's biggest selling steam magazine". But I was most reassured by Editor Chris Gilson's leader Welcome comment. I will say more about his encouraging comments on projects cooperating with each other. But re-reading his comments now, I also picked up that our story replaced the intended feature on the well-respected David Buck, which appeared in the January issue. I am meeting with Mr. Buck for the first time this month (we live fairly close to each other) in the interest of cooperation and sharing; so my first move will be to admit responsibility for that delay.

Announcing a reset is one thing, actually changing the impetus and approach is another. Of course this kind of change isn't a 'light switch' moment: it's about progressing step-by-step in a different way. But what I think has happened is that we have allowed ourselves and West Shed together to work to the same values and goals. Simon Scott – now our Lead Engineer – won't mind me saying that he is further energised (if that is possible) by the challenge and the fact that the work programme priorities are driving what we do and how we do it. West Shed have increased their engineering staffing, and the January delivery of a lathe (for which we provided loan finance) represents a major opportunity to deliver quality components in line with work programme requirements; and to reduce the logistics headaches that we have suffered in this area, by producing components on site under our own control. There is more about the lathe in the Engineering Report.

Progressing the new driving wheels has taken longer than any of us would have hoped, but I am pleased that we spent time in detailed discussion with Boro Foundry in the Autumn. As reported in our Monthly Bulletin, we reached a constructive settlement with the Foundry in December 2021 and are working with them to deliver what was agreed. Looking forward, we had a first meeting early in February with William Cook Holdings in Sheffield to progress the contract for the new driving wheels. I see nothing standing in the way of good progress here. When the contract is in place we will share production and delivery time scales with you, and report progress as it happens.

At our November 2021 AGM it was clear that funding will always be the key to our progress. We are very conscious that we need to do the best we can to build on our member's loyal support, by widening interest in our project. At our January board meeting we devoted much of the session to brainstorming how we can do this. You can read more about this on page 8.

Lastly I hope you enjoy reading in this issue about the new heritage industry cooperation (page 20) in the shape of the new Main Line Steam Builders Group. It has been refreshing getting together with projects with different challenges, but with the same interest and objectives.

Thanks for staying with us.

Colin Hall

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

TREASURER'S REPORT

Update for Quarter 3 to 31st December 2021 and the year-to-date.

NEIL COLLINSON, TREASURER

First thought for the quarter: Let us hope, that like some of the insect world, we are emerging from a chrysalis into a bright new future. The signs are encouraging although it does not yet reflect in the figures.

INCOME

Total income for quarter 3 was £71,089 (£124,400 for the same quarter last year.) However, that included a loan of £50,000 so the net figure was roughly on a par with last year. Total income for the year-to date is £187,800 (£289,700 for 2020-2021.) This includes £4,800 in Gift Aid. A decision has been made that we will not entertain any further loans at present in spite of the confidence shown by members in offering them to us.

Second thought for the quarter: The expansion to six columns in 'The Financials at a glance' chart seemed to go down well so it continues even though there is a plethora of figures stuffed into it. Suggestions for improvement most welcome. Again, for the eagle eyed amongst you, £1 discrepancies in the totals are due to me rounding the individual amounts.

THE FINANCIALS AT A GLANCE – Quarter 3 comparisons including the financial year to date							
QUARTER 2 COMPARISONS		Q3 (2021/22)	Year to date	% of budget	Q3 (2020/21)	Year to date	% of budget
INCOME	Membership	£8,220	£20,654	59%	£7,437	£25,565	77%
	Donations	£56,872	£153,133	62%	£57,591	£196,621	72%
	Loans	£0	£0		£50,000	£50,000	n/a
	Sales	£5,992	£14,023	74%	£9,369	£17,478	81%
	Other (interest)	£5	£13	n/a	£3	£27	n/a
	TOTAL	£71,089	£187,824	62%	£124,400	£289,692	89%
EXPENDITURE	Locomotive	£19,637	£58,292	n/a	£65,417	£118,939	n/a
	Tender	£0	£2,807	n/a	£1,395	£10,506	n/a
	Boiler	£5,754	£11,293	n/a	£7,811	£23,720	n/a
	Other Engineering	£2,436	£7,123	n/a	£0	£2,637	n/a
	Sub-total	£27,827	£79,514	36%	£74,623	£155,802	67%
	General expenses	£11,809	£35,357	68%	£10,860	£31,595	67%
	Loan(s) and interest	£5,888	£7,984	100%	£14,984	£29,920	113%
	TOTAL	£45,524	£122,855	41%	£100,466	£217,317	67%

Again, the figures are somewhat disappointing but take out the loan amount for the same quarter last year and you will see that the figures are broadly similar. Donations are on a par, with regular donations holding the end up well – more on this later. The £5,000 sponsorship ceased after the

December payment, but we are extremely grateful for the support that this has provided for a number of years. We recognise that we need to seek additional funding through this form of sponsorship, so if you have any recommendations for companies that wish to splash their cash, please put them forward to our marketing and publicity director.

Third thought for the quarter: Although expenditure on the build shows that we have spent half of the amount we spent last year, the amount in the pot plus the forecasted income for 2022-23 recently presented to the board means that we should be able to ramp up progress and spending. Engineering will no doubt fill you in with our priorities elsewhere in this issue.

BANK BALANCE COMPARISON

	Q3 (2021/22)	Q3 (2020/21)
Opening Bank Balance	1st October – £190,629	1st October – £115,669
Closing Bank Balance	31st December – £210,916	31st December – £129,812

VAT refund and Gift Aid claims of around £7,000 have been made which gave us working capital of approximately £217,916 to start the fourth and final quarter which commenced on the 1st January 2022.

Fourth thought for the quarter: The provisional forecasted expenditure on the build for 2022-2023 presented to the board at the January meeting was £211,000 which gives us a total of £429,000 available. The final approved budget will be ratified at the April meeting. However, we need to continue or preferably exceed the income forecast needed to achieve this. Keep the faith and please encourage others to do so by supporting us with membership and regular donations.

MEMBERSHIP

Total membership income – income for the quarter including Gift Aid came to £8,220 (£20,650 for the year-to date) giving 58.7% against the budget for the year. This is lower than last year. As you are aware, some renewal invitations were not sent by the end of September but have now been picked up during quarter 3 bringing a higher income than quarter 2. Linda is going through an exercise now to write to the 50+ who have not renewed in 2021. Welcome to volunteer – Mike Archer-Smith – who is under training to relieve Claire of certain duties to ensure that we do not get into this position again. See also my very final thought at the end of this report. He will also be trained to keep donations up-to-date on the database. 15 membership subs were paid by regular donations in Quarter 3.

Total donations and sponsorships were £56,900 including expected Gift Aid of £3,400. Year-to-date is £153,100 (61.8% of budget) Last year's figure was £196,600 (72.4%) This included an amount of £10,000 from one member for sponsorship of certain motion parts. A further £4,000 was received in January from the same member 'To complete the job.' **Thank you.**

Regular donations The average amount per donation saw a decrease of 37p in Quarter 3 to £17.19 at the end December. Total regular monthly donations coming from 357 members was £5,983.50. The usual quarterly comparison chart is shown over the page. It is worth noting that in the 'Changed donations' section there were more ups than downs.

One off donations amounted to £19,280. (£37,990 and 42.2% for the year to date.) Gift Aid on donations was £3,350 and the final quarter of sponsorship was £15,000.

THE USUAL DONATION COMPARISON TABLE

2021/22 DONORS FOR COMPARISON					2020/21 DONORS FOR COMPARISON				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter		New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
					Q4	3	4	12	£18,825
Q3	1	2	6	£18,035	Q3	5	1	4	£19,299
Q2	3	6	13	£18,514	Q2	7	1	6	£19,109
Q1	2	5	7	£19,282	Q1	15	–	8	£19,100

Fifth thought for the quarter: Although not figuring in the current quarter I felt that it was worth reporting that our attendance with the sales stand at the GCR Winter Gala at the end of January produced approximately £1,700 over the three days.

SALES AND EVENTS

Sales income for the quarter was £5,990 with £14,020 for the year (73.8% against forecast.) Last year it was £9,370 for the same quarter). The quarterly reduction is down to the majority of the raffle ticket stubs coming in before the end of September. Raffle tickets saw a total return of £6,457 to the end of the year which was just short of last year’s figure of £6,591 – another excellent result.

Online sales were particularly high in November and December with many sales made via the website, particularly calendar sales. The pictorial books generated a further £170 (28%).

Sixth thought for the quarter: I am a reasonably happy little treasurer.
A huge and very welcome boost to the income budget.

INTEREST AND OTHER SUNDRY INCOME

A modest £5 earned in the quarter.

I am delighted to report that we have a new personal regular donation of £2,000 per month from January which attracts Gift Aid. Very many thanks to this member on behalf of the whole board of trustees.

We still have the usual small donations from other sources such as Amazon Smile, PayPal, Just Giving and Recycle For Charity. SumUp is the company we use for card payments, be it via a card machine at galas or via its virtual terminal. This is accessed via its website, mostly by Linda, and is the system we use for taking card payments over the telephone. As I was writing this report I received notification of a sum of £62.61 from them under their ‘Flexi-Pricing Model.’ After I had finished it and sent it on to our editor a further notification landed in my inbox from SumUp, this time notifying us of a further payment of £24.23. These refunds/donations relate to transactions made through them in November and December.

EXPENDITURE

Engineering Expenditure The balance sheet shows a total expenditure of only £27,830 in the quarter to the end of December and £79,510 for the year-to-date. **Total spend** by the project to the end of December was £2.67 million on the loco, £500,000 on the boiler and £208,000 on the tender.

5551 ENGINEERING EXPENDITURE FORECAST		October 2021	November 2021	December 2021	January 2022	February 2022	March 2022	April 2022	May 2022
		£	£	£	£	£	£	£	£
	Current Bank Balance	£190,628	£199,190	£207,755	£210,916	£206,252	£227,667	£233,985	£237,063
	Income (Budget) excluding Gift Aid	£23,715	£23,715	£23,715	£23,715	£23,715	£23,715	£21,573	£21,573
	New Bank Balance	£214,343	£222,905	£231,470	£234,631	£229,967	£251,382	£255,558	£258,636
	Other Expenditure (Budget - excludes loan repayments)	£4,338	£4,338	£4,338	£4,338	£4,338	£4,338	£4,475	£4,475
	Loan Repayments	–	–	–	–	–	–	–	–
	Engineering Expenditure	£13,713	£9,342	£14,722	£22,403	£5,644	£13,060	£14,020	£15,940
	Gift Aid Return	£4,604	–	–	–	£4,960	–	–	–
	VAT Refund (Estimated)	£3,299	–	–	–	£2,722	–	–	–
	Forecasted Bank Balance	£204,196	£209,226	£212,410	£207,891	£227,667	£233,985	£237,063	£238,221
	Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	£206,266	£211,296	£214,481	£209,961	£229,737	£236,055	£239,133	£240,292
	Actual Bank Balance (last day of month)	£199,190	£207,755	£210,916	£206,252				
	Actual Income in Month	£24,498	£22,690	£27,440	£19,085				
	Actual Outgoings in Month	£15,937	£14,197	£24,809	£23,750				

Overheads – Overall, the spend is within the budgeted figure and is running at 68% for the first three quarters of the year.

Loan interest repaid for the third quarter was £5,888 with £7,984 paid out for the year. The reason it was so high is that one lender carried forward £1,281 from last year and another payment of £1,925 was also paid out in the third quarter.

Almost the final thought for the quarter: An update on the Llangollen saga.

Our solicitor wrote to the solicitor acting for the administrator on 16th November refuting their claim for payment as they threatened us with legal action for non-payment of the £15,500 outstanding amount about which I have reported in the past. No further news at present.

On the other side of the balance sheet, I wrote to the administrators on 28th December asking when we may receive some compensation in response to our claim. This was the response:

"Unsecured creditor claims will be reviewed and adjudicated upon in due course."

And, as usual, my absolutely final, final thought:

As mentioned in recent monthly bulletins I have been looking at the various financial organisations who provide direct debit facilities. This is particularly important for membership renewals, but not so for regular monthly donations as the cost of full implementation would far outweigh the benefits. The big plus is cutting down the administrative work that the current system imposes upon our volunteers and our financial administrator. The secondary benefit as I see it will be the cost saving. I will be looking at implementing a direct debit facility for renewals from 1st April through an offshoot of our bankers, CAF Donate. Renewal letters will need amending to contain full instructions on how to set it up through our website, but I have provided a taster to the system in a separate article elsewhere in this issue.

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

FUND-RAISING

Project Reset has highlighted how crucial funding is to the timely progress of our project. So, we ran a brainstorming exercise on the subject of fund-raising at our January 2022 Board meeting. This generated no less than 66 initial thoughts (some old, some new) sorted into nine broad categories.

Our Warrior Editor Peter Sikes has volunteered to lead a new team with the task of reviewing and prioritising these thoughts and, over time, managing the actions required.

A key priority is widening interest in our project. You can help us by identifying any individual (however wealthy) or local interest group who you think might be ready to support us financially.

You can either make contact yourself or just get in touch with us at info@lms-patriot.org.uk, please include the word 'Fund-raising' in the title.

A MESSAGE FROM YOUR TREASURER

CAF DONATE

After much research into costs and the testing of the Charities Aid Foundation system, I have decided to proceed with them to introduce an optional but preferable direct debit system for membership renewals. Although there will be a small setup charge to the project, the introduction of this system has many other benefits in cost and time savings.

The existing standing order system for regular donations will not be changed as they are free to both parties. Asking the 400 of you who already donate this way to change would be an onerous task, and each one would incur a 3% charge.

Full instructions for the direct debit system will be included with membership renewal invitations sent out from April onwards.

Put simply, there is a large 'DONATE' button on the right hand side of our website home page. Click on it and you will get the option to set up a monthly or annual direct debit. Choosing annual will give you the option of nominating the 1st or the 15th of the month. The 15th is preferable as many of our regular donations come in on the 1st. The amount of £25 (single) or £40 (joint/family) will then need to be entered.

As a test case I set up my own direct debit for our regular monthly donation early in January to take effect from 1st February. Although it was a little while before the direct debit notification was shown in the list on our personal bank account, it did eventually appear, and the payment went out on the 1st February. It worked and I received the following acknowledgement:

Charities Aid Foundation (CAF) will process your donation, which will appear on your bank statement as 'Charity Donation'

Our joint membership is due for renewal in March. I have just set up the annual direct debit payment to pay for it as I write this (yes, multi-tasking) and it seemed to work OK.

I had originally thought of waiting until after the 15th February so it would go through on the 15th March, but there was no need as the acknowledgement stated it was to go out on that date anyway. It appears that the transaction will go through in the month after it has been set up. This system is new to all of us and like anything new it will be a steep learning curve.

I hope that this gives you an insight into the changes I wish to make. As I mentioned earlier, full instructions will be included with renewal letters.

BEST WISHES,
NEIL COLLINSON, TREASURER AND JOINT MEMBER NO. 45525/03

ENGINEERING UPDATE

BY KEVIN WEST, DESIGN ENGINEER

As the regulations surrounding Covid have relaxed work on The Unknown Warrior has started to return to a more normal pace. Staffing levels at the PRCLT workshops have returned to pre-Covid levels, allowing more work to be undertaken. Added to this the overhaul of 6233 Duchess of Sutherland has been completed and the locomotive has returned to service hauling trains on the national network, both on its planned commitments and standing in successfully for another locomotive.



Kevin West and Colin Hall discuss progress alongside 5551 during one of our monthly meetings.

PHOTO: ANDY COLLINSON

The last edition of the Warrior did not carry a normal Engineering Update, as it contained the Project Reset presentation that was given at our AGM in November. I will try to cover the major events and progress from August 2021 in the report.

The PRCLT engineers have returned to more regular work on 5551 allowing the delivery of the full assessment of the chassis to progress. Our engineering team have continued monthly meetings at West Shed to keep track of current work and forward plan the work programme.

CHASSIS

The main activity on the chassis since last August has involved checking the main frame assembly and the of components mounted on it. This work was deemed necessary following the removal of the outside cylinders for some welding work.

Once the cylinders had been removed it showed the frame plates still had 'mill scale' on the surface. This 'mill scale' is formed during the manufacturing process while the hot material is rolled to the required thickness. A skin forms on the surface which can be rough and flaky. This scale must be removed to provide a flat, clean surface for any component to mount against.



The chassis being prepared for removal of Inside Cylinder.
PHOTO: ANDY COLLINSON



A close up of one of the Frame holes showing the burrs and the rough surface condition of the frame surface.
PHOTO: KEVIN WEST



A view showing the condition of the frame plate following removal of one of the Spring Hanger Brackets. The silver shows where there has been good contact between the parts. The black areas is where dirt has found its way into the small gap and an area of surface corrosion can be seen under the centre hole.

PHOTO: KEVIN WEST



With 'mill scale' found on the frame mounting surfaces for the outside cylinders and the bogie mounting stretcher, which was removed at the same time, this led us to question the condition under other parts fitted to the frames. A sample Spring Hanger Bracket and a Horn Guide were removed and showed up problems with both the frame surface condition and issues around the fixing holes. The correct fitting condition will give full surface contact between the two parts over the whole contact area. Conditions found have included what appears to be mill scale, plus burrs around the fixing holes that have been formed when the holes have been drilled and reamed. The burrs may be only small but they are strong enough to hold the mating part off the surface of the frame plate. This allows moisture and debris to get into the resultant gap and cause corrosion. Also, if left while the locomotive is working, the burr could be fretted away resulting in the fitted part becoming loose requiring the loco being taken out of service for repairs.

These burrs should have been removed before the parts were finally fitted, but it appears this has not happened in numerous places over the frame assembly. The only correct course of action is to check everything that had been fitted to the complete assembly. So far, between the frames the Inside Cylinder and all Stretchers back to the Leading Driving Axle, along with all the Horn Guides, Spring Hangers and Brake Hangers have been removed and rectification work is underway.



Inside and outside of frames prepared for repairs, February 2022. PHOTO: KEVIN WEST



5551 in the West Shed, December 2021. PHOTO: ANDY COLLINSON



Front Beam. PHOTO: KEVIN WEST



Various chassis parts from 5551 in the West Shed, February 2022. PHOTO: KEVIN WEST

The Motion Girders, Motion Girders and Mounting Brackets have been removed from the outside of the frames for similar work. Once the holes have been de-burred, the frames will be shot blasted back to bare metal to produce the clean flat surface required before everything is refitted. New fixings are required as we have no documentation for those originally fitted.

The rear end is being left to maintain alignment of the chassis. Once the front end has been completed attention will switch to the rear end. At the front end of the locomotive it has been found that the Front Buffer Beam and the mounting brackets have been drilled incorrectly which has resulted in the frames



Poor welded repair on Frame Plate, Feb 2022. PHOTO: KEVIN WEST

being slightly out of alignment. As we have no documentation for the mounting brackets these will be replaced along with a new Buffer Beam as it is cheaper and easier to replace than repair.

The chassis has been placed on a set of rail mounted trucks to allow it to be moved around the workshop and outside for the shot blasting.

The workshop has become very crowded with parts of 5551 removed for the current work. We are to provide another container for storage of parts and material which will clear space in the workshop to aid the next phase of the work.

Following the scanning of some documents from the early years of the project, examination of invoices showed that some welding work had been undertaken on the Frame Plates. If done properly the weld should be almost invisible. Unfortunately, these welds have been found to be poorly executed, with voids instead of solid material. The decision to check all the chassis mountings has proved to be necessary as these poor welds were previously hidden behind mounted parts. Also, there is no surviving documentation to cover this work. Rectification will involve removing the existing weld back to virgin material before the weld is replaced to the required standard, with all the supporting method statements and documentation.

'NEW' LATHE

PRCLT have made an important addition to the workshop machinery at West Shed, with our help. In January 2022 they acquired a Dean Smith & Grace Type 25 lathe along with a large selection of tooling and attachments. This will enable a wide range of components for 5551 to be worked on in-house, with economic and project control benefits. As a minimum, these will include piston heads and rods, valve heads and rods, rear cylinder covers, motion bushes, reversing shaft ejector ring and multiple non-ferrous castings.

After agreeing the business case, LMS-Patriot Company has provided loan finance to enable the purchase with a phased repayment agreement.



PHOTO: ANDY COLLINSON

DESCRIPTION

- Dean Smith & Grace Type 25 x 96 Gap Bed Lathe
- Distance between centres 96" (2,438.4mm)
- Spindle speeds 11.2-930rpm
- Swing over bed 27¼" (690mm)
- Swing over cross slide 18¼" (460mm)
- Swing over cross slide guard 15¾" (400mm)
- Hollow spindle 4½" (105mm)
- English and metric screw cutting
- 2-axis DRO
- Sliding chuck guard
- 4 Jaw chuck
- 1 x 3pt roller steady
- 4-way tool post
- Rapids to saddle
- Splash trays
- Coolant

MOTION

Machining of other fittings continues as time allows.

CYLINDERS

The Inside Cylinder was removed from the chassis in January 2022 to allow access to frame repair works.

Detailed work in preparation for the installation of the Valve Guide Bars into the outer cylinders has been completed and the cylinders have been delivered to the specialist welding company. Whilst the bars are being welded in position some work will also be undertaken on the Exhaust Flange, where the casting was a little short on material. This resulted in the mounting holes being very close to the edge of the flange which is not acceptable.



Inside Cylinder following removal – 2nd February 2022.

PHOTO: KEVIN WEST



The Outside Cylinders loaded for transport to the welding specialist.

PHOTO: PRCLT

DRIVING WHEELS

The Driving Wheels have continued to be a large portion of our work effort over the period of this report. The foundry that supplied the original castings has been working cooperatively with us to establish the way forward. Following our first discussions after our June 2021 testing by British Engineering Services, the foundry brought in their own castings experts in the summer to examine the defects and the casting process used from start to finish. Their initial thoughts were that, while the cause of the defects was unclear, repair could be carried out, subject to agreement on the repair methodology, and subject to further metallurgical analysis by their expert involving a sample taken from one of our wheels. We agreed to this analysis being carried out, and at this point decided to involve our certification body and a volunteer metallurgist in a joint technical review. The team met the foundry in October to discuss the technical casting issues, the further analysis needed, and the safety certification requirements. The metallurgical analysis was completed by the foundry's expert in November and shared with us. This led to the foundry concluding that the defects had arisen during the casting process; and that repair would not be practicable to the standard required. The foundry had previously advised us that they were no longer equipped to cast wheels of the size we need; so a further meeting with the foundry took place in December, leading to constructive settlement terms being agreed. After consideration of the limited options available, we are now in advanced discussions with William Cook Cast Products of Sheffield to provide the new castings. The casting pattern has been dispatched



Driving Wheel casting for the B17 Spirit of Sandringham at William Cook's Cast Products.

PHOTO: PRCLT

to the foundry and needs a little repair work following 10 years in store. At a recent meeting held at Cook's plant we were able to view the first two Driving Wheels that have been cast there for Class B17 No. 61673 *Spirit of Sandringham*. They are excellent castings.

We expect to be in a position to place an order in the next few weeks. Full details will follow in Warrior 53.

BOGIE

Work continues on the rework of the bogie as time permits.

LUBRICATION SYSTEM

Design work has been completed on the 12-feed Silvertown Mechanical Lubricators using the original fitted to 46203 *Princess Margret Rose* as a pattern. Drawings have been completed for checking by PRCLT and quotations have been received for the patterns and castings.

It is believed several other locomotive groups require the same 12-feed Silvertown Lubricators as fitted to 5551, so we are making enquiries and will possibly produce a small batch of lubricators alongside those for 5551.

FITTINGS

Manufacture of our Safety Valves has been completed by Locomotive Maintenance Services of Loughborough.

BOILER

HBSS have completed the installation of the Boiler Slides. Fitting of the Transverse Stays that run across the Firebox above the Inner Firebox is the next task to be undertaken.

TENDER

Work continues on the Tender Chassis at Leaky Finders as time permits. The chassis has recently been moved into their new workshop.

TENDER TANK DESIGN

No progress since last report.

PAPERWORK, APPROVALS AND CERTIFICATION

We have scanned all the Engineering invoice documents held in our Stafford office to make them readily available to all of the Engineering team.



A 12-feed Silvertown Lubricator from 6203.
PHOTO: KEVIN WEST



The Drive Clutch on the Lubricator from 6203.
PHOTO: KEVIN WEST



The Drive Cage on the Lubricator from 6203.
The pump units have been removed to allow preparation of drawings.
PHOTO: KEVIN WEST



The Safety Valves.
PHOTO: ANDY COLLINSON



A fitted boiler slide.
PHOTO: KEVIN WEST

The task of collating the paperwork required for approval and certification continues. Amongst the work-streams being undertaken are Risk Assessments for the current and future work streams, compilation of the necessary documentation and paperwork for all components on the locomotive. One area that has been a concern is the provision of material grade confirmation certificates, but recent discussions with a number of parties has indicated that on-site testing at West Shed will be possible which will save on the amount of work required and significantly reduce the cost.

Certification Forms to track progress and eventually sign off as complete individual parts are being developed. We have trialled the first iteration of form and this has shown up some refinements required. We expect these updated forms in the next few weeks, after which we will start another large session of form filling.

PLANNING FOR THE FUTURE

When 5551 is complete and ready to haul trains on the main line and heritage railways we will need a support crew to look after the locomotive and undertake the daily preparation duties.

Andy Collinson and Kevin West have joined the support crew for 6233 *Duchess of Sutherland* to both help the locomotive on its workings and also to give us experience of what is involved in running a locomotive out on the national network. At present we are waiting to undertake our PTS (Personal Trackside Safety) examinations which we hope to complete in the next month. Until these are completed we are getting our hands dirty with cleaning duties.



HAZARD AND RISK UPDATE

BY DAVID TUFFIN, HAZARD AND RISK MANAGEMENT

Members should by now be aware of increased emphasis in the Project on hazard identification, assessment (likelihood and severity of impact) and risk prevention/mitigation. Why is this?

Put simply, much has changed in recent years as regards compliance required in heritage new builds which aim to run on the main line. The A1 Steam Locomotive Trust with their ground breaking '60163 Tornado' project, via their Quality & Certification Director Graham Nicholas, and his work with the Rail Safety and Standards Board, have driven a step change in hazard assessment approach and documentation required. Since our ambition is to run 5551 on the main line, we have no choice but to comply.

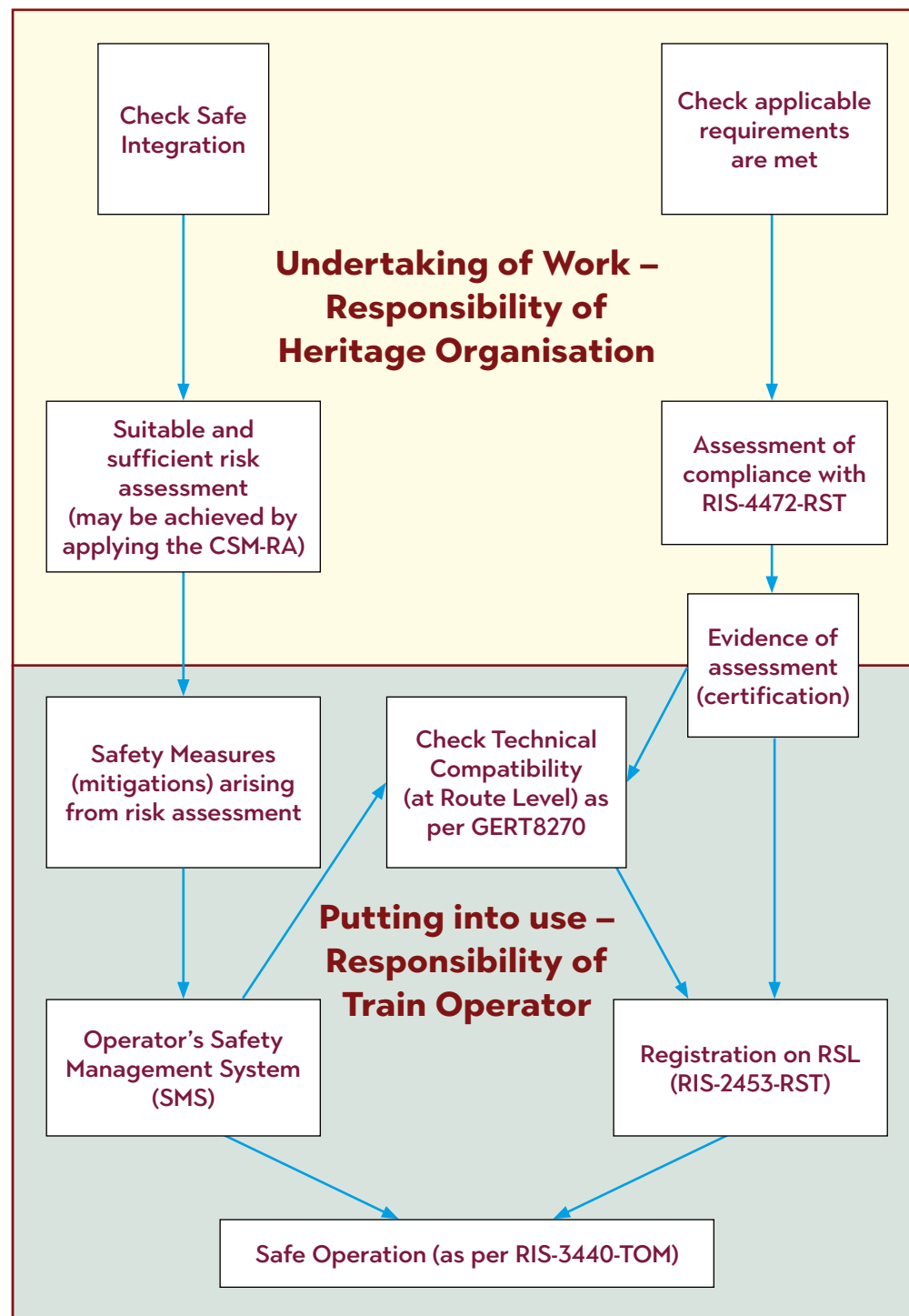
For us, the unacceptably high risk associated with moving forward without auditing all of the engineering work completed to date was one major factor which drove Project Reset. However, whilst a disappointing setback, this does now represent an opportunity to "get it right".

Initial focus during recent months has been on achieving clarity about the responsibilities and accountabilities (see illustration on the right) and starting to draft the documents we are expected to produce at the beginning of the project, i.e. the 'System Definition' and 'Certification and Registration Strategy' documents (as defined in Common Safety Method for Risk Assessment and the UK Rail Industry Standard RIS-2003-RST). These documents are required to state the 'what' we are going to build and the 'how' we are going to do it, respectively. They are intended to ensure we deliver on the engineering standards required to build a robust steam locomotive (as defined in RIS-4472 -RST; and yes the document number is a deliberate reminder!). They represent our commitment to do what we say, and we will be audited.

As we commence reassembly of the locomotive, specific technical risk assessment work has restarted in parallel. Any major sub-assembly, repair, design change, or modification will require initial hazard assessment and if necessary a full risk analysis (see Table D in the AGM report on page 14 of Warrior 51, provided as early example for the bogie). This process will necessitate developing a good working relationship with Alistair Leach at our accredited third party certification body Ricardo Rail (see Alistair's article on page 18 of Warrior 51).

Work is in hand to put in place a comprehensive document storage system which the project has hitherto lacked. This is critical to all of the above including future audits. All key documents will be scanned. Both paper and electronic file records will be kept with scanned documents loaded online using a Cloud Content Data Management company. The file structure is currently being designed and sign-off is planned for the end February with go 'live' in March.

Finally, many of the hazards and risks associated with building and operating a steam locomotive on the main line are common. We have been closely involved in organising an inaugural meeting of new build heritage steam projects to consider these issues, and a separate report is included in this edition of The Warrior on page 20.



Six steam project groups with the shared objective of delivering a locomotive fit for UK main line running have agreed to meet and cooperate with each other on a regular basis.



MAIN LINE STEAM BUILDERS GROUP

While the groups all have their own technical and project management challenges to deal with, many of the rail industry's present-day certification and risk management requirements are to some degree of a generic nature, applicable to all new or restored steam locomotives. Group members can also help each other by sharing information and experience (and some costs). While the main focus will be on meeting the risk management and network compatibility requirements of the rail industry heritage certification standards, other directly related issues (for example supplier assurance, technical solutions) will be under discussion.

Founder Group Members are:

The B17 Steam Locomotive Trust • Class G5 Locomotive Company
General Steam Navigation Locomotive Restoration Society • LMS-Patriot Company
P2 Steam Locomotive Company (A1 Steam Locomotive Trust)
Standard Steam Locomotive Company

The Group decided to come together as the potential benefits became clear through their individual project experiences.

An inaugural meeting was held on 26th January 2022 at the premises of CTL Seal Ltd, a large bespoke engineering company in Sheffield that is now the home of the B17 and Hengist projects. With the expert guidance of Graham Nicholas from P2 and the Railway Safety Standards Board, along with representatives of Ricardo Certification Ltd., the group studied the evolution of rail industry certification requirements up to the present day, before starting work together on a hazard identification exercise for heritage steam locomotive design and manufacture/restoration.

The group agreed a forward work programme, with meetings envisaged at a six monthly frequency.

Our Chairman Colin Hall is strongly supportive of the Group's creation and describes how the Group got going. "It has been clear to me for some time that there was a real common interest here. Of course the pandemic got in the way of group sessions for quite a while. I had various separate conversations with Graham at P2/RSSB, Ricardo Certification's Alistair Leach and a chance three-way encounter at the Great Central Gala in October 2021 with both John Hind and Brian Hall from Hengist and B17 respectively. It wasn't just us: I do believe Ricardo had talked to parties as well. I took on the leg work of finding a date and venue for a first meeting: we offered West Shed as a possible venue but John Hind came up with a much more accessible solution at their Sheffield construction site. After the first meeting I took on organising a press release. The group doesn't have any formal hierarchy – at least not yet."

SALES REPORT

sales@lms-patriot.org.uk

Although traditionally a slack time of year sales have been steady since Christmas with calendars being the most popular item.

We still have a reasonable amount in stock owing to the dearth of events last year. They have now been reduced to £7.50 + £2.50 P&P.

Talking of events, we attended the Great Central Railway Winter Steam Gala that took place over the last weekend in January where we enjoyed a most successful three days. We grossed around £1,750 some £478 of which was from donated 00 gauge model wagons and coaches that will attract Gift Aid. This will add a further £120 to the coffers. A big thank you to those who generously donated them.

If you have any such items, of any gauge, that you would like to donate please do get in touch as this is a great way to raise funds.

On sale for the first time at the event were two new designs of mug and matching coasters (see separate article on page 24). These striking designs proved very popular and like many other items are available from our web shop.

It was good to be 'out on the road' again and to see a good many familiar faces. You'll find a list of events that we are booked to attend below and on our website.

KIND REGARDS, NEIL KINSEY

MARCH

K&WVR Steam Extravaganza • Fri 11/Sat 12/Sun 13

Statfold Barn – Last Days of Penrhyn Steam • Sat 19/Sun 20

London Festival of Railway Modelling • Sat 19/Sun 20

APRIL

Statfold Barn – Model Railway Event • Sat 9/Sun 10

JUNE

Statfold Barn – Model Railway Event • Sat 11/Sun 12

Ecclesbourne Valley Railway – Steam in the Valley • Fri 17/Sat 18/Sun 19

SEPTEMBER

The Stafford Railway Circle Model Railway Exhibition • Sat 24/Sun 25

OCTOBER

Gauge 1 75th Anniversary Show, Bicester Heritage • Sat 1/Sun 2

NOVEMBER

Warley Model Show – NEC • Sat 26/Sun 27



OFFICE PHONE NUMBERS

01785 244156
07801 945689

Unfortunately I am having to write this as I recover from a particularly severe case of viral gastroenteritis. It has meant that for the first time in almost two years our work for the office has come to a halt for a few days.

As is usually the case over the Christmas and New Year period, post to the office has been quite sparse. It has however been encouraging to receive several new membership applications both online and by post and hearing from one member who joined a year ago, now converting to life membership. Their commitment to supporting the building of The Unknown Warrior is really encouraging.

As mentioned in my last report we had numerous issues last year where we were unable to determine the details of memberships due for renewal and therefore reminder letters generated by email and also by post were not sent out. We are hoping that has now been rectified. I have no doubt that the issue

we had has meant a reduction in membership numbers solely because they didn't know that their membership had expired in 2021. In January 2022 I spent some time checking the database to find the details of all those memberships which had not been renewed in the last 12 months. Some had already been in touch with a reason but all who hadn't will now have had a letter explaining what has happened and asking that they now renew. If you are one of those members affected, we sincerely apologise and thank you for resuming your membership.

The support of our loyal members is paramount.

Linda Westerman, Office Manager

RAISE DONATIONS FOR THE PROJECT WHENEVER YOU SHOP ONLINE

Easyfundraising is the UK's biggest charity shopping fund-raising site and it's really easy to join.

To date we have raised £667 from just 21 supporters but we can do better! The good news is that there's another £619.37 on it's way (see right), the more of you that sign up, the more the Project benefits.

If you shop online at eBay, Amazon, Argos, Booking.com, John Lewis, M&S, Viking, Expedia, Direct Line, Tesco, Just Eat, Sky, Asos, Vodafone, Boots, Boden, Currys and many many more, you could benefit The LMS-Patriot Project, every time you shop online.

To help turn your everyday online shopping into FREE donations, please follow these simple steps:

1. Go to the web page: <https://www.easyfundraising.org.uk/>
2. Enter **LMS-Patriot Project** in the Search box, then click on **SEARCH**.
3. Click on **SUPPORT THIS CAUSE**.
4. Create an account, and log into Easyfundraising.
5. When you shop online again just remember to go back to www.easyfundraising.org.uk before you shop to keep collecting donations, or you may find it easier to download the **Easyfundraising Donation Reminder** from their website and a reminder will pop up automatically on the shopping website you are using. It really is as simple as that!



Congratulations LMS Patriot Project, you're getting paid!

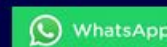
£619.37

This quarter we're sharing the love more than ever and paying out over £1.8 million in donations!

Thanks to causes like LMS Patriot Project, you've now helped us raise over £40 million for good causes across the UK!

Help us share the love by letting everyone know the great news that you're being paid this week and encourage more people to join in.

Thank your supporters



Copy, paste and share

LMS Patriot Project has been paid in #easyfundraising's £1.8 million payout! Thanks to everyone who's helped make a BIG difference during this difficult time by raising donations for us. If you're not supporting us yet, please sign up now. It takes 2 minutes & 6,000+ shops will donate to us for free every time you shop with them! Visit: easyfundraising.org.uk/causes/lmspatriotproject/payments/61f901cd4a900db4227b865b/

£ £40 million Raised

2.3 million Users

170,000 Causes

NEW MERCHANDISE

With restrictions now being eased and more events being organised by railway groups and societies it was decided to freshen up our merchandise with four new products, which you can see pictured below. They were delivered in time for our first outing of the year at the Great Central Railway Winter Gala and we are pleased to say that they very sold well.

Both mug designs are complemented by matching coasters.

The mugs retail at £6.00 each with coasters costing £3.00 each (both plus p&p).

You can order yours by completing the enclosed merchandise sales form, from our website www.lms-patriot.org.uk/shop or by calling either **01785 244156** or **07801 945689**.

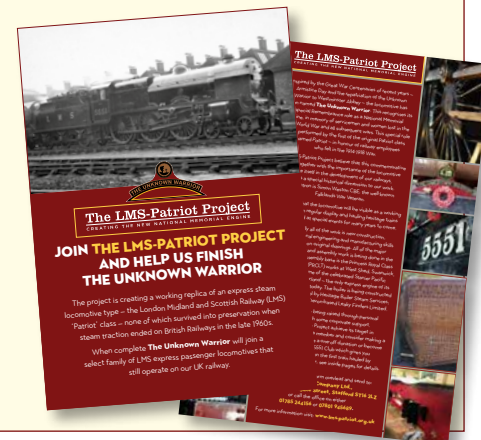


MEMBERSHIP – APPEAL FOR HELP

We've produced a new membership leaflet as part of Project Reset and we are looking for your help to boost our membership. You are invited to contact the office to ask for copies of this membership leaflet to hand out on our behalf to friends and family, and especially if you are a member of a railway group – building the new National Memorial Engine will not conflict with the aims of your other interests.

Please contact Richard Sant on **01785 244156** or membership@lms-patriot.org.uk and he will organise a delivery of leaflets to you.

THANK YOU IN ANTICIPATION FOR YOUR HELP.
RICHARD SANT, COMPANY SECRETARY.



UNKNOWN WARRIOR COFFIN PLATE

Shortly after the charity was set up Andrew Laws and I visited the Imperial War Museum. They had curated an exhibition which featured a coffin plate which had been made by D. J. Williams of the Brunswick Ironworks. He had already made decorative railings for the Houses of Parliament and was engaged to make the ironwork for the coffin and the coffin plate.

There was controversy about the wording of the coffin plate, originally it read '*A British Warrior who fell in the Great War 1914-1918 for King and Empire*'. The Prime Minister of the day, David Lloyd George, a Liberal, was not comfortable with this wording, and also parts of the Empire were looking for independence. So, he sent a telegram to the ironworks giving 48 hours' notice to change the wording to '*A British Warrior who fell in the Great War 1914-1918 for King and Country*'.

This is the one buried with the casket in Westminster Abbey in 1920. A replica of the coffin can be seen in the restored Cavell Van – normally maintained at Northiam Station on the K&ESR. The ironwork for the replica was made by Meurig Williams of Caernarfon – grandson of D. J. Williams, at the Brunswick Works. He also made the slate copy of the 'wrong' plate shown above. That was itself part of an Exhibition at the Llangollen Museum. We're pleased to announce that its next home will be at the PRCLT Museum at Ripley, Derbyshire, where it can look down of our New National Memorial Engine as it is under construction in West Shed.

RICHARD SANT



L M S Locomotives.

THE
CLAUGHTON
AND
BABY SCOT
CLASSES.

(Class Book No. 1.)

Price 1/- Net.

Published by
E. E. ROBINSON Jnr.,
3, Grange Road, Egham,
Surrey.

THE CLAUGHTON AND BABY SCOT CLASSES

On the following pages there are a selection of pages scanned from an LMS Locomotive series journal, this one features the Claughton and Baby Scot classes, and takes us up to

24th February 1934. I have omitted the pages referring to the Claughton class due to space restrictions. I was pleased to be loaned this journal along with some other Patriot-related books and official documents from the archive at the West Shed Museum, thanks go to Simon Scott at PRCLT.

Look out for more in future Warriors.

The West Shed Museum has a small reference library of railway books and magazines in addition to a collection of railway objects, archival material and historic photographs relating to the locomotives and coaches in their collection. For more details visit the PRCLT website: www.prclt.co.uk/research



The "BABY SCOT" Class.

In November, 1930, a new class of engine was introduced to replace the Claughtons now in the process of withdrawal, and they are taking the numbers and, where they exist, the names of the engines replaced. The Baby Scots have new frames and large tenders, and their name plates are similar in design to those of the "Royal Scot" class.

The Baby Scots are 3-cylinder 4-6-0 simples with super-heater, and have a separate set of Walschaerts motion for each cylinder. See "*The Locomotive*" for December, 1930.

Principal dimensions.

Cylinders:- (3) 18" by 26"

Wheels:- Bogie 3' 6" diam. Coupled 6' 9" diam.

Heating Surface:-

140 tubes, 2½" outs. diam. 1,088 sq.ft.

24 " 5½" " 462 "

Firebox 183 "

Superheater 365 "

Total 2,098 "

Grate area 30 sq.ft. Boiler Pressure 200 lbs. sq. in.

No.	Built at	P.	No.	Built at	P.	No.	Built at	P.
5901	Crewe	8/33	5952	Crewe	2/33	5996	Derby	4/33
5902	Derby	12/30	5954	Derby	2/33	5997	"	5/33
5903	Crewe	9/33	5958	Crewe	10/32	6000	Crewe	8/33
5905	Derby	4/33	5959	Crewe	7/32	6005	"	9/32
5907	Crewe	3/33	5963	Derby	3/33	6006	"	2/33
5916	Derby	"	5966	Crewe	10/32	6008	"	"
5925	Crewe	8/33	5971	Derby	12/30	6010	"	8/32
5926	"	4/33	5973	"	3/33	6011	"	4/33
5933	Derby	2/33	5974	Crewe	8/32	6012	"	9/32
5935	"	5/33	5982	"	11/32	6015	"	8/33
5936	Crewe	9/32	5983	"	10/32	6018	"	5/33
5942	"	"	5985	"	7/32	6022	"	4/33
5944	Derby	4/33	5987	"	8/32	6026	"	3/33
5949	Crewe	8/32	5992	"	10/32	6027	"	4/33

Cloughtons on the Midland division.

Class 5. — At Leeds (28): 5912, 5955, 5968, 5984, 6025. At Carlisle (33): 5900, 5923, 5932. Class 5X. — At Kentish Town (16): 5905, 5916, 5933, 5934, 5938, 5971, 5973, 5982. At Leeds (28): 5902, 5935, 5963, 5983, 5997, 6000, 6011. At Carlisle (33): 5992, 6012.

For 1934 fifty new Baby Scot type engines are on order from The North British Locomotive Company, Limited, for which numbers 5542 to 5551 have been reserved, and fifteen more Cloughtons have been condemned for replacement.

A new scheme of numbering, to bring all "Standard" engines into the Capital List from No. 1 to 9999, is already being put into operation; the Cloughtons and Baby Scots have been allocated Nos. 5500 to 5541.

A number of the rebuilt Cloughtons have been fitted with smoke deflector plates, and Nos. 5912 and 5975 were provided with "Kylala" Patent Blast Pipe and large chimney in 1932.

Summary.

Cloughton Class 5.				Baby Scot Class 5X.		
On	New.	Cut up.	Total.	On	New.	Total.
Dec. 31st, 1913	10	—	10	Dec. 31st, 1930	2	2
" 1914	10	—	20	" 26th, 1931	—	2
" 1916	10	—	30	" 21st, 1932	15	17
" 1919	30	—	60	" 30th, 1933	25	42
" 1920	40	—	100	Feb. 24th, 1934	—	42
" 1921	30	—	130			
" 1929	—	1	129	The years 1931 to 1933 inclusive, ended on the dates shewn.		
" 1930	—	2	127			
Dec. 31st, 1932	—	24	103			
Dec. 30th, 1933	—	16	87			
Feb. 24th, 1934	—	3	84			
Total	130	46				

Crewe Numbers of Class 5X**3-cyl. 4-6-0 (Baby Scots).**

The original engines of this now standard type were classed as "Cloughton conversions" and were not given new progressive "Shop" or "works" numbers but, from June 30th, 1932, when No. 5959 was put into traffic, new Shop numbers were as follows:-

Crewe Nos.	Running Nos.	Date.
6157-6171	5959, 5985, 5949, 5987, 5974, 5936, 6010, 6005, 6012, 5942, 5966, 5958, 5983, 5992, 5982.	1932
6197-6211	5952, 6006, 6008, 6026, 5907, 5926, 6022, 6027, 6011, 6018, 6015, 6000, 5925, 5901, 5903.	1933

It should be observed that, in July 1925, the Crewe Works Numbers given to the one-hundred and eleven "Princes" built by outside firms, between 1915 and 1924, were taken from these engines and No. 4126 (Class 4 Standard Freight Tender), built in 7/25, instead of being Crewe No. 5772, became Crewe No. 5661.

Northern and Central Divisions.

No Cloughton or Baby Scot class engines are stationed on either of these Divisions; there are twenty-five on the Midland and the remainder are on the Western Division.

London Midland & Scottish Railway Locomotives.

Alterations to "Claughton" and Standard 5x Class Passenger Engines.

To OCTOBER 6th, 1934.

All alterations shewn herewith are in 4-weekly
Periods in accordance with the following table:—

Period No.	4-weeks ending.
1	27th January
2	24th February
3	24th March
4	21st April
5	19th May
6	16th June
7	14th July
8	11th August
9	8th September
10	6th October

New Class 5x Passenger Tender Engines.

Built at	In Period	Nos.	Built at	In Period	Nos.
Crewe	3	5542-5544	Contractor	8	5562, 5563
"	4	5545-5547	Crewe	8	5609-5614
"	5	5548-5552	"	9	5615, 5616
"	6	5553, 5554	Contractor	9	5564-5572
"	7	5555, 5556	"	10	5573-5581
"	7	5607, 5608	Crewe	10	5617-5619
Contractor	7	5557-5561			

The "Contractor" in this instance was The North British
Locomotive Company, Limited, of Glasgow.

From, and including, No. 5552 these engines were fitted
with taper boilers.

"CLAUGHTONS" (Class 5) Withdrawn.

In Period	Nos.
3	5911, 5956, 5960.
4	5945, 5979.
5	5931, 5978, 6009.
6	5981.
7	5964.
8	5941, 5943, 5998, 6014.
9	5913, 5919.
10	5917, 5922, 5924, 5940, 5965, 5969, 6002, 6028.

RENUMBERING OF CLASS 5x ENGINES.

Old No.	New No.	Period	Old No.	New No.	Period
5901	5540	8	5973	5522	6
5902	5501	4	5974	5506	7
5903	5541	5	5982	5516	6
5905	5533	10	5983	5514	8
5907	5524	8	5985	5503	7
5916	5525	8	5987	5504	7
5925	5539	7	5992	5515	9
5926	5529	6	5996	5528	7
5933	5521	8	5997	5535	4
5935	5534	7	6000	5538	8
5936	5507	8	6005	5509	8
5942	5511	8	6006	5518	6
5944	5527	5	6008	5519	7
5949	5505	7	6010	5508	4
5952	5517	7	6011	5532	9
5954	5520	8	6012	5510	7
5958	5513	8	6015	5537	7
5959	5502	6	6018	5536	4
5963	5526	8	6022	5530	8
5966	5512	7	6026	5523	5
5971	5500	4	6027	5531	6

No. 5526 passing Hatch End with the 4.35pm Euston to Birmingham express in 1935. The loco received its name *Morecambe and Heysham* at a ceremony carried out by the Mayor of Morecambe, Mr. Michael Benson on 6th October 1937.

PHOTO: F. R. HEBRON. © RAIL ARCHIVE STEPHENSON.



MEMBERS' CORNER

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

E. TOOTAL BROADHURST AND WILLIAM ELLIOTT

JOHN ELLIOTT, MEMBERSHIP NO. 1862/02

ALL IMAGES (OTHER THAN THOSE INDICATED) ARE REPRODUCED BY KIND PERMISSION OF THE AUTHOR. © JOHN ELLIOTT

The Warrior issue 46, August 2020, included a fascinating article by Kevin Finnerty on the life of E. Tootal Broadhurst: textile magnate; philanthropist; and, perhaps most relevant here, a former LNWR board member. As Kevin pointed out, Broadhurst's name was carried by two Patriot locomotives at different times. I found the article of particular interest as I possess photographs of my grandfather, William Elliott, standing in front of the earlier of two locos, No. 5916 (later renumbered as 5525).

Having been presented with the Hornby model of No. 45534 E. Tootal Broadhurst in BR livery this Christmas, memories of issue 46 were stirred, and the urge to share the photographs with the Society became too great to resist. I hope members find them of interest; if a member can provide any additional information about the locomotive's history, or correct any errors I have made, I would be pleased to hear from you.



LMS 5XP 4-6-0 No. 5916 E. Tootal Broadhurst at Nottingham Midland in c.1933.

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

Thank you to all who contributed their articles that appeared in Warrior 51, we are grateful so many of you decided to contact us. Remember that you can send anything Patriot, memorial, war or railway related and photos are always good to receive (if you do send photographs please supply a return address). Preferably send your contribution by email to office@lms-patriot.org.uk or post directly to the office: Richard Sant, LMS-Patriot Company, 17 Eastgate Street, Stafford ST16 2LZ.

William Elliott (1871–1951) joined the Midland Railway as an engine cleaner at Derby in 1889, retiring as a driver in 1936. He was a member of the Midland Railway photographic society and he bequeathed us a wide range of photographs on various subjects – including, of course, the Midland Railway itself. Sadly there are not that many photographs of railway subjects. William was in this regard not as prolific – indeed, not as professional – as his brother Joe, known in local railway circles as 'Photo Joe', who was a goods guard at Rowsley and ran a part-time photography business with one of his other brothers, Benjamin. Nevertheless, William's photographs of No. 5916 E. Tootal Broadhurst, reproduced here, add in a small way to the history of this locomotive.

THE PHOTOGRAPHS

Five of William's photographs of 5916 E. Tootal Broadhurst are reproduced here. I assume they were taken using his pocket camera, which I still possess. This would have fitted neatly into his overall pocket for use on tours of duty, but in those days focal lengths and shutter speeds were of course matters of judgement, so not all of the photos are perhaps as sharp as he doubtless hoped.

The first photograph (below) shows a man I take to be my grandfather, on the basis of his posture, with an unidentified LMS official in front of 5916.

The second photograph (below right) shows,

I believe, Ernest Moore, often my grandfather's fireman, and in retirement a holiday companion, in front of the same locomotive.

The third photograph (overleaf) is of the unnamed official and either my grandfather or Ernest Moore with 5916 seen side-on, and the fourth and fifth are simply additional front-on views without crew. Illustrations for this article are rounded off by a photograph of 5916 at Nottingham Midland around 1933, supplied by our editor, and by the front cover of Ian Sixsmith's *Book of the Patriot* 4-6-0s showing 5916 at Kentish Town shed in May 1934, with unknown crew, photographed by A. G. Ellis.

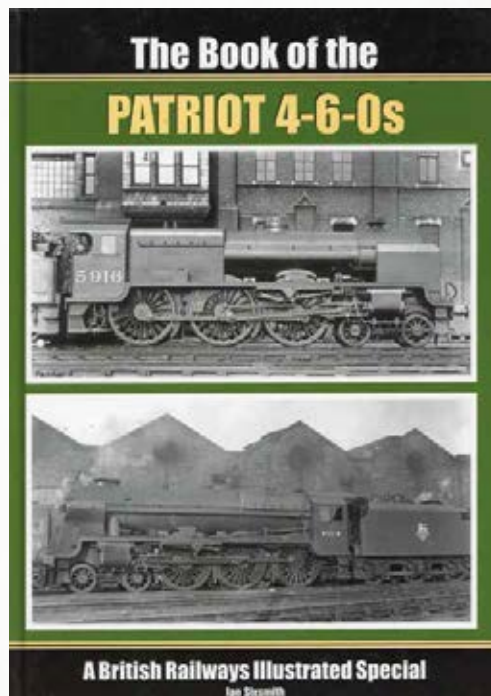




SOME HISTORY

Following Sixsmith, we can say that 5916 was originally an LNWR Claughton named *E. Tootal Broadhurst*; the Fowler Patriot rebuild replaced this locomotive and, like the other 41 converted engines, it kept the former Claughton LMS number initially¹. The conversion to the Patriot was completed on 22nd March 1933, at Derby. The term 'conversion' or 'rebuild' seems to have been a term of art for accounting purposes, to prevent the builds scoring as capital as opposed to revenue expenditure in the annual accounts. The use of the LMS Claughton numbering system led, however, to a seemingly uncoordinated sequence across the new Patriot class, and so in 1934 the first 42 Patriots were renumbered in sequence, from 5500 to 5541². Accordingly, 5916 became 5525 on 24th July 1934 (and, subsequently, 45525 week ending 21st August 1948). Lastly, in 1937, *E. Tootal Broadhurst* was renamed *Colwyn Bay*. (Kevin, in his article *Who was E. Tootal Broadhurst?* writes that the renaming occurred in the same year as the renumbering, 1934; I am following Sixsmith in suggesting 1937).

The name *E. Tootal Broadhurst*, once released from 5916, was passed to the Patriot with the LMS Claughton number 5935. According to Sixsmith, the Patriot locomotive 5935 was also built at Derby, completed on 24th April 1933, and subsequently renumbered 5534 on 13th July 1934, and 45534 week-ending 31st December 1948³.



SPECULATION AND A QUESTION

Can I confidently assert that my Grandfather drove a Patriot locomotive? In one sense I certainly cannot. William Elliott retired on 9th June 1936. But it was not until 1937 that loco 5500 *Croxteth*, was renamed *Patriot* to keep that name in use⁴, leading to the rest of the class



being dubbed 'Patriots'. Before this time they were familiarly known as 'Baby Scots'.

Given that William and his firemen are posing in front of 5916, it is perhaps a reasonable assumption that they had been on, or were about to mount, the footplate. At one time I assumed they had been joined by a senior management figure to mark William's imminent retirement, but as the number 5916 was replaced in 1934, as described above, these photographs must date from that year or earlier, at least two years before William left the LMS. Is it then more likely that the third gentleman is a locomotive inspector?

For a long time I was intrigued by the renaming of 5916. Why was the name *E. Tootal Broadhurst* removed from 5916 (by that time renumbered as 5525), and given to the as yet unnamed but renumbered 5534? Was there some symbolically important reason why 5534 should carry Broadhurst's name? Or was it deemed important to name 5525 *Colwyn Bay*, leaving its former name available for others? The answer was provided by our Chairman, Colin Hall, who kindly lent me John Goodman's book *LMS Locomotive Names*. On page 59 Goodman notes that, during the renaming of the class during 1937 and 1938, there was also a "partial tidying-up" exercise. Names of locomotives representing resorts in the LMS area were to appear within the range



5511 to 5527, whilst those based on surnames of individuals associated with the railway would lie between 5530 and 5542 – so *E. Tootal Broadhurst* had to move. It is satisfying to have found that explanation, so three cheers for the Chairman!

1. According to the list on Wikipedia, the Claughton *E. Tootal Broadhurst* may be identified, as could the rest of the class, by an LNWR number (856) or a Crewe works number (5234) as well as the later LMS number (5916). See https://en.wikipedia.org/wiki/LNWR_Claughton_Class last accessed 27 January 2022.
2. In fact, the term 'Patriot' was not employed as a class descriptor until 1937 (see later in piece); it is used here for convenience.
3. Again according to Wikipedia, the locomotive that became Patriot *E. Tootal Broadhurst* in 1937 replaced the Claughton with LNWR number 713, and Crewe works number 5372. That Claughton appears to have been unnamed between the years 1917 to 1933.
4. The name *Patriot* had been carried by two separate Claughton locomotives in the period 1917 to 1935 and there was public demand that it was not withdrawn (Sixsmith p3). The name had been deployed in memory of fallen LNWR employees in World War 1 (Wikipedia entry).

LMS on the main line¹

Stanier LMS Princess Royal class No. 6201 *Princess Elizabeth* emerges from Blea Moor tunnel with the Northern Belle on 19th September 2020.

PHOTO: © CHRIS AINSCOUGH



MARKET HARBOUROUGH

I found the piece about Market Harborough in the last Warrior interesting as that is where I was born. My father was a railway man and I knew the station and loco shed very well.

We moved to Lamport (midway between Market Harborough and Northampton) in 1950 when I was four and lived there for the next twelve years in a small railway cottage about ¼ mile south of Lamport station where there was a farmers occupation crossing. My mother was the crossing keeper and my father one of the signalmen at Lamport. The cottage was very close to the track, (see photo below) the garden gate opened directly onto the cess along which I cycled to reach the A508 road. I often wonder what the coal men made of some of the rubbish which seemed to find its way into the odd empty wagon as it passed by on the down line under our bedroom windows.



It was a busy line in the 1950s, mainly coal traffic for West London and returning empties to the Nottinghamshire coal fields. There was a local passenger service between the two towns using LMS designed 2-6-4 and 2-6-2 tanks from Northampton shed. On summer Saturdays the 'Sunny South' holiday express ran both ways usually hauled by a LMS compound in the early 50s then later Black 5 or Standard 5s and, occasionally, a 9F.

I well remember the first time I saw a Crosti 9F, still in original configuration and, unusually, a Beyer-Garratt (twice) as they were officially

banned from the line due, I believe, to restricted clearances through Kelmash and Oxendon tunnels. So, I can disprove the statement that they never ran on the line.

From 1956-60 I was an avid trainspotter and if there was a sporting event on at Wembley Arena involving northern clubs there could be Jubilees, Scots and Patriots passing on specials. However, my abiding memory is 'copping' my first parallel boiler Patriot, No. 45518 *Bradshaw*. This arrived tender first from the south with a train of empty 16 ton mineral wagons which it ran round at Lamport before working them back to Pitsford ironstone sidings. I think this would have been 1957 and No. 45518 was allocated to Edge Hill at that time so it is a bit of a mystery how it ended up on this mundane working.

A few years ago I scratch built a 1:100 (3mm:ft) scale model of No. 45518 (see photo below).

TONY BRIDDON,
MEMBERSHIP NO. 027/00

Left: Tony's childhood house in Lamport and below his scratch built 3mm model of No. 45518 *Bradshaw*.



YOUR EFFORTS ARE GREATLY APPRECIATED

Dear Colin

I wrote this card a few weeks ago. It is addressed to all involved in The Project. However, after receiving issue 51 of The Warrior, I write to you to offer a vote of thanks to you, the Board, Pete Sikes and all the contributors to 'Project Reset'. This is a very professional exposition of the way forward.

The very spirit of the many to whom The Unknown Warrior is a memorial will see this project to its fruition. I echo Neil Collinson's invocation – "keep the faith and the funds flowing".

WITH MY VERY BEST WISHES,
JOHN RIDER, MEMBERSHIP NO. 195/07

THIS UTTERLY WORTHY PROJECT

Dear Editor,

I am glad to have visited the Patriot's recent AGM at Kidderminster as the straight forward and detailed explanations over the to-date history was put very clearly to a very full room by Colin Hall, the Chairman.

Whilst it is rather difficult to realise that although The Unknown Warrior Project won't be finished until some nine or ten years later than the original aim, there is now a complete understanding of where we are at, thanks in no small part some very thorough work by the committee, (and co-opted Members) and indeed thankfully the fact we have been taken on by West Shed.

The continuing support for this utterly worthy project is extremely satisfactory and praiseworthy so to be able to see it on the main line for, hopefully, the 110th year anniversary of the Westminster Abbey ceremony laying to rest of that special coffin, should bring any amount of interest by the general public.

Well done. Looking forward to further volunteering.

DAVE MEASURES, MEMBERSHIP NO. 1787/12

5551
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HELLO FROM THE NEW BOY

Dear Sirs

Today I received my membership pack, (Member 1866/02) and thought that some feedback might be of interest and assistance. I am 70 years of age – old enough to have seen many 'Baby Scots' – mainly on the WCML around Watford, where my dad (a lifelong LNWR and LMS fan) used to take me as a boy. My Combined Volume records that in fact I copped 36 of the class.

Fast forward some 60 plus years, and I am still a steam addict. I am a Member of several heritage railways, and also regularly donate to three loco build/operating Societies (Atlantic, Night Owl and NELPG). I take both of the leading steam monthlies, and have always followed the Patriot Project with interest. I have however, never got further than a vague "I really ought to join, and support..." mentality, until two significant events occurred. The first was the coverage of PROJECT RESET in the magazines. A truly courageous willingness to face unpalatable facts, and come up with a realistic and credible recovery plan. Bravo! After 30 plus years of board level appointments in corporate Britain, I know how tempting it is to bury mistakes and waffle. I read the articles and thought, "these people DESERVE to succeed".

The second occurrence was a chance conversation with the chaps on the sales stall at Loughborough at the GCR Winter Gala. Their enthusiasm was refreshing, and before I knew it, I had done something which I had been "meaning to do" for years!

So now that I am in – and delighted to be so – perhaps you will forgive the temerity of the new boy's fresh set of eyes.

Your Membership arrangements are excellent... with two notable exceptions. My Membership pack speaks of a Bachmann model which "will be launched in 2019" and asks if I am interested in purchasing in 2019. Even more out of date is the Legacy leaflet which boldly declares that it is current to 2011. This is a pity, as otherwise its content is the clearest description that I have ever seen of the legacy system, and is worthy of updating, as this is clearly a vitally important aspect of fund-raising.

Secondly, I commend the flow of information which you provide to the steam press. I believe it is vital that a story (upbeat, if accurate and justified) features not only current information, but also relevant photos. Efforts should be made to have different content submitted to Heritage Railway and Steam Railway, and the pictures should be of recognisable components/manufacturing processes, rather than a close up of a left-handed wiggler widget. Finally- lets get the chairman or senior member to submit to some more in-depth interviews. It's all about profile – look no further than the output from the P2 team!

Finally, what unique selling points (USPs) do we have, for fund-raising? With all due respect, prize draws, prints and 'first train' tickets are somewhat passé. What about a two hour 'up close and personal' experience with the build... I would willingly pay Driver Experience type money to go round in a group of say eight people. Two grand earned, for less than half a day, and at a time which does not clash with PRCLT seems a reasonable earner?

Well, that's enough from 'Mr. Jumped-up New Boy'. Thanks for allowing me in, and I cannot wait to see the fruits of your (admirable) labours!

DAVID CAFFALL,
MEMBERSHIP NO. 1866/02

REPLY TO MR. CAFFALL

Dear David,

Thank you for your email.

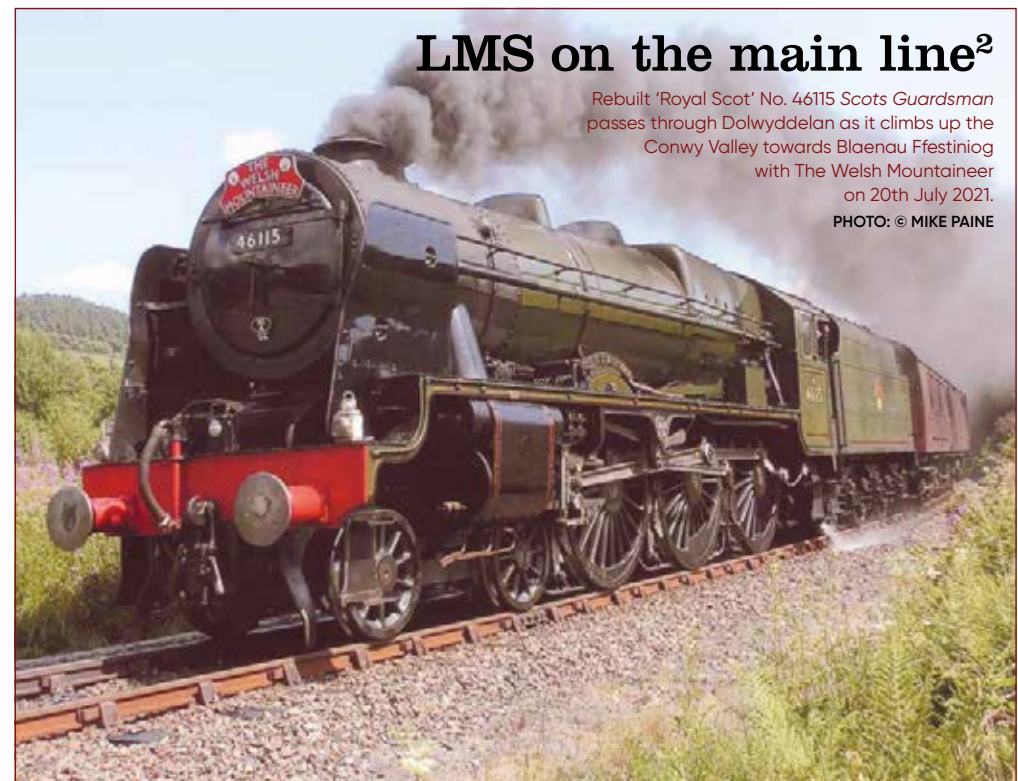
You are the second new member in as many days to point out that the Bachmann leaflet is several years out of date. Before that, neither volunteers nor new members had spotted it. I can assure you that it is now being updated. A fresh pair of eyes looking at these things is always good.

With regard to the legacy leaflet, as you say the main part of the information is correct. The 'current to 2011' relates solely to the figures for Inheritance Tax which have no doubt changed several times since the leaflet was printed. I will definitely pass on your comment to the board for consideration regarding an addendum or reprint.

It is always good to hear from members and I will forward your email to Peter Sikes, the editor of The Warrior magazine, as well as members of the board. With regard to the magazine, your email, has arrived just in time for inclusion in this edition which is due out early March.

With kind regards, and thank you again for advising us of the out-of-date information.

Linda Westerman
Office Manager



LMS on the main line²

Rebuilt 'Royal Scot' No. 46115 Scots Guardsman passes through Dolwyddelan as it climbs up the Conwy Valley towards Blaenau Ffestiniog with The Welsh Mountaineer on 20th July 2021.

PHOTO: © MIKE PAINE

5551

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We currently have had 128 donations raising just over £7,000 so far, it's a great way to support the Project.

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

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

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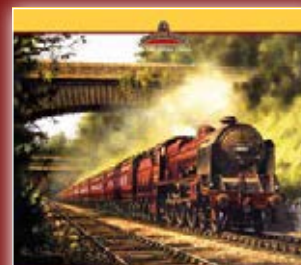
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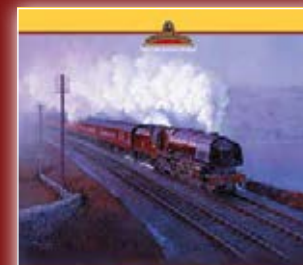


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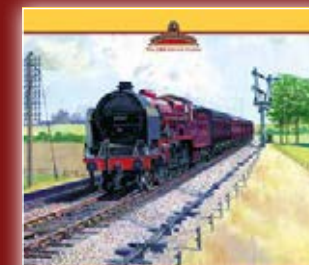
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PATRIOTS ON THE S&KJR

Please find attached six Patriot photos. These were taken by my good friend Peter Cookson. He lives in Pontefract and, in my opinion, is to the S&KJR (Swinton & Knottingley Joint Railway) what Ivo Peters was to the S&DJR. Peter took thousands of photos, mainly in the Pontefract area, and these are examples of his work. He has promised that he will let me have copies of some more Patriots which I will send on to you. I have also attached the captions for the photos.

JOHN FARLINE, MEMBERSHIP NO. 1121/00.

THE SWINTON AND KNOTTINGLEY JOINT RAILWAY

The Swinton and Knottingley Joint Railway was formed to connect the Midland and Great Central lines at Swinton, north of Rotherham, with the North Eastern Railway at Ferrybridge, near Knottingley, a distance of 16 miles (26 km), opening up a more direct route between York and the Sheffield area.

HISTORY

The line between Swinton and Ferrybridge was jointly owned by the North Eastern and Midland Railways and later was jointly worked by their successors the London and North Eastern Railway and the London Midland and Scottish Railway.

The line was opened on 1st May 1879, with stations at Ferrybridge (1882), Pontefract Baghill, Ackworth (1st July 1879), Moorthorpe, Frickley and Bolton-on-Deane (1st July 1879).

The route is now the central section of the Deane Valley Line between York and Sheffield and is operated by Northern. The section from Swinton to Moorthorpe is part of the line from Sheffield to Leeds, known as the Wakefield Line, since the closure of the North Midland route via Cudworth due to mining subsidence in 1985.

Right: Railway Clearing House diagram of 1910, showing most of the route of the Swinton and Knottingley Joint Railway



No. 45504 *Royal Signals* is seen to the south of Pontefract Baghill on a Newcastle – Bristol express on 5th January 1960.



No. 45504 *Royal Signals* approaches Pontefract Baghill from the north with a York – Bristol express on 21st July 1960.



No. 45505 *The Royal Army Ordnance Corps* is seen north of Skipton on a Leeds – Carnforth stopper on 24th April 1962. Note that the engine is coupled to a high-sided tender.



No. 45519 *Lady Godiva* leaves Pontefract Baghill with a Newcastle – Bristol express on 19th May 1959.



Unnamed No. 45517 passes through Castleford station with a Liverpool – Newcastle express on 20th September 1958.



No. 45519 *Lady Godiva* is seen just to the south of Pontefract Baghill with a Newcastle – Bristol express on 18th April 1960.



THE MIDLAND RAILWAY'S GRAND AMBITIONS IN WEST YORKSHIRE AND WHY THEY FAILED

PHILIP HELLAWELL, MEMBERSHIP NO. 1121/00

The Midland Railway (MR) was one of the largest railway companies in Britain at the start of the 20th Century, with a large network of routes spreading from its Derby headquarters to London, Manchester, Carlisle, Birmingham and Bristol, having expanded as much through acquisitions as by building its own lines. The company had been formed on 10th May 1844 by the merger of the Midland Counties Railway, North Midland Railway and Birmingham & Derby Junction Railway.

A large amount of MR infrastructure still remains in use today, such as the Midland main line from St. Pancras to Sheffield, the famous Settle and Carlisle line up the backbone of England and many large ex-railway hotels still often called Midland Hotel in such as Manchester, Bradford, and Morecambe. All of these topped off, of course, by George Gilbert Scott's magnificent Midland Grand Hotel at St. Pancras.

However, the MR did not have much of a network in the west of Yorkshire as its main line, after leaving Sandal, went round the industrial heart of the West Riding, passing up the Aire Valley to Leeds and Shipley. This resulted in it not having

access to the major towns of Halifax, Huddersfield and Dewsbury as well as a number of smaller towns in a region which was seen as having potentially rich pickings for the company. The Chairman, Sir Ernest Paget, had advised shareholders of the need for a railway going in a north-westerly direction through the West Riding towards Bradford. A line was surveyed from Royston in south Yorkshire to Bradford via Thornhill and the Spen Valley which would cut the distance from London to Bradford by 11¼ miles and from London to Scotland by 5¾ miles. So it was that, on 25 July 1896, the Act for the West Riding Lines was passed, which by avoiding the heavily

congested area around Leeds would thus connect Sheffield to Bradford more directly as well as providing for branches to Huddersfield and Halifax.

The line was to be in two sections, the first, just over 8¼ miles long, ending at Thornhill, and the second, eleven miles long, running from Thornhill to Bradford to terminate in a junction with the Leeds & Bradford Railway at an estimated cost of £2,100,000. These ambitious and grandiose but thorough plans included a big passenger terminus and hotel to be built at 'Huddersfield Newtown'. The striking-off point was Royston in 1902, with Thornhill being reached 3 years later. However, subsequently the MR was granted running powers from Royston to Mirfield by the Lancashire & Yorkshire Railway. Thus, the MR's grand plan lost its strategic importance, with its new line effectively terminating at Dewsbury Savile Town goods yard which opened in 1906.

The MR still wished to have access to Huddersfield though, and so it constructed a 4½ mile branch south west from Mirfield through Deighton, Fartown and Birkby to Huddersfield Newtown, a title which first appeared around 1800, with a row of terrace houses and a mill with a large dam. The name gives rise to the view that it was hoped a small new town would grow in the area – it didn't, but the land area was big

enough for a station and goods yard with sidings, being reasonably well situated about ¼ mile north of the existing Huddersfield station.

The branch was engineered for double track, but only a single line was ever laid, opening on 1st November 1910. One of the services provided was the transport of coal from the Newtown goods yard to Huddersfield Corporation gas works on Leeds Road by the so-called 'Beaumont Street Flyer'.

In 1918 the MR board had still felt confident enough to give Bradford Corporation a categorical assurance of its intention to complete the Through Lines, but the writing was on the wall. Post-war inflation, reducing profits, the pre-eminence of Leeds (making any plan to by-pass it untenable), and the widening of the main line between Skipton and Leeds, were developments which put paid to any hope of a railway passing through Bradford and, on 18 November 1919, the MR formally abandoned the Bradford Through Lines plan altogether. On 30th September 1920 all the property in the central area which had been acquired for demolition and development was sold to Bradford Corporation for £295,000.

The First World War had already led to the abandonment of plans for a passenger station at Newtown and, following the 1923 Grouping, the LMS decided to create a junction linking the





existing LNWR Huddersfield to Leeds route with the MR's own Huddersfield line at Red Doles. This provided a direct link from the main line to Newtown goods yard, thus reducing the access branch to only 1.2 miles, the section from Red Doles to Mirfield was hardly used thereafter being eventually lifted in 1937. The Newtown branch continued in use until being finally closed in 1968.

With an abundance of good Yorkshire building stone on its doorstep the MR might reasonably have been expected to grace the line with splendid masonry viaducts, but, unlike most other railway architecture in these parts, the viaducts and overbridges were built with Staffordshire blue brick. Perhaps the proximity of Staffordshire to Derby had something to do with this but also, being a rather later construction, it may have been cheaper to transport the building materials up to the area on existing lines rather than quarry and dress the stone locally.

(Staffordshire blue brick is made from red Etruria marl clay which, when fired at very high temperatures in a low oxygen reducing atmosphere, takes on a deep blue colour and gains a very hard impervious surface with high crushing strength and low water absorption, hence its suitability for railway architecture. Today, only the magnificent 15-arch blue brick Bradley viaduct carrying the line over the

Huddersfield Broad Canal and River Colne remains as a monument to the Midland Railway's grand ambitions.

What would be any connection to Patriot class engines? Well, very little really, its not impossible that the odd one might have worked a trip freight there, but many more would pass in very close proximity on Liverpool – Leeds expresses since the line ran roughly parallel to the LNWR line for a couple of miles, crossing over at one point and catching up with it again when it joined the Calder Valley line from Heaton Lodge Junction to Mirfield. In fact, my very first solo trainspotting trip was to Huddersfield, aged 12, on 2nd January 1959 when I was fortunate enough to see six Jubilees – and 45527 *Southport*. Happy days!



Today, it is possible to walk virtually the entire Midland Railway branch from Huddersfield to Mirfield. Starting from Huddersfield station it's pretty well exactly 5½ miles, good walking, much of it surfaced for bikes, and passing through pleasant woodland in parts with lovely views along the way, including sections of the Trans-Pennine and Calder Valley lines.



LMS on the main line³

The Bahamas Locomotive Society's ex-LMS Jubilee 45596 *Bahamas* heads away from Wigan on a loco movement from Alton on the Mid-Hants Railway to Keighley on 3rd November 2020.

PHOTO: © CHRIS AINSCOUGH

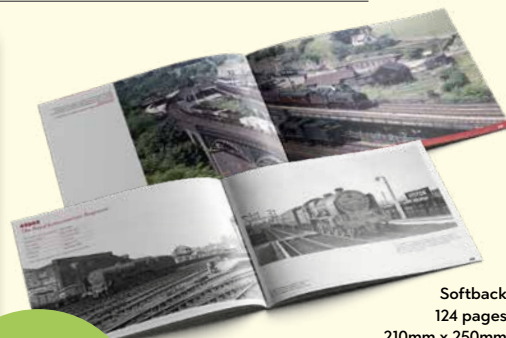


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Patriot 4-6-0 No 5503 *The Leicestershire Regiment*
passes Bourne End box north of Watford tunnel with a
Birmingham New Street to Euston express in 1947.

PHOTO: F. R. HEBRON. © RAIL ARCHIVE STEPHENSON.



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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 below for the numbers currently available.

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5526

45519

45551

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5501	5519	5537
5502	5520	5538
5503	5521	5539
5504	5522	5540
5505	5523	5541
5506	5524	5542
5507	5525	5543
5508	5526	5544
5509	5527	5545
5510	5528	5546
5511	5529	5547
5512	5530	5548
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5514	5532	5550
5515	5533	5551
5516	5534	
5517	5535	

45500	45518	45536
45501	45519	45537
45502	45520	45538
45503	45521	45539
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45506	45524	45542
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45510	45528	45546
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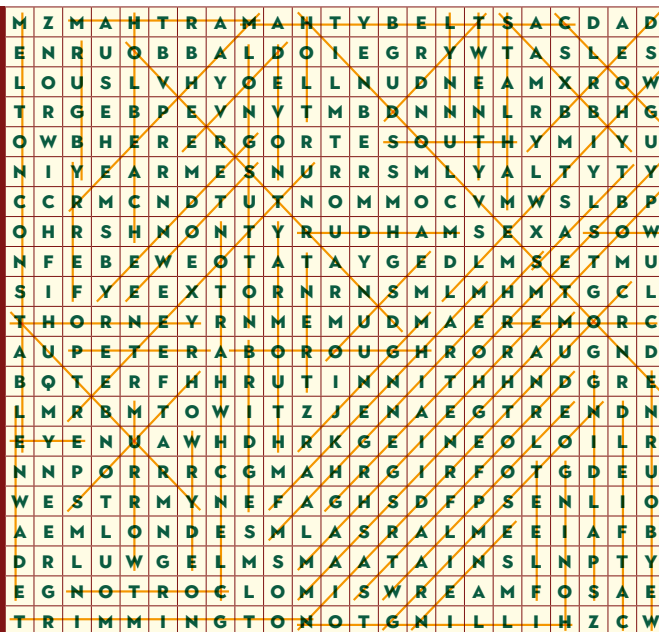
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NORTON BIDDULPH • OTTER • PACIFIC GWAILOR • POLAR BEAR • PORT/TALBOT • PETER • PIXIE
QUARRY • RENISHAW • RUSTENBERG • SADDLE TANKS • STATFOLD BARN • SOIL • STAFFORD
SIPAT • SUPERB • SIR TOM • SYBIL • TANK • THRELKELD • VICTOR • VULCAN • WAR/DEPT
WENDY • WOTO • WGB(agnall) x6

Y	R	E	G	I	N	A	L	N	O	T	H	G	I	E	L	R	U	H	T	R	A	T
A	I	N	D	I	A	N	R	A	B	D	L	O	F	D	A	T	S	U	S	X	Y	A
W	G	R	E	B	N	E	T	S	U	R	E	N	I	S	H	A	W	D	E	P	T	P
L	N	A	J	G	V	F	O	W	T	E	C	N	E	R	O	L	F	N	R	L	F	O
I	K	E	U	W	U	I	L	O	W	T	A	R	E	J	D	P	I	X	I	E	W	R
A	S	B	D	I	L	H	O	R	T	T	C	L	B	U	R	N	B	S	I	P	A	T
R	K	N	Y	R	C	W	L	G	N	O	K	G	N	O	H	V	I	C	T	O	R	A
E	N	W	O	H	A	A	B	W	U	E	W	L	L	P	I	B	O	D	M	I	N	B
T	A	O	F	W	N	W	O	R	L	D	O	I	L	M	U	P	F	L	R	M	G	F
A	T	R	P	G	W	T	A	D	O	P	A	U	S	T	E	R	I	T	Y	W	L	T
W	E	B	A	B	E	G	L	H	S	W	D	I	U	T	O	S	B	F	B	R	C	A
E	L	B	R	L	E	E	B	I	G	D	S	K	E	R	A	B	A	G	N	A	L	L
S	D	O	T	O	I	C	X	C	I	M	I	R	E	A	R	N	G	A	B	M	E	B
A	D	S	U	F	L	Q	I	B	O	D	R	U	C	U	W	E	N	D	Y	E	E	O
H	A	S	X	E	U	F	N	T	B	C	Q	E	S	Y	B	I	L	F	L	R	H	T
C	S	O	E	A	I	O	R	R	S	N	U	H	T	H	T	I	A	F	E	T	I	D
O	F	H	R	C	T	I	O	O	I	S	A	B	E	L	L	E	W	E	O	L	N	
A	I	R	A	R	S	O	B	C	F	J	M	B	R	E	P	U	S	J	T	N	L	A
L	Y	P	O	D	K	O	W	L	O	N	R	L	H	D	R	O	F	F	A	T	S	
T	A	N	K	E	B	G	W	R	A	E	B	R	A	L	O	P	D	O	O	G	K	I
S	N	O	I	T	I	N	U	M	R	O	O	M	G	N	O	L	A	N	I	G	E	R

WORD SEARCH 27

GREAT NORTH AND MIDLAND RAILWAY

BOURNE • CASTLE BYTHAM • CATFIELD
CORTON • CLOG AND (KNOCKER)
CROMER • CLENCHWHARTON
COUNTER DRAIN • DERBY • DEVON
DOVE • EYE/GREEN • FLEET • FERRY
FAKENHAM • GEDNEY • GRIMSTON
(ROAD) • GREAT ORMESBY
HINDOLVESTONE • HILLINGTON
HOLBEACH • HONING/(EAST) • HOLT
LENWADE LONG SUTTON/BRIDGE
MARTHAM • MASSINGHAM • MELTON
CONSTABLE • MURROW/WEST
MOULTON • NENE NORWICH • OUSE
OVERSTRAND • PETER/BOROUGH
POTTER HEIGHAM • REPEHAM
RUDHAM • SALT • SAXBY
STAFFORD/COMMON • STALHAM
SHERINGHAM • SOUTH/LYNN
SPALDING • STOWE • SOW • THORNEY
TRIMMINGTON • TUTBURY • TRENT
TWENTY • TYDD • UTTOXETER
WALPOLE • WEYBOURNE • WHITWELL
WRYDE • YARMOUTH BEACH • MGNJR



RECYCLE YOUR USED INKJET CARTRIDGES TO RAISE CASH FOR THE PROJECT

NEW PROCEDURE TO SEND YOUR EMPTY CARTRIDGES TO RECYCLE4CHARITY

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

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

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

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

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



LMS-Patriot Company Limited

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

Patron Simon Weston, CBE

Company Registered in England and Wales No: 6502248

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Registered Charity No: 1123521

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Newsletter

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No. 45550 waiting to proceed across the lock gates
to Liverpool Riverside with a Cunard/Anchor Line
boat train on 16th April 1955.

PHOTO: © N. FIELDS/MANCHESTER LOCOMOTIVE SOCIETY.



The Warrior