

# The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



FEBRUARY 2020  
Issue 44 • £2.50



## CONTENTS

Chairman's Thoughts	3
Treasurer's Report	4-6
Introducing Colin Hall	7
Engineering Update	8-15
Ricardo Certification	16
Volunteer Report	17
Meet Project Director, Keith Riches	18
Members' Day	19
New Build TV Series	19
Getting to grips with main line certification	20-22
Sales Day Report	24
Sales Stand Venues	25
HRA Awards	26-29
From the office	30
Military Linked Locomotives	31-33
Picture Gallery: 45501 at Handforth	34-35
St. Dunstan's - The Loco and the Charity	36-41
St. Dunstan's - In the beginning	42-43
Railtrail Tours	44
Boiler Appeal	46
Picture Gallery: 45550 at Carnforth	47
Members' Corner	50-55/58-60
Picture Gallery: 5525 at Watford Junction	55-56
Book Review	61
Picture Gallery: 45544 at Carlisle	62
Bachmann 00 Gauge Model	63
Word Search 20	64
Word Search 19 Answers	65
Charity and Trading Boards	66
Project Contact Details	67
Picture Gallery: 45543 at Brock Troughs	68

FRONT COVER: 45513 pictured at Shap in the early 1950s.

PHOTO: © MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.

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

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

# Editorial

Welcome to this edition of your award winning magazine. We were thrilled to receive the 2020 Award for Communications at the HRA annual awards that took place in Birmingham on 8th February.

**The evening showcased all that was good about the heritage railway movement and the superbly organised event was hosted by Paul Lewin, General Manager of the Ffestiniog and Welsh Highland Railways with an appearance as guest speaker by well-known railway journalist Christian Wolmar.**

My thanks go to you, our members and readers, who have over the years sent in many interesting articles and photos that make working on this magazine such a pleasure – please keep sending in your contributions. The event happened to fall on my birthday so to go up on stage on behalf of the Project and collect the award with my friends and colleagues, Kev West and Andy Collinson meant it was the perfect end to the day. You can read more about the HRA Annual Awards Presentation on pages 26-29.

Things are definitely looking up for the Project, we have been energised by the appointment of our new Chair, Colin Hall, in the pages of this issue you can read about him and the significant steps forward that have taken place recently that will enable us to take the build of 5551 to completion.

We would not have been able to have got so far without your magnificent support and ask that you continue to get behind us and promote the Project to others in any way you can as we go forward with a solid plan.

Finally, we are in the very early stages of planning the return of our Members' Day and we will update you as soon as possible, so put the weekend of 11th/12th July in your diary.

Best wishes and hope you enjoy the read,  
Pete Sikes, Editor  
email: warrior-editor@lms-patriot.org.uk



2020 AWARD FOR COMMUNICATIONS

# Chairman's Thoughts

FEBRUARY 2020

**These are my first set of 'thoughts' since the LMS Patriot-Company Board asked me at its 25th January meeting to be the Chair of the Company – an honour that means a lot to me and which I was very pleased to accept. I had joined the Project Board in December 2019.**

These are interesting times, and perhaps a watershed for the Project with our engagement with Ricardo Certification. Our last Warrior was mailed with a letter reporting that our long-time Chairman, David Bradshaw, had decided to resign earlier in November. We offered our thanks to him then for what he had achieved in starting and maintaining impetus with the project. I first met David in 2014, I think, when I started volunteering for the Project on sales stands, and I recognise that we would not be where we are now without him.

We now need to move on with the project and are doing so. The last Warrior spoke positively of how we are working with the West Shed team, and I first met Simon Scott on a chilly (for me as a southerner by residence) day at the West Shed in December. We come with very different experience and skills, but I am seeing more and more that we are going to be able to work very well together.

## What are my priorities?

Well as someone with a railway industry background I think I am adding value to our thinking about resetting our approach to main line preparation, which is a major preoccupation. There is more about this in this edition [p20], but the main message is about engagement with stakeholders and meeting rail industry expectations.

I am looking at 2020 as a year when we move to more realistic enthusiasm. We have missed one key promotional 'deadline' by a long way, and are going to miss another in November this year. We need to get better at sending the right message to all our stakeholders. Contrary to the message in the last

Warrior, 'missing' the 2020 deadline will not be 'devastating': and it's not all about funding, vital as that clearly is – our project has to cope with engineering setbacks and changing requirements. We have to remember that the way we approach things now will be vital for the long life in service of The Unknown Warrior.

I am impressed with the work that our newly appointed Project Director Keith Riches has done to build a detailed plan for the next phases with all sorts of sensible caveats. The Board saw this for the first time at its January 2020 meeting. It will help us better understand where we are and the level of confidence we can have in making completion predictions. He writes elsewhere in this newsletter.

My third priority is to keep you as members informed more regularly on progress. I love The Warrior but a lot can happen in three months between issues. Those of you with email or website access will I hope have seen our monthly progress update at the end of January. It won't be an epic piece of work, just a decent summary of what's been happening both in engineering and other important areas. I hope it's helpful. Please contact us if you have an e-mail address you want to add to our mailing list.

So I am working hard right now on both leading and supporting the project, let's look forward to steady, tangible, progress over the year ahead.

Please keep supporting us.

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

# TREASURER'S REPORT

Update for Quarter 3, 2019/20 (ended 31st December 2019)

BY NEIL COLLINSON, TREASURER

*First thoughts for the quarter – two for the price of one for the first time:*

- 1. I am still here as I was re-elected unopposed at the AGM. Nobody else wanted the job!*
- 2. Overall an excellent quarter. Income exceeded the first two quarters added together. However, look out for the caveats contained in this report.*

## INCOME

Total income for the quarter was £172,600. Back on budget for the year with £340,000 received against a budget of £328,000. The total included expected Gift Aid of almost £15,000 which hit our account on 9th January. Restricted funding (specific sponsorships) was £10,200. More on the specifics of these generally excellent figures later.

*Second thought for the quarter*

*It has been a challenging but very interesting year, and the last quarter does not look any different.*

## MEMBERSHIP

Total membership income for the quarter, including Gift Aid of £1,468 specifically on the membership income came to £8,047. (£25,200 for the year-to-date.) The Gift Aid figure is included in the £15,000 referred to in the first paragraph. This was 64% of the budget forecast for the 9-month point. A similar message to last quarter from me. We have seen a progressive decline in the number of new members coming on board but renewals of existing memberships are as expected and we are very grateful for the additional donations that accompany these renewals.

*Third thought for the quarter*

*The best quarter for one-off donations for 12 months.*

## DONATIONS/SPONSORSHIP

Total donations were almost £85,000 including Gift Aid on those donations of £13,500. Last quarter I reported that total donations were the lowest we had received since quarter 1 of 2015. Now I am reporting that we have had the best quarter for donations for 12 months. See below and many thanks to all who have dug deep.

## REGULAR

The amount received from regular donations was £19,390. A marginal decrease so we have still not achieved that magical £20,000. The average regular monthly amount per donation decreased in quarter 3 by 9p to £16.68 from £16.77. We had a net loss of two regular donors this quarter so we have gone from 391 to 389.

However, we still do have the company sponsorship of £5,000 per month which currently has been promised until December 2020.

## ONE-OFF DONATIONS

As mentioned already but worth mentioning it again. The best quarter for 12 months. £85,000 in a quarter is no mean feat and I challenge anyone who is reading this to find a better figure in the accounts of other new build/restoration projects. The figure for one-off donations was £36,000.

However, with the disappointing first half year we had we are only just over 50% of what we budgeted for. £77,800 for the year to date against a budget set of £150,000.

It is worth mentioning here the donated 'Big Railway' related items that we send to Staffordshire Railway Auctions. These are donated items which fetch large amounts of money towards the project. The value is also credited to the donor on our database and subject to the individuals tax position are Gift Aid claimable. The auctioneers kindly forgo their commission. The last auction raised £4,253.00 plus Gift Aid and is included in the current quarterly figures.

*Fourth thought for the quarter*

*This could be the last quarter I insert the usual comparison chart. Unless I receive support for its future inclusion, I will leave it out. Email me if you find it useful and would like it to continue.*

## 2019/20 Donors

	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	11	3	27	£18,314
Q3	5	6	7	£19,390
Q2	4	5	4	£19,201
Q1	19	10	8	£19,118

*Fifth thought for the quarter*

*It is funding that drives engineering progress. If funds slow down then so does the build.*

## SALES AND EVENTS

General sales income was £7,282 or £17,731 for the year (74%) against forecast, Quarter 3 was much lower than last year with an income of £7,232 for the quarter (compared to £12,400 in 2018/19). However, the comparison is against the momentous event we had at Crewe Heritage Centre last year. The pictorial book sales have also generated sales of £1,778 in the quarter and £8,000 for the year to date. We still have a stock of these so the income should continue. The raffle total was lower than anticipated at £3,519 (70.4%). There was no ticket income raised from our Members' Day held in September 2019.

In total, sales have raised £9,700 in the quarter (£29,400 for the year to date) making 72% income against budget for sales.

## EXPENDITURE

### Overheads

Overall, the spend is well within the budgets set.

### LOCOMOTIVE AND TENDER

Engineering Expenditure has again gone through the roof. A record figure of £133,000 has been spent this quarter.

## 2018/19 Donors for comparison

	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	11	3	27	£18,314
Q3	5	5	24	£19,722
Q2	4	3	5	£19,888
Q1	15	2	10	£19,828

- Quarterly spend – £133,000
- Year to date spend – £368,000 (122%)
- Total spend – £2.58 million
- Breakdown: Engine – £2.4 million, Tender – £178,000 Support Coach – £643.00

## SHORT TERM LOANS

We repaid a £35,000 loan in November. It had been on the books for some considerable time. Interest at 2% was added so the total pay-out was approximately £38,000. This seriously affected our bank balance (see page 6), but as one door closes two more open. I am grateful to the two members who came to me in December offering a £20,000 short term loan for an initial one year period, and a £50,000 loan over a fixed five year period. Both of these are interest free. That shows confidence in us that they want the locomotive completed as soon as possible. Many thanks to both. These loans helped us get out of the mire just at the right time.

## BOILER LOANS

We have started to pay interest on the first of the boiler loans (those with an initial January start date). I am very pleased to say that two of the initial batch so far have donated the interest earned back to the project with the resultant Gift Aid claim. All boiler loan providers will be contacted by me as the year progresses.

## BANK ACCOUNT

We started the quarter with about £85,000 in the bank. However, by the end of November we only had just under £8,000, mainly as a result of the repayment of the £35,000 loan. However, we had receipts of £107,000 with outgoings of £61,000 in December so we ended the quarter with about £51,000 in the bank. Add to that the Gift Aid of £14,000 plus, which came in on the 9th January and the VAT of £24,000 which came in on the Thursday before the Board Meeting, the treasurer can breathe again – **FOR NOW**. It gives us a current balance of £57,000 at the time of writing and we have paid for the longitudinal stays costing £20,000 plus.

**BEST WISHES,**  
**NEIL COLLINSON, TREASURER**  
[treasurer@lms-patriot.org.uk](mailto:treasurer@lms-patriot.org.uk)

*Sixth thought for the quarter*

*We need funds more than ever now as we head towards final completion. I do not want to be responsible for recommending to the board that we stop work until the war chest builds up. Please dig deep and help us finish the job.*

*Seventh and absolutely the final thought for the quarter.*

*Please remember the various ways that you can donate to the project at no cost to you. See the separate boxes following this missive, which seems to get longer each issue. For example, if you use the website [Booking.com](https://www.booking.com) through easyfundraising they then donate 4% to the Project. Every penny now counts.*

## 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>



**Donate to The LMS-Patriot Project the easy way**

*easyfundraising makes it simple for you to raise funds for the project.*

There are three easy steps:

- Go to [www.easyfundraising.org.uk](https://www.easyfundraising.org.uk), search 'LMS Patriot Project' and sign up for free. Now you have your account and you have chosen what good cause you are supporting you can do the second thing.
- Start shopping. Every time you shop online, head to easyfundraising first. They have over 3,000 retailers on board, so simply pick the one you want to visit and start shopping.
- Now the third and best thing, after you've checked out, the retailer will make a free donation to the project and it won't cost you a penny extra!

All you need to do is remember to go back to [www.easyfundraising.org.uk](https://www.easyfundraising.org.uk) before you shop to keep collecting donations.

It doesn't cost you a penny extra. When you shop online the easyfundraising way with one of our 3,300 shops and sites they give us a commission for your purchase. We turn that into a donation and give it to your good cause.

[www.easyfundraising.org.uk/causes/lmspatriotproject](https://www.easyfundraising.org.uk/causes/lmspatriotproject)

# INTRODUCING COLIN HALL

## – THE NEW CHAIR OF THE LMS-PATRIOT COMPANY LTD.

BY PETE SIKES

**I caught up with Colin at the conclusion of the latest LMS-Patriot Company board meeting to find out more about the man tasked with leading the build of The Unknown Warrior to its conclusion.**

Colin first came across our Project in Autumn 2013 by accident on a first-time visit to a Mid-Hants Railway gala. He still remembers meeting Robert Wells (a long-standing project volunteer) in a somewhat unpromising Ropley workshop location on the southern sales stand. He had just regained his childhood interest in steam trains, which had somehow survived his career in the contemporary diesel and electric railway. When he was told about the twin aims of the project, he was hooked – his father was a long-serving LMS and then BREL senior engineering manager, and his grandfather and posthumous great-uncle were torpedoed and killed respectively in the Great War – a remembrance link shared with many members. Born in Derby and with various family railway connections in Derby and the north, he says “coming back to Derbyshire for the project feels like coming home after a very long time away”.

Married with four grown up and happily married daughters, and seven grandchildren at the last count, Colin lives in Reading, Berkshire.

After supporting the sales stand operation, he joined the Board briefly from 2015 until June 2016, before returning to the Sales Stands – a habit which continues to this day, although he admits that he is a long way behind many in the freezing platform/days on duty stakes. Despite difficulties at Board level, he continued to enjoy the combination of colleague contact and customer handling (in all their shapes and sizes) on the stand.

Back in 2016, he raised a decent amount of money for the Project by cycling from Lands End to John O'Groats – a bit of a one-off as he has never been a member of the Lycra-clad brigade you see on the roads these days. Falling off three times on the way didn't help – and he says it's definitely quicker by train!

His railway career was predominantly in railway operations (with some good tales to tell), although he had interesting and differing roles after railway

privatisation. One of these was a three-year stint as the first Head of [Safety] Acceptance for Railtrack (rolling stock and infrastructure product approvals), which taught him something that could help with getting a steam engine on to the modern railway. He jokes that at one time he was known in some quarters as the acceptable face of Railtrack, but that's a long time ago now. He's also worked in Brussels representing Europe's railways in their dealings with the EU. He retired in 2008.

He got the call unexpectedly from the Project team in November 2019 asking if he would like to return to an active Board role, given the need to strengthen the Board at that time. And now he finds himself as its Chair after a two month probationary (as he puts it) period.

Asked how he felt about the new role his answer was candid – “completely energised and a touch apprehensive in the same measure”. One of the advantages of taking up a new role later in life (he is 71) is that “you have a decent idea of what you can and can't add to a project team, and I am already enjoying working with colleagues and beginning to see evidence of how you can both lead and support. You need to listen to what people say. I won't let them down”.

Colin pictured happily manning the southern sales stand.



# ENGINEERING UPDATE

BY KEVIN WEST, CHIEF MECHANICAL ENGINEER

DECEMBER 2019–FEBRUARY 2020



5551 pictured inside the workshop at West Shed.

Photo: Andy Collinson

Construction of 5551 continues at a number of locations.

To begin, I would like to apologise for my non-appearance at the AGM on 9th November. I had been suffering from a chest infection for the week prior and was not in a fit state to travel to West Shed. I had also lost my voice so even if I had made it I would not have been able to give any presentations.

Physical work at PRCLT has slowed for a variety of reasons over the last few weeks, but this does not mean that work on progressing the construction, assembly and certification of 5551 has stopped, in fact much the opposite.

Following the November resignations of our Chairman, David Bradshaw and Engineering Director, Steve Blackburn we were not in a good position, as it had always been the responsibility and expectation that Steve would head up the gathering and cataloguing of documentation required for certification purposes. With the Board now restored

to full strength following the appointment of Colin Hall and Keith Riches, a complete review of our approach to obtaining the required approvals has taken place and meetings held with all the necessary bodies we must engage with to obtain the final sign-off. Colin Hall has outlined the organisations we have contacted and progress on this important work will be reported over the coming issues of The Warrior.

One area that has been brought into sharp focus by these discussions is the paperwork. This comprises such things as material certificates for every part of 5551, manufacturing information, competency certificates for the staff that have undertaken work on components. Without this we get no approval and the loco cannot run.

The first requirement is to bring together as much paperwork as we have for a first assessment. Beyond that we need to bring together everything from our suppliers and contractors. We have a number of people lined up to help do this, but they need to

know what they are asking for. To that end my immediate task is to compile lists of parts supplied by each supplier.

At the board meeting at the end of January, Colin Hall provided a complete report on the process to obtain approval and outlined the work we will need to undertake. The board were asked to vote if they wished to continue with the aim of attaining main line approval, the result was a unanimous yes.

As part of the learning process of what is required to run a locomotive on the main line a number of board members and volunteers are to undergo PTS (Personal Trainside Safety) training. This will allow us to accompany 6233 on its main line outings to find out first hand.



6233 Duchess of Sutherland undertakes a test steaming at West Shed 4th February 2020.

Photo: John Hastings-Thompson

## CHASSIS

Work has been carried out at PRCLT, West Shed on various aspects of the locomotive chassis as follows.



View inside the frames where the firebox will fit.

Photo: Andy Collinson

## BOGIE

Ricardo Certification have looked at the proposed modified Bogie Stretcher and can see no issues. We now need to finalise the drawings and make a full submission for approval.



Bogie Frame at West Shed, 4th February 2020.

Photo: John Hastings-Thompson

## BOGIE WHEELS

The Bogie Wheelset obtained from ex-Barry 8F 48518 was always known to have tyres with the back-to-back being slightly over specification, but this would be no problem when used as the trailing wheelset on the bogie. Following a recent inspection by our approval authority it was suggested that this may no longer be acceptable. The inspection also questioned the surface finish of the centre section of the axle, which has some pitting and corrosion following many years in service and standing in a scrapyard. The wheelset has been sent to Riley & Son (E) Ltd. to have the axle skimmed in the wheel lathe to remove the pitting and check for no deeper flaws. The opportunity to fit new tyres to the correct specification at the same time has also been taken.

## CYLINDER RELIEF VALVES & DRAIN COCKS

These have been temporarily fitted to allow the Drain Cock Operating Gear to be trial-fitted. An amount of work has been required as expected to get the parts to work smoothly. The operating gear has now been removed to allow access for other work local to the cylinders.



Cylinder Relief Valves, Drain Cocks and Operating Gear trial-fitted to the Left Hand Outside Cylinder. West Shed, 4th February 2020.

Photo: John Hastings-Thompson

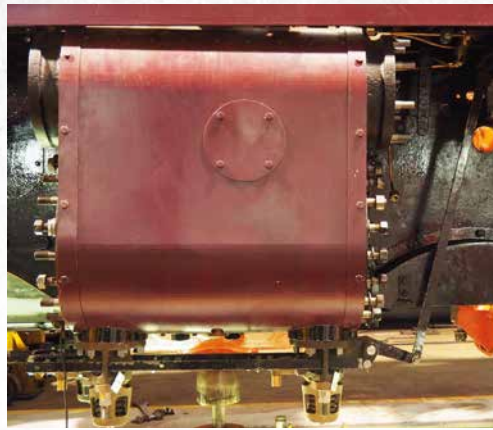


View underneath the Inside Cylinder showing Cylinder Relief Valve, Drain Cock and Operating Gear trial-fitted. West Shed, November 2019. Photo: Andy Collinson

The order for six new Drain Cock bodies has been placed and we are waiting for the castings. These will then be sent for machining and manufacture of the internals before fitting to the Cylinder Relief Valves. The original six assemblies we have will be offered for sale.

## OUTSIDE CYLINDERS

The cylinders for 5551 were made very early in the project, both being manufactured to original drawings dated 1927 for the Royal Scot class. Identical cylinders were used on the Patriots. One feature on the Inside Cylinder are three ribs that run the length of the centre section of the valve chest to guide the valve head when it is fitted or removed from the cylinder for maintenance. These ribs are not shown on the drawing for the Outside Cylinders, so have not been included on the casting. Concern has been raised by the PRCLT engineers about possible difficulties on removing the valves. Later LMS designs including the Duchess have these guide ribs, although the Great Western Castles do not, according to Alastair Meanley from Tyseley Locomotive Works. The PRCLT engineers believe it will be beneficial to have these in place so some work has been undertaken to look into the feasibility, although fitting them in-situ will not be easy.



Left Hand Cylinder Assembly, West Shed, 4th February 2020. Photo: John Hastings-Thompson



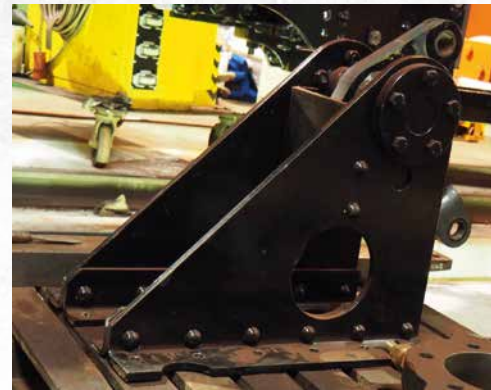
Rear Cylinder Cover castings. Photo: Premier Patterns

The replacement Outside Cylinder Covers have been cast and await movement to be machined. This will most likely be done at the Great Central Railway works in Loughborough.

## BRAKES

Work is to be undertaken on the Drag Box under the cab to fit the mounting studs for the Brake Cross Shaft Bracket and the Steam Brake Cylinder.

On the locomotive chassis itself, we are starting to investigate the fitment of air braking equipment. This will require a steam operated air pump plus plenty of ancillary equipment. PRCLT hold most of the parts in stock and the design will be similar to that fitted to *Duchess of Sutherland*.



Brake Cross Shaft Bracket at West Shed 4th February 2020. Photo: John Hastings-Thompson



Repainted Brake Cross Beams. Photo: Gavin Shell

The pump will be mounted between the frames on one of the Frame Stretchers so will not be visible and make a change to the original appearance of the locomotive. This new line of thinking will allow maximum operating flexibility with train operators in the future.

The proposed modifications for the Spring Hanger Pins and Brake Hanger Pins to add a secondary

retention method have been approved by Ricardo. Drawings can now be prepared and the parts manufactured. Work continues on completion of the lubrication system, with modifications to the clipping of the pipes in line with their main line experience.

## MOTION

The motion components have been at Statfold Engineering since spring of last year for repair of the bearing brasses and white metal. The only parts actually worked on have been the Outside Connecting Rods which have had new Bearing Brasses made and white metalled. No further work can be completed until the Crank Pin work has been finished and the diameters confirmed. This will allow the white metal to be machined to give the required clearance to the pin.

We have decided as part of the overall assessment of the chassis to bring all parts back to West Shed. This will allow them to be inspected and measured to check the centre distances of all the Rods to ensure all the tolerances and clearances for the motion work and axle boxes are correct. This is much easier to do at one place rather than spread over a number of locations. We also need to have the legacy parts inspected and approved for further use. We know various parts were inspected at Llangollen shortly after they were acquired. We now need to obtain copies of the testing paperwork to submit to Ricardo Certification.

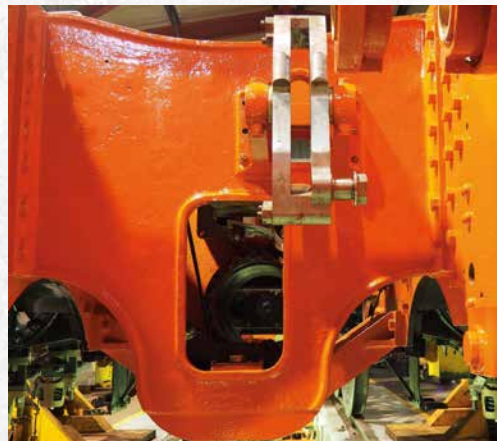
The axle boxes are ready for corrective work when the wheelsets are finished.



Driving Axleboxes await attention at West Shed. 4th February 2020. Photo: John Hastings-Thompson

The Inside Expansion Link has been finally fitted following work on the bearings to obtain correct fit and clearances.

The Reverser Shaft components have been machined and we await final assembly and inspection to ensure everything is correct. There is a little work required to the cosmetic finish.



Inside Expansion Link in position. West Shed, 4th February 2020. Photo: John Hastings-Thompson



The Reverser Shaft assembly at Roach Engineering, January 2020. Photo: Kevin West

### CRANK PINS

As reported in Warrior 43 we had obtained a quotation for the complete replacement of the Crank Pins. This very quickly turned into a full order and the Driving Wheels were dispatched to Riley & Son (E) Ltd. in early December. The Crank Pins were removed and new ones manufactured ready to fit. A brief delay followed to ensure Ricardo Certification were happy with the material specification and the methods to be used for assembly. This is now complete and the new Crank Pins were expected to be fitted early in February. The final work required is to polish the axle

journals to remove some slight pitting. Due to our wheels being slightly too big for Riley's wheel lathe this will be undertaken at Tyseley Locomotive Works.

### DRIVING WHEELS

The PRCLT volunteers have continued work on the painting of the Driving Wheels and Crank Axle.



Crank Axle following completion of painting. Photo: Gavin Shell

### COMBINATION LEVERS

The original parts will be inspected along with the other legacy motion work before a final decision on replacement is made.

Away from practical work, we continue working on preparing for the discussions that will need to be undertaken with various suppliers regarding past work. This work will require a vast input on our behalf and we expect will continue for some time before it is complete. Due to this the output from our design office is less than we had hoped for.

### BOILER

Heritage Boiler Steam Services continue making good progress on the Boiler assembly.

Recent work has included fitting the Transverse Stays. These run across the firebox above the inner firebox and hold the outer firebox side plates against the pressure inside the boiler.

The replacement Dome has been cast and has passed the required testing. The Dome Cover unfortunately failed the testing so another was due to be cast in early February. Once both parts have been fully tested and approved they will be



Transverse Stays inside the Firebox. Photo: HBSS



Left hand side of the Firebox showing the threaded ends of the Transverse Stays. Photo: HBSS

dispatched for machining before passing back to HBSS for fitment to the boiler barrel.

New castings for the Palm Stays to a revised design have been delivered ready for machining.

HBSS have also been manufacturing the crinolines used to support the cladding sheets on the boiler barrel and around the firebox. Thankfully we have the original drawing for this assembly, which has been a great help, although the drawings for most of the smaller parts used are missing, so HBSS have spent a great deal of time working out these parts from very basic information.

Work on the Firebox Doorplate has progressed to making and fitting the cladding sheets.



Above: A selection of views of the Crinolines fitted to the boiler barrel and firebox. Photos: HBSS and Kevin West



Boiler backhead showing cladding sheets.

Photos: HBSS

The Longitudinal Stays have now been ordered following final approval of the manufacturing process. The original design uses single piece stays and when we first started the boiler build material of the required length was available. When we came to order the material the length we required was not available in the UK and would have to come from Europe. The cost was also £80,000 against the £10,000 originally quoted when we started. We then started investigating methods to use two pieces of material joined by a screwed buckle. The design has been approved by our boiler insurer and HBSS have found a manufacturer to produce the parts for £22,000. Still slightly over twice the original budget cost but far less than using single piece stays.

The Superheater Header has been sent for trial machining to allow the casting to be pressure tested.

### BOILER FITTINGS

Simon Scott from PRCLT has arranged the short term loan of a number of Fowler boiler fittings from the East Lancashire Railway's Crab 2-6-0 for us to evaluate for use on 5551. This will be an ongoing project for the next few months, making drawings, having patterns and castings made and machined.



A view of the cab fittings of LMS Crab No. 13000 on display at the National Railway Museum, York in December 2019. These are very similar to the fittings required for 5551. Photo: Kevin West

### MAIN LINE RUNNING GEAR

Our meetings with the AI Trust and Ricardo Certification have provided critical information regarding the fitment of all elements of the main line running gear.

### TENDER CHASSIS

Work has continued at Leaky Finders on the refurbishment of the tender chassis. The main focus at present has been the refitting of the Axlebox Horn Guides to the correct tolerance.



Horn Guides riveted in position.

Photo: Leaky Finders



Tender Buffer Beam following drilling.

Photo: Leaky Finders



One of the Spring Link Brackets being bored after a new bearing had been pressed in..

Photo: Leaky Finders



A new Spring Link.

Photo: Leaky Finders

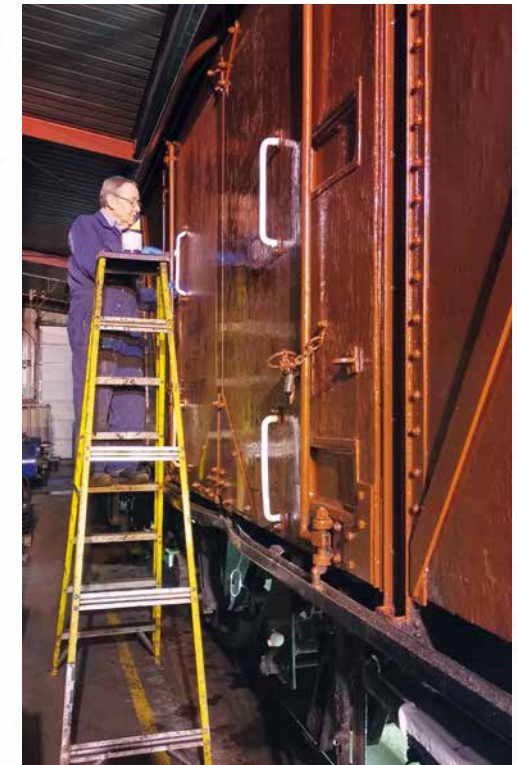
Also undertaken has been the refurbishment of the Spring Link Hangers and Brake Hanger Brackets. Bushes have been fitted and machined where required to bring all holes back to the required sizes and tolerances. A number of new Spring Link Hangers have been required where the originals were beyond repair.

### TENDER TANK DESIGN

With the information provided regarding the Main Line Running gear we will be able to finalise the design of the Tender Tank and place the order for the tank manufacture. Another item that will need to be considered is the requirement to install four air reservoirs under the tender for the air brake system.

### BR VANWIDE BOX VAN

Following our arrival at The West Shed our storage/workshop van has been housed inside the shed. Our volunteers have taken advantage of being inside to do some repairs to the roof covering and doors followed by a repaint.



Neil Kinsey takes a break from running our sales stand to work on our Vanwide Box Van.

Photo: Gavin Shell





# Ricardo Certification

## RICARDO CERTIFICATION APPOINTED

COLIN HALL

We are very pleased to announce that we have signed up with the Derby-based Ricardo Certification to provide us with Independent assurance as an Assessment Party, to allow the **The Unknown Warrior** to meet the certification requirements for its eventual main line running.

The Board took this decision at its January board meeting after a thorough review of the options available, and consideration of Ricardo's formal proposal.

Colin Hall our Project Chair, who will also be the lead contact with Ricardo, said "we have come to this decision quite late in the day for the Project, and there is a lot to be done, with likely big implications for the loco completion date. But I am confident that the will exists on all sides to see this through, and ensure that 5551 can enjoy its life on the main line to the full."

Ricardo Certification was created in 2015, when the rail business in Ricardo was bought from Lloyd's Register. We believe its people have experience going back into the days of British Rail specialist engineering services, and this experience and the company's safety assessment discipline allow it to be the only UKAS accredited assessment body for heritage steam in the UK.

*Consultant Thomas Bird said: "Ricardo Certification are pleased to be supporting the LMS-Patriot Company in their efforts to complete and approve the build of this currently extinct locomotive class. Ricardo is currently supporting other new build locomotive projects, and are excited that No. 5551 **The Unknown Warrior** will sit alongside B17 'Spirit of Sandringham' and P2 'Prince of Wales' in working towards main line running. By assisting the project to achieve main line approval, we can help to bring the 'Patriot' class back to steam alongside its LMS contemporaries. We are looking forward to working with both the LMS-Patriot Company and the Princess Royal Class Locomotive Trust in the coming weeks to start the approval process."*

The Board decision was not taken lightly – it followed a review from December 2019 of railway stakeholder requirements and rail industry standards, and dialogue with The Office of Road and Rail, The Rail Safety and Standards Board; and not least The A1 Trust and The B17 Spirit of Sandringham project who are already signed up and working with Ricardo. We are very grateful for their input.

If you want to read more about the background to this, there is more detail on page 20 *Getting to grips with main line certification.*

A first site meeting with Ricardo took place on 29th January at West Shed. This involved over two hours of engineering inspection and detailed discussion on materials, design and documentation points. Simon Scott led for the Project, ably supported by his colleague Nigel Barber and our Chief Mechanical Engineer, Kevin West.

## VOLUNTEER REPORT

Our new team of volunteers have been concentrating their efforts on the 12 Ton Vanwide Box Van as mentioned in the last 'Warrior'

The job is now finished with the van receiving replacement timber and filler where needed, a new felted roof, a fresh coat of paint after a good rub down and new vinyl lettering.

Other than that it has been a quiet time over the Christmas and New Year period. A big thank you to all those who were able to lend a hand.

We are always on the lookout for volunteers in all areas of the Project so if you would like to join our team or have skills that you think might be of use to us please contact Neil Kinsey at [volunteer@lms-patriot.org.uk](mailto:volunteer@lms-patriot.org.uk)



Above:  
Work complete.  
Photo: John  
Hastings-Thompson

Right: The new  
roof covering.  
Photo: Gavin Shell

# MEET NEW PROJECT DIRECTOR KEITH RICHES

As I have been appointed to the LMS-Patriot Ltd. Board of trustees recently as Project Director, I thought it was appropriate that I introduce myself properly to our members and supporters.



Born in 1952 in Beckenham, Kent, my parents moved north of the river to South Ockendon in Essex. My father had a small business in Grays adjacent to the river and it's here that I was exposed as a young boy to an engineering environment, first helping and then, when I left school, working with him for a

while. Fabrication, welding, small production runs and factory maintenance covered most aspects of the work scope. Although the scale is different, the workshop environment that *The Unknown Warrior* is in, is not foreign to me. Like a lot of young men, I wanted to broaden my horizons and South Essex had its limitations and so having left college with a Diploma in Mechanical Engineering I joined HM Forces (Army). I met my wife Kate while serving in Germany and we have two children. After serving as an Aircraft (Helicopter) Technician for nine years I decided to move on.

I forged a career in aviation firstly as a licensed aircraft engineer, and then subsequently moved into engineering management. I developed a skill for project management and following successful engineering projects in an exacting and demanding environment, it led me into senior engineering management posts serving as Head/Director of Engineering for medium and large aircraft engineering maintenance organisations over 35 years until my retirement in 2017.

As your Project Director I have been asked to take responsibility for the strategic management and implementation programme to get *The Unknown Warrior* into steam. I believe I have the skills and experience to help guide this project to a successful conclusion.

It will come as no surprise to learn that on a number of occasions I have been asked why, as an engineer with

a career in aviation I should be interested in this Project. The honest answer is not so much to do with the Patriot engine, it is more to do with what it stands for. The concept of having a National Memorial Engine is, I think, a brilliant idea. From the moment I met a very enthusiastic and passionate project supporter Gavin Shell at an event at the North Norfolk Railway I was captivated by the concept behind *The Unknown Warrior*. Having served and lost comrades in conflict it was a project that struck a chord with me and has left a deep and lasting impact. So at the time when retirement was edging closer the timing was right to get involved. With Kate giving me her full support we became life members and I got stuck in!

I worked as a volunteer on *The Unknown Warrior* while the engine was at Crewe Heritage Centre and quickly came to understand the difficulties that the Project had encountered over past months. It was at this time that I considered that I might be able to help get things moving in the right direction. Former Chairman, David Bradshaw and the team subsequently asked me to get more involved. My first significant involvement was to help coordinate the 2018 Remembrance ceremony and AGM at Crewe, an event that proved successful due to the team working together as one to make it happen in a very short time frame. This was an encouraging sign as it demonstrated there was a very determined bunch of people behind this project and despite any difficulties that may occur nothing was going to dampen their enthusiasm. As a consequence, I am very pleased and honoured to be a member of a motivated team devoted to making this project the success it deserves to be.

With *The Unknown Warrior* now in Derbyshire at the PRCLT, West Shed, it is in very capable and experienced hands and our Project is in a good shape to move forward.

**BEST WISHES,  
KEITH H. RICHES, PROJECT DIRECTOR**  
[richeskeith13@gmail.com](mailto:richeskeith13@gmail.com)

## MEMBERS' DAY 2020

Many of you will know that over the years our Members' Day events at Llangollen have been fantastic occasions, and a great opportunity for you to see up close what your money has been spent on, ask questions of the project team and make donations of items for us to sell to raise further funds. One of the main parts was always to have the lunchtime diner along the Dee Valley, and since our departure from Llangollen we have not yet been able to replicate this. However, we are looking to see what is possible down at the Midland Railway Centre and meetings are planned to find out what we can do. Last year we had a small event, linking in with the PRCLT in September, but due to it being last minute there wasn't much time for preparation. We are currently in discussion to see if we can sort something similar to our previous days on the weekend of the 11th and 12th of July – the exact date and schedule of events will be sent out to you with invites once we know exactly what's possible.

It is planned that *6233 Duchess of Sutherland* will be at the West Shed that weekend, so there will definitely be plenty to see and do. So if you haven't got anything on that weekend then pencil us in your diary!

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

## NEW BUILD STEAM TV SERIES

The LMS-Patriot Project was contacted by James Coldwell, from Windfall Films about a new TV series that is in the planning stages.

The production company is planning to feature six new build steam loco projects and James is interested in featuring 5551 *The Unknown Warrior*. The programme is being pitched to various TV channels but it is thought likely that the Discovery Channel would commission the series. James has previously worked on other railway TV productions, the most recent being *Train Truckers* which was aired on UKTV last year – he was the series producer and director. Some of you may have seen this series which followed the exploits of Allelys Heavy Haulage as they moved various railway vehicles around the country. Allelys were used to transport 5551 to the National Memorial Arboretum and to Warley, in 2013.

A visit to West Shed was arranged for 25th January (the date of the most recent board meeting) to view 5551 in the workshops. James spent a couple of hours with us and chatted to me and Gavin Shell about his interest in railways, his plans for the new series and about 5551. I explained how the Project came about and also that *The Unknown Warrior* was more than just another new steam loco project but had major significance as the new National Memorial Engine and Simon Weston CBE, who unveiled the new crest at our 100th anniversary commemoration event at Crewe Heritage Centre in November 2018, is our Patron.

James was very interested in 5551 and could see for himself the progress being made at West Shed workshops. He explained how he was also very impressed seeing 70000 *Britannia* at Crewe when it was being moved by road to the Severn Valley Railway, he thought that 5551 would be equally as impressive in the new series.

At the time of writing we are waiting to hear about possible production schedules and further plans for the new series.

ANDREW LAWS, MARKETING AND PUBLICITY DIRECTOR  
[marketing@lms-patriot.org.uk](mailto:marketing@lms-patriot.org.uk)

# GETTING TO GRIPS WITH MAIN LINE CERTIFICATION

COLIN HALL

## INTRODUCTION

**Our Project has from its early days always stated that its objectives include main line running. Some physical design changes have already been agreed to meet specific requirement such as gauge clearance. The engineering consultancy Wayne Jones and Partners, with their extensive experience of steam locomotive approvals, has been advising us on engineering design and construction issues.**

However, very little progress has been made up to now on the full certification requirements for main line running.

## RAIL INDUSTRY BACKGROUND

In recent years, there have been some significant steps forward in the way the rail industry manages safety where heritage train operation is concerned. The legal framework has changed since *Tornado*, still the only new locomotive since the end of steam, successfully got clearance in 2009 for main line running. The *Tornado* team had to pick their way through the full gamut of rail interoperability and safety legislation, until an exemption was granted for heritage vehicles (and some other vehicle types), except for ERTMS and any such future types of systems.

Since then significant incidents with steam running, notably the **Wootton Bassett Signal Passed at Danger** incident in 2015, led to a full review of safety management in this area.

In parallel, the wider industry changed long-standing rules for vehicle acceptance by a Vehicle Acceptance Body (the 'VAB'), in favour of a more flexible, risk-based approach where assurance has to be provided with a level of expertise and independence that matches the risk. A new standard which ended the VAB regime<sup>1</sup> came into force in 2016.

Then in 2017, the rail industry introduced three standards (see box on page 22) which clarify how steam locomotives (including new ones) fitted into the railways' safety management system. These cover certification requirements; engineering requirements based on standards and other criteria; and steam train operation.

While these standards plugged a gap in the written framework, it is fair to say that the requirements were accessible previously through dialogue with key stakeholders.

The standards link with a 2013 EU Railway Safety Regulation (see box on page 22) which lays down the requirements for the assessment of significant change.

More recently, in 2018 the Rail Safety and Standards Board established a Heritage Train Risk Group bringing together all the parties involved in Heritage Train operations. (There are many other such Risk Groups covering all aspects of the modern railway's safety.) I am very pleased to say that the PRCLT at West Shed has been invited to join this industry group.

<sup>1</sup> RIS-2700-RST Rail Industry Standard for Verification of Conformity of Engineering Change to Rail Vehicles, replacing GM/RT 2000 Engineering Acceptance of Rail Vehicles.

## CONDUCTING OUR REVIEW

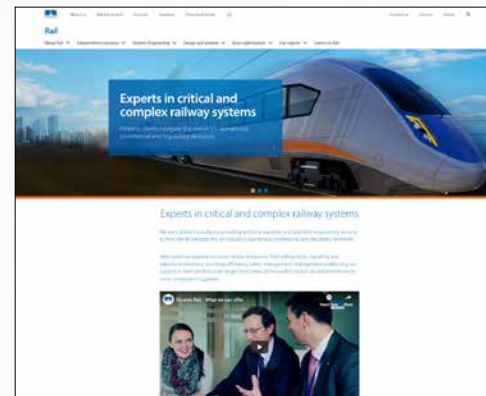
Starting in December 2019, a review has been carried out of these requirements and how they would affect the Project. In addition, dialogue has been opened with the Rail Safety and Standards Board, the Office of Road and Rail (ORR-safety regulator), West Shed, and Ricardo Certification (see below).

Experience has been shared by the A1 Trust, and by the B17 new build project (whose chairman is one of our members), from their very different perspectives. Simon Scott and Nigel Barber at West Shed have proactively and significantly contributed to the dialogue with the other parties. We are very grateful for all of this help.

## WHAT ARE THE REQUIREMENTS FOR OUR PROJECT

Introducing a new build steam locomotive represents a significant change, which requires the safety justification be based on these requirements in the Standards and the Safety Regulation and to be assessed by an independent safety assessor. The Standards expect this assessor to be UKAS-accredited for assessing new build steam locomotive projects.

For this reason, our Board has decided to follow the example set by the A1 Trust, the B17 Trust and others by engaging the services of Ricardo Certification Limited (based in Derby) to carry out the third party assessment required for main line operation.



IF YOU WANT FIND OUT MORE ABOUT RICARDO RAIL VISIT THEIR WEBSITE: [WWW.RAIL.RICARDO.COM](http://WWW.RAIL.RICARDO.COM)

## What the safety assessment work will be

The work involves:

- Preparing a safety plan and safety report
- Completing a hazard identification matrix for the design and construction of the locomotive
- Preparing a detailed Risk Assessment as the core of the safety report
- Establishing a documentation file based on a components list linking with design drawings, the component manufacturers (including their accreditation and quality certification for the components), and certification of the assemblers and the assembly process.
- Aligning the build process with certification requirements (see below)
- Arranging regular engineering assessment inspections
- This list is not exhaustive. It never is!

It is the right approach for a project of this kind. We all want a demonstrably safe locomotive that fits with the modern railway.

## WHAT ARE THE IMPLICATIONS FOR THE PROJECT?

Applying these requirements has significant cost and progress implications.

The actual cost will be heavily dependent on the progress with providing risk assessment and supporting documentation, and any engineering issues revealed by the assessment process – a combination of the extent of novelty in the design and how well we have built the locomotive to date. It can never be a fixed price.

Short-term planning and progress will be significantly affected. For a start, most work at West Shed has had to be suspended temporarily until the necessary documentation has been gathered and produced for the work done so far, and the related assessment completed. This controls the significant risk of further delay and cost with any dismantling, inspection, re-engineering and reassembly required at some point in the future. The excellent work done by West Shed since the Autumn, and the present dismantled state of the locomotive reduces, but does not control, this risk. Tender and boiler

construction will need to be integrated into the assessment process.

The strict discipline inherent in the assessment process is likely to be a major challenge. The Project is urgently reviewing its management resource and training needs in that area.

If all this sounds onerous, well, it is. And it would have been much easier if we had got to grips

with it before now. But the way I see it is this: it will help us in the long term to ensure 5551 is built to meet all the standards required; and although the assessment process will not be cheap, it is as much a part of the build cost as the metalwork.

**We expect 5551 to have a long life and we want the loco to enjoy it to the full.**

### WHAT ARE ALL THESE STANDARDS?

The main industry standards that apply are:

**RIS-2003-RST** Certification and Registration of Heritage Rail Vehicles Operating on the GB main line railway

**RIS-4472-RST** Engineering Requirements for Steam Locomotives and Other Rail vehicles

**RIS-3440-RST** Operation of Heritage Trains

In addition, projects involving significant change have to comply with an EU Regulation Compliance with the CSM-RA – Regulation EU 402/2013 *Common Safety Method for Risk Evaluation and Assessment*. (For clarity, it is highly unlikely that this requirement will change in practice following the UK leaving the EU.)

There is guidance from both the Office of Road and Rail (last updated September 2018) and the Rail Industry Standards Board (GE/GN8646 2017) on the application of this Regulation by the UK rail industry

For anyone with an interest in the standards detail it is quite easy to access the documentation on the websites of the Office of Road and Rail and the Rail Safety and Standards Board – just Google the above document numbers. They are not the easiest of reads, for the good reason that they have apply to all kinds of conceivable circumstances. But the days when this kind of guidance was buried deep in the departmental expertise of the railway industry are long gone, which has to be a good thing.

YOU CAN READ MORE ABOUT THE RAIL SAFETY AND STANDARDS BOARD BY VISITING THEIR WEBSITE: [WWW.RSSB.CO.UK/EN](http://WWW.RSSB.CO.UK/EN), WHERE YOU CAN ALSO DOWNLOAD THE DOCUMENTS MENTIONED IN THIS ARTICLE BY REGISTERING YOUR DETAILS.



# bromborough paints

Wallcovering & Paint Specialists

## Branches throughout the North West

### Contact your local branch:

Lancaster	01524 383780
Bromborough	0151 334 1237
Liverpool	0151 236 1971
Abergele	01745 824533
Northwich	01606 786333
Birkenhead	0151 647 0805
Padiham	01282 771011
Carlisle	01228 525312
Preston	01772 726894
Cheadle Hulme	0161 486 0777
Shrewsbury	01743 467246
Chester	01244 373020
Stoke-on-Trent	01782 323711
Frodsham	01928 733314
Trafford Park	0161 872 0648
Kendal	01539 722431
Wigan	01942 231300

**Shop where the professionals shop**

[www.bromboroughpaints.co.uk](http://www.bromboroughpaints.co.uk)

Head Office: 38 Bromborough Village Road, Bromborough, Wirral CH62 7ET. Tel: 0151 334 1237

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

# SALES REPORT

NEIL KINSEY, SALES DIRECTOR

I trust you all had a good Christmas.

Sales for quarter 3 were just shy of £7,500 bringing the year's total so far to 73.8% of the annual target, so pretty much on schedule against budget forecast.

Thanks again for all those who have bought items in the past and in anticipation for future purchases. As ever you will find a sales list in this publication. Please have a good look through it and place an order or two if you can, all 'grist to the mill' as they say.

There are a number of ways to order, directly from the website, by phoning the office or by the good old faithful post of course.

Now although no-one could argue that what the Project is creating can be construed as 'environmentally friendly', I think we all have an eye on our impact on the planet so if we can all make small changes it can have a big impact.

With that in mind I am making my own effort by changing the packaging of the **Sounds of the '60's** CDs that I have been producing to raise funds. Whereas previously I have been using the traditional hard plastic cases, I have now purchased card sleeves to protect the CDs.

Four volumes are available at £6.00 each, all featuring sounds of hard working steam. For those, like me who remember those heady days, it's amazing how evocative the sounds can be. Although today's heritage railways do a great job, they can't quite match the authentic sounds of everyday scheduled steam on the national network.

While talking of CDs don't forget Alf Tubb's superb Classical Music CD is still available.

A while ago we appealed for members to send us left-over foreign currency from any trips abroad that we might change for Sterling when we had sufficient quantities.

Whilst it may not be practical to send such by post may I suggest that you bring any that you may have to our sales stand. It would be much appreciated and would add welcome extra cash to the coffers.

BEST WISHES,  
NEIL KINSEY

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

## STEAM SOUNDS OF THE '60s

### VOLUME 1

Steam in the North West  
(includes the 15 Guinea Special)



**The LMS-Patriot Project**  
CREATING THE NEW NATIONAL MEMORIAL ENGINE

THIS AUDIO PROGRAMME HAS BEEN PRODUCED BY  
THE LMS-PATRIOT COMPANY LTD. FROM ORIGINAL RECORDINGS BY RAY MANNING  
TO RAISE FUNDS FOR THE UNKNOWN WARRIOR.  
© THE LMS-PATRIOT COMPANY

**PLEASE SEE ENCLOSED LEAFLET FOR THE FULL RANGE  
OF LMS-PATRIOT MERCHANDISE AVAILABLE.**

# SALES STAND VENUES 2020

## MARCH

East Lancs Railway Spring Steam Gala	Fri 6/Sat 7/Sun 8
Keighley & Worth Valley Railway Spring Steam Gala	Fri 6/Sat 7/Sun 8
Statfold Barn Enthusiasts Day	Sat 21
London Festival of Modelling, Alexandra Palace	Sat 21/Sun 22
Great Central Railway Goods Galore Gala	Sat 28/Sun 29

## APRIL

Severn Valley Spring Steam Gala, Kidderminster	Fri 17/Sat 18/Sun 19
--	----------------------

## MAY

Gloucestershire/Warwickshire Railway, Cotswold Festival of Steam	Fri 22/Sat 23/Sun 24
--	----------------------

## JUNE

Epping Ongar Railway Steam Gala	Fri 5/Sat 6/Sun 7
Ecclesbourne Valley Railway, Events in the Valley Steam Gala	Sat 13/Sun 14
Statfold Barn Enthusiasts Day	Sat 13
Great Central Railway Model Event	Fri 19/Sat 20/Sun 21

## JOIN US ON THE STAND

We're always on the look-out for more volunteers to help us on our Sales Stand at galas and model railway events. It's a great way to get out and meet people and promote the Project.

If you would like to become part of our sales stand team please contact:

Neil Kinsey  
**07999 769849**  
or email  
**[volunteer@lms-patriot.org.uk](mailto:volunteer@lms-patriot.org.uk)**

Additional events will be added to our website when booked, for an up-to-date listing please visit:  
**[www.lms-patriot.org.uk/  
calendar/month](http://www.lms-patriot.org.uk/calendar/month)**



## LMS-PATRIOT COMPANY RECEIVES HERITAGE RAILWAY ASSOCIATION AWARD

The LMS-Patriot Company has received the HRA 2020 Award for Communications for its members' magazine **The Warrior**. The annual event which is dubbed "the Oscars of Heritage Rail" was held in Birmingham on 8th February and was attended by societies and heritage railways as well as new build and heritage projects who were awarded for their achievements during 2019.

Receiving the award on behalf of the LMS-Patriot Company, Peter Sikes, editor of **The Warrior**, said: "I am thrilled that the Project has been recognised with this award, a lot of work goes into the production of **The Warrior** and it couldn't be done without the contributions from our volunteers and membership which then enables me to put together a magazine that people look forward to receiving. I'd like to thank the HRA for choosing **The Warrior** for their Communications Award and we will strive to keep improving the magazine."

*The official press release from the HRA is reproduced below and on the following pages.*

## 2020 HRA AWARDS PLAY TO A PACKED HOUSE



The Heritage Railway Association's 2020 Awards were presented on Saturday, 8th February, to a record-breaking gathering of heritage rail operators, owners and enthusiasts.

Some 250 guests attended the gala night at the Burlington Hotel, Birmingham. The packed house was entertained by guest speaker and railway historian Christian Wolmar, prior to an awards ceremony that recognised the very best achievements of the UK's heritage rail sector.

The HRA Awards recognise a wide range of achievements and distinctions across the entire heritage railway industry, and the awards acknowledge individuals and institutions as well as railways, tramways and cliff railways.

The event saw the presentation of awards in 13 categories, which included several completely new awards. Many categories saw a record number of nominees and, in one case, joint winners.

The National Railway Museum won the **Morton's Media (Heritage Railways) Interpretation Award**, for their outstanding Brass, Steel and Fire exhibition, celebrating the craftsmanship of amateur Victorian model engineers.

**The Railway Magazine Annual Award for Railway Preservationist of the Year** saw two winners, Richard Croucher, in recognition of his 55 years and more with the Great Western Society, and Bob Meanley for more than half a century's dedication to locomotive restoration, and the development of Tyseley Works.

The Great Central Railway took the **Morton's Media (Rail Express) Modern Traction Award**, for their Test Car 2, restored to original working condition, and unique in being the only surviving vehicle in the UK permanently adapted for the purpose of conducting slip and brake testing.

**Steam Railway magazine** followed the recently-established approach of picking a winner through a readers' poll. The ten nominees were: the 6989 Restoration Group, for the restoration of Modified Hall No. 6989 Wightwick Hall; 9F No. 92134, for everyone involved in its restoration; Beamish, for their restoration of ex-Penryn Quarry Andrew Barclay 0-4-0WT Glyder; the Bury Standard 4 Group, for the



The stage ready to receive the award winners.



Steve Oates, HRA Chief Executive makes the opening speech in which he focused on the supply of coal to the heritage movement.



Smiles all round as we receive the HRA 2020 Award for Communications. From left to right: HRA Chairman Brian Simpson OBE, Kevin West CME, Pete Sikes, Editor of **The Warrior**, Andy Collinson, Chairman, Patriot Trading Company and Christian Wolmar, guest speaker and railway journalist.



Handshakes for the victorious LMS-Patriot Company.



A laugh, a chat and a beer (or two) with Piglet from the North Yorkshire Moors Railway (who may be familiar to those who watch 'Steaming Around Yorkshire').

restoration of BR 4MT 2-6-4T No. 80097; the Great Western Society/Didcot Railway Centre, for the completion of the new-build Saint No. 2999 Lady of Legend; the Groudle Glen Railway, for the construction of the new-build Bagnall 2-4-0T Brown Bear and the three-engine resident fleet; the Knotty Coach Trust, for the restoration of North Staffordshire Railway Brake Third No. 23 and a three coach NSR vintage train; the National Railway Museum for the restoration of Queen Victoria's 1869 Royal Saloon; the Severn Valley Railway, for the completion of Phase One of the Bridgnoth development project and a GWR-style refreshment building; and the Welsh Highland Railway, for the recreation of Waunfawr station, and an up-to-date station at Caernarfon. The readers' choice for winner was 9F No. 92134.

**The Lord Faulkner Award for the Young Volunteer of the Year** is now a permanent feature of the Heritage Railway Association's Awards list. It recognises the crucial importance of successive generations in securing the future of heritage rail, and acknowledges a distinguished contribution made by one or more young volunteers, under the age of 26. The winner was Philip Civil of the Chasewater Railway. Runners-up were James Forster of the Swanage Railway, Aaron Luckarift of the Elsecar Heritage Railway, James Pearson of the West Somerset Railway/West Somerset Steam Railway Trust, and Tom Shaw of the West Somerset Railway.

**The Morgan Award for Preservation** was won by Quorn Wagon & Wagon (Great Central Railway), for their restoration of Test Car 2, which, along with the **Rail Express Modern Traction Award**, made it a double winner. Runners-up were the North Staffordshire Rolling Stock Restoration Trust (The Knotty Trust) for their restoration of NSR Brake 3rd and creation of a three-coach heritage train; The Midland & Great Northern Joint Railway Society, for their restoration of Great Eastern Railway Brake Third 853; the Scottish Railway Preservation Society, for their Glasgow and South Western Railway passenger brake van No. 122; and the Severn Valley Railway Charitable Trust for LMSR CR 2886.

This year's Awards Night also included the bi-annual **HRA Award for Communications**. Carrying off the winner's trophy was the **LMS-Patriot Company Ltd.** for **The Warrior** magazine. Runners-up were the North Norfolk Railway's Carriage & Wagon blog, the suite of marketing communications materials produced by the Avon Valley Railway; Swanage Railway's staff communications website; and the website of the Quorn Wagon & Wagon (Great Central Railway).

**The Coiley Award** is presented to a HRA member who has completed an outstanding engineering project in the field of locomotive overhaul, restoration or preservation. The 2020 winner was the North Yorkshire Moors Railway for the completion of 9F 92134. Runners-up were the Avon Valley Railway, for their Fry's Sentinel restoration; the Mid Hants Railway Watercress Line – Urie Locomotive Society Ltd for their 18-year overhaul of their Urie S15 locomotive; the Quanton Railway Society/Buckinghamshire Railway Centre for 6989 Wightwick Hall restoration; and the Class 50 Alliance's restoration of Class 50 No. 50033 Glorious.

New for 2020 was the **HRA Award for Special Events**, won by the Dartmouth Steam Railway & Riverboat Company, for their Train of Lights. The runners-up list included the Lynton & Lynmouth Cliff Railway, for their annual programme of events; the Leighton Buzzard Narrow Gauge Railway for their centenary celebrations; the Railway Preservation Society of Ireland for their Two Day Tours; and the London Transport Museum, for their celebration of 150 Years of the District Line.

*The Heritage Railway Association is a trade association representing, protecting and promoting the interests of heritage and tourist railways, related museums, tramways, cliff lifts, railway preservation groups and related organisations. More than 180 HRA member organisations regularly open to the public, 156 of them operating with passengers. The organisation has some 300 corporate members. The HRA assists and guides its members, who may be any organisation that is heritage rail related, and is preserving, or helping their visitors understand, or just enjoy, the UK's rich rail based history.*

The award for an **Outstanding Visitor Attraction**, was taken by the Bala Lake Railway, for their Heritage Centre. Bluebell Railway's Steamworks and the London Transport Museum were runners-up, as was the Tramway Museum Society – National Tram Museum, Crich, for their Electrifying the Future exhibition.

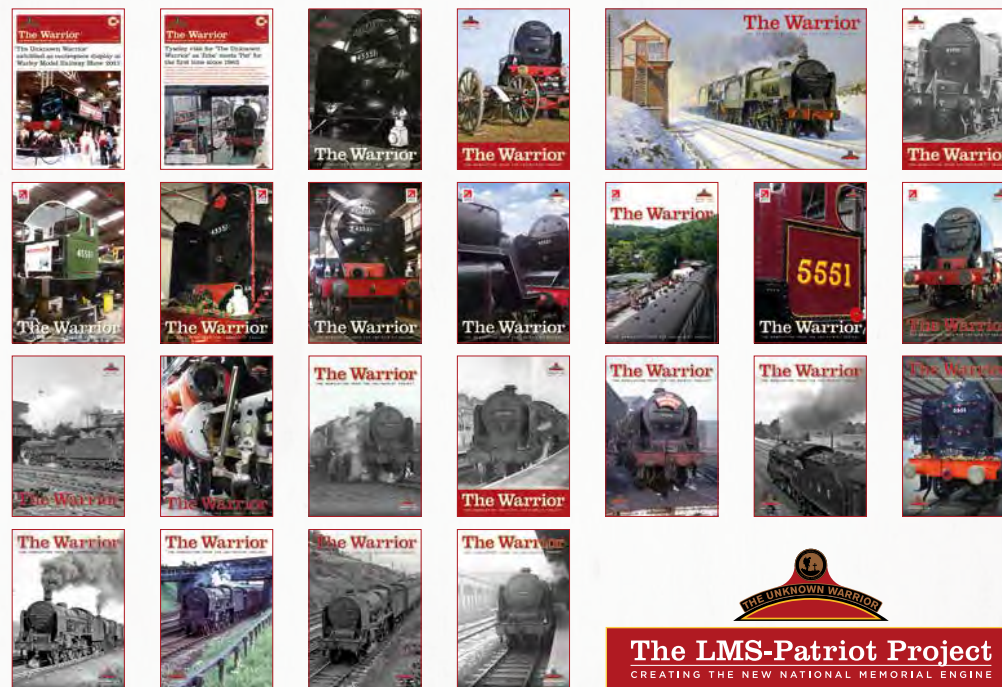
There were four nominees in the **HRA Annual Award (Small Groups)** category: The Ferryhill Railway Heritage Trust, for their restoration of the Ferryhill, Aberdeen turntable; the Lincolnshire Coast Light Railway for 10 years' renewed working; the Deeside Railway Company Ltd for their restoration and operation of Bon-Accord, and the evening's winners, the West Lancashire Light Railway Trust, for the fund-raising project which secured the future of their railway.

In the **HRA Annual Award (Large Groups)** there were five nominees. The trophy was awarded to Volk's Electric Railway Association, for Magnus Volk's Legacy. The Ffestiniog & Welsh Highland Railways, for building 25 new carriages and four observation cars; the Isle of Wight Steam Railway, for their Havenstreet-Wootton Telegraph Pole Route; the Tallylyn Railway, for Involving Young People; and the Llangollen Railway, for the new track to Corwen Station, were all runners-up.

A snapshot of the entry that was sent to the HRA for the Communications Award 2020. Right: Issue 29, May 2016 and the launch of our livery debate.

Far right: Issue 39, November 2018. Coverage of the event at Crewe Heritage Centre to commemorate the 100th anniversary of the end of the First World War.

Below: Covers of all 'Warriors' produced from Issue 20 which appeared in December 2013.



**The LMS-Patriot Project**  
CREATING THE NEW NATIONAL MEMORIAL ENGINE

# FROM THE OFFICE

## OFFICE HOURS

These are variable depending on the availability of volunteers. There is usually a volunteer available on Monday and Wednesday from 10.30am to 1pm. Quite often you will find a volunteer in the office on other days and times but this is not always the case due to other commitments.

There is an answerphone on  
**01785 244156**

Messages will be picked up but possibly not for a while, especially when weekends intervene.

On New Year's Day you should have received an email from the project team, the message was also published on the website. Those members who do not have an email address, or indicated when completing the GDPR form, that they did not want us to communicate by email, would have received a copy in the post sometime after 7th January. For some reason, emails sent by us often get diverted to the members' "junk" or "spam" folders – that happened with several of the volunteers including myself. Usually I check the junk folder on my computer every day to make sure I don't miss anything.

We recognise that in the past, updates to members between issues of this magazine have been few. The board will now make every effort to send an email every 6 to 8 weeks to make sure you are kept more up to date. I am sure you will appreciate, that to avoid increasing costs, this can only be done by email and on the website.

If you didn't receive the New Year message by email or have previously indicated that we should not use this form of communication, we would urge you to reconsider. All you need do is send an email to [office@lms-patriot.org.uk](mailto:office@lms-patriot.org.uk) quoting your URN (unique reference number), membership number and a note saying "Email communication acceptable". PLEASE BE ASSURED THAT ALL MEMBERS WILL BE SENT A PRINTED COPY OF 'THE WARRIOR' MAGAZINE.

Sending out the magazine and other mailings to all the members has to be planned ahead to ensure we have enough volunteers to "prepare and stuff" the envelopes. It is often the only time that volunteers who would generally help in the office on different days, actually get together. The Company Secretary, Richard Sant arranges to hire one of the larger offices at The Hub so that there is enough room for all the paraphernalia needed. Finance Administrator Claire George, prints the address labels well in advance and then Norman Ball, often with the help of his wife, attaches them to the envelopes and sorts out those for volunteers and any to be sent to overseas members. I make sure that there are sufficient funds on the

franking machine and Richard arranges for mail boxes to be delivered by Royal Mail. In most cases, whatever we are sending has been delivered the previous day but occasionally things don't go to plan and something is missing. This can mean printing 1,100 letters, notices or fliers on the office laser printer. The pages are then literally "hot off the press" and it can result in the printer stopping on numerous occasions or needing to be replenished with toner! Usually there are eight or more helpers (although sometimes less), as regular volunteers rope in their partners too. With everything delivered to the office on time, and a good team of stuffers, the job is usually done in a couple of hours. It is then down to Royal Mail to collect the boxes for their onward journey.

Finally, can I please remind any members who pay their annual subscription by standing order, bank transfer or from your regular donations, to always send in the renewal slip (found on the bottom on the renewal invitation letter) suitably annotated, or let us know by sending an email to [membership@lms-patriot.org.uk](mailto:membership@lms-patriot.org.uk). This avoids any delay in your membership renewal. As volunteers in the office, we have no access to the company bank records and therefore are not made aware of such payments being received until Claire George has collated the details from the monthly bank statements.

Linda Westerman,  
Office Manager

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

## MILITARY LINKED LOCOMOTIVES

Gareth Atkinson (pictured right), who many of you will recognise from the AGM at Crewe last year has compiled a list of locomotives and multiple units that have military linked names and also if they are operational and main line certified (highlighted in blue). Part 2 covers Diesels, part 1 appeared in The Warrior, issue 43.



### DIESEL LOCOMOTIVES

Name	Number	Class	Main Line Certified	Working Order	Main Line TOC Operators	Location/ Allocation	Owner	Notes
Colonel Tomline	D3489	10	No	Yes	No	Spa Valley Rly	Spa Valley Rly	
Sea King	D6501 (33002)	33	No	Yes	No	South Devon Railway	South Devon Traction Group	
Lt Jenny Lewis RN	D6515 (33012)	33	Yes	Yes	No	Swanage Railway	72A Locomotive Group	
Spitfire	33035	33	No	Yes	No	Ecclesbourne Valley Railway	Pioneer Diesel Group	
R.J Mitchell Designer of the Spitfire	33063	33	No	Yes	No	Spa Valley Rly	South East Locomotives Ltd	
Swordfish	33103	33	No	Yes	No	Ecclesbourne Valley Railway	Cambrain Heritage Railway	
Captain Bill Smith RNR	33109	33	No	Yes	No	ELR	Bury Diesel Group	
Avro Vulcan XH558	37558 (37424)	37	Yes	Yes	Yes	Carlisle	DRS	
Onslaught	D832	42	No	Yes	No	ELR	Bury Diesel Group	
Squadron Leader Harold Starr – One of the Few	43023	43	Yes	Yes	Yes	Laira	GWR	Some GWR HST coming off hire with class 800 series (further use unknown)
The Royal British Legion	43056	43	Yes	Yes	Yes	Old Oak Common	GWR	
The Corps of Royal Mechanical and Electrical Engineers	43070	43	Yes	Yes	Yes	Landore	GWR	
In Support of Help for Heroes	43076	43	Yes	Yes	Yes	Neville Hill	EMT	
11 Explosive Ordnance Disposal Regiment Royal Logistic Corps	43087	43	Yes	Yes	Yes	Landore	GWR	Some GWR HST coming off hire with class 800 series (further use unknown)
Royal Marines Celebrating 350 Years	43147	43	Yes	Yes	Yes	Landore	GWR	
The Red Arrows 50 Seasons of Excellence	43155	43	Yes	Yes	Yes	Landore	GWR	



## DIESEL LOCOMOTIVES

Name	Number	Class	Main Line Certified	Working Order	Main Line TOC Operators	Location/ Allocation	Owner	Notes
<i>Harry Patch – The last survivor of the trenches</i>	43172	43	Yes	Yes	Yes	Old Oak Common	GWR	
<i>Royal Tank Regiment</i>	45041	45	No	Yes	No	Nene Valley Rly	Peak Locomotive Preservation Company	
<i>Sherwood Forester</i>	45060	45	No	No	No	Barrow Hill	Pioneer Diesel Group	Stored
<i>Royal Army Ordnance Corp</i>	45112	45	Yes	Yes	Yes	Burton on Trent (Nemesis)	Nemesis Rail	
<i>The Royal Artilleryman</i>	D67 (45118)	45	Yes	No	Yes	Barrow Hill	Locomotive Services Limited	Under overhaul
<i>Leicestershire and Derbyshire Yeomanry</i>	D123 (45125)	45	No	Yes	No	Loughborough (GCR)	5305 Locomotive Association	
<i>3rd Carabinier</i>	45135	45	No	Yes	No	ELR	Bury Diesel Group	
<i>James Nightall G.C</i>	47579	47	No	Yes	No	Mid-Hants Rly	Mid Hants Rly	
<i>Prince William</i>	47798	47	No	No	No	NRM York	NRM	
<i>Valiant</i>	50015	50	No	Yes	No	ELR	Bury Valiant Group	
<i>Royal Oak</i>	50017	50	Yes	Yes	Yes	Loughborough (GCR)	Boden Rail	
<i>Renown</i>	50029	50	No	No	No	Peak Rail	Renown Repulse Restoration Group	Stored
<i>Repulse</i>	50030	50	No	No	No	Peak Rail	Renown Repulse Restoration Group	Under overhaul
<i>Hood</i>	50031	50	Yes	No	No	Kidderminster SVR	The HMS Hood Association	
<i>Ark Royal</i>	50035	50	Yes	No	No	Kidderminster SVR	The Fifty Fund	
<i>Defiance</i>	50049	50	Yes	Yes	Yes	Kidderminster SVR	The Fifty Fund (GBRF)	
<i>Fearless</i>	50050	50	Yes	Yes	Yes	Nottingham Eastcroft TMD	Boden Rail	
<i>Western Fusilier</i>	D1023	52	No	No	No	York NRM	NRM	
<i>Gordon Highlander</i>	D9016 (55016)	55	Yes	No	Yes	Crewe LNWR	Locomotive Services Limited	Under overhaul
<i>Royal Highland Fusiliers</i>	55019	55	Yes	Yes	Yes	Barrow Hill	DPS	
<i>Royal Scots Grey</i>	D9000 (55022)	55	Yes	Yes	Yes	Crewe LNWR	Locomotive Services Limited	

## DIESEL LOCOMOTIVES

Name	Number	Class	Main Line Certified	Working Order	Main Line TOC Operators	Location/ Allocation	Owner	Notes
<i>The Territorial Army Centenary</i>	60040	60	Yes	Yes	Yes	Totton TMD	DB Cargo (UK)	
<i>Benjamin Gilbert GC</i>	66077	66	Yes	Yes	Yes	Totton TMD	DB Cargo (UK)	
<i>James Nightall GC</i>	66079	66	Yes	Yes	Yes	Totton TMD	DB Cargo (UK)	
<i>Armistice 100 1918–2018</i>	66100	66	Yes	Yes	Yes	Totton TMD	DB Cargo (UK)	
<i>Lest We Forget</i>	66413	66	Yes	Yes	Yes	Leeds (Hunslet) TMD	Freightliner	
<i>Patriot</i>	66418	66	Yes	Yes	Yes	Crewe (Basford Hall)	Freightliner	



<i>1916 POPPY 2016</i>	66614	66	Yes	Yes	Yes	Leeds (Huslet) TMD	Freightliner	
<i>Valour</i>	66715	66	Yes	Yes	Yes	Peterborough	GBRF	
<i>Chinook</i>	66723	66	Yes	Yes	Yes	Peterborough	GBRF	
<i>Royal Corp of Signals</i>	66756	66	Yes	Yes	Yes	Peterborough	GBRF	
<i>HMS Argyll F231</i>	66775	66	Yes	Yes	Yes	Peterborough	GBRF	
<i>Intrepid</i>	68002	68	Yes	Yes	Yes	Carlisle	DRS	
<i>Astute</i>	68003	68	Yes	Yes	Yes	Carlisle	DRS	
<i>Defiant</i>	68005	68	Yes	Yes	Yes	Carlisle	DRS	
<i>Daring</i>	68006	68	Yes	Yes	Yes	Carlisle	DRS (Scotrail)	
<i>Valiant</i>	68007	68	Yes	Yes	Yes	Carlisle	DRS (Scotrail)	
<i>Fearless</i>	68008	68	Yes	Yes	Yes	Carlisle	DRS	
<i>Vigilant</i>	68018	68	Yes	Yes	Yes	Carlisle	DRS	
<i>Tireless</i>	68021	68	Yes	Yes	Yes	Carlisle	DRS (TPE)	

A superb track-level shot of No. 45501 *St Dunstan's* storming through Handforth on 1st March 1953.

PHOTO: T. LEWIS. © MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.



Our Company Secretary, Richard Sant was contacted by Chris Gilson of Blind Veterans UK (formerly St Dunstan's) regarding the nameplates from (4)5501 that the charity have in their possession. Chris is Content Editor for the Blind Veterans magazine – Review – and has sent the following article that appeared in 2019.

# ST. DUNSTAN'S – THE LOCO AND THE CHARITY

BY CHRIS GILSON, BLIND VETERANS UK

**It's a little known fact that our charity once had a railway locomotive named after it. Chris Gilson looks into the story of a Patriot and its legacy.**

To the small group of people gathered on Platform one of Euston Station in London on 17 April 1937, it was a proud day. They were gathered to name one of the London Midland and Scottish (LMS) Railway's prestigious 'Patriot' class locomotives in honour of St. Dunstan's.

The locomotive in concern was 5501, which was the second-built of 52 express passenger locomotives with a 4-6-0 wheel arrangement. Known colloquially as 'Baby Scots', they became better known as the 'Patriots' after the name bestowed on 5500 in February 1937. Progressively onwards, more of the Patriots were given names of a military bearing, focusing on both regiments and also those who had been awarded the Victoria Cross in the recently ended First World War. Confusingly, some were also named after seaside towns and holiday destinations served by the LMS, together with managers of the company.

By the mid-1930s they were well-established, and a familiar sight on the routes served by the LMS, including the prestigious London to Scotland route now known as the West Coast Main Line.

## A GUARD OF HONOUR

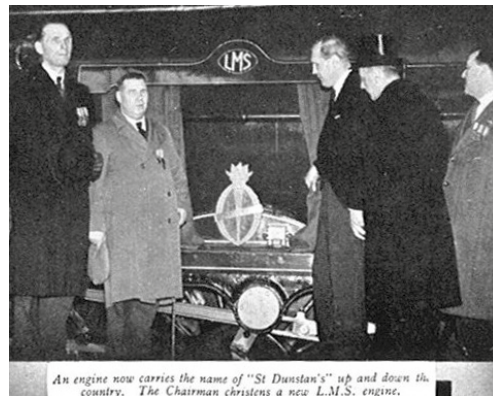
The party who were assembled on the platform that April day included a guard of honour composed of St. Dunstaners, the band of the Marylebone branch of the British Legion, members of the St. Dunstan's council, our then Chairman Sir Ian Fraser, and Mr E. J. H. Lemon, Vice-President of the LMS.

At the ceremony, Mr Lemon said that his company

– like St. Dunstan's – stood for service, noting that St. Dunstan himself was a craftsman, while the men who made the engine were craftsmen, and the charity was producing craftsmen through its programme of training.

For the naming, two large brass replica of the distinctive St. Dunstan's crest had been produced in solid brass to act as nameplates. This had the effect of making 5501 (later 45501 after nationalisation) unique, as all the other named engines in the class used the standard curved nameplate style, which was sometimes accompanied by a regimental coat of arms.

After unveiling the nameplate, Sir Ian addressed the assembled party, saying: "I represent 2,000 men who were blinded in the war. We might be called the two battalions of blinded soldiers. Though not a regiment in



the military sense of the word, we are bound together by the same ties of loyalty and comradeship as the regiments in which we served during the war."

He added, "I would like to thank the porters and train crews of the railways for the kindly personal service which they always give to blinded people, and I should also like to thank the directors and managements of British railways for the facilities which they have given to blinded persons travelling on their railways."

Following the ceremony 5501, now proudly bearing its new name returned to traffic on its home route.

## LONG SERVICE

As a design, the Patriots were generally a success, but by the early 1960s, as steam was being run down across the railways, they faced a bleak future.

By September 1961, 45501 – as it had become – was taken out of service by the London Midland region of British Railways and by the following year had been taken to its birthplace at Crewe and broken up for scrap.



That was not quite the end of the story though as the November 1962 edition of Review (see following pages) featured the following story by Sir Ian Fraser;

"...the two nameplates, beautifully polished and re-painted have been offered to St. Dunstan's... and we have most gladly accepted them. One will be placed over the front door at Headquarters."

This indeed was the case, and following the safe return of both nameplates from British Railways, one was duly painted for display and – for many years – hung in the entrance hall of our Headquarters. The other remained in its ex-locomotive condition, complete with enamelled blue banding around the St Dunstan's name.

Now, both nameplates are safely stored in the archive room of the London Headquarters, although they may make the occasional public appearance in the future – a reminder of our locomotive, and the important part it played in highlighting the hard work we've undertaken since we were founded.



The nameplate on the left is still in ex-locomotive condition with the restored nameplate on the right, both of which hung in our headquarters for many years. If you would like to know more about our charity please visit [www.blindveterans.org.uk](http://www.blindveterans.org.uk)

# ST. DUNSTAN'S REVIEW

For Men and Women Blinded on War Service

No. 508—VOLUME XLVII

NOVEMBER, 1962

PRICE 3d. MONTHLY  
[FREE TO ST. DUNSTAN'S MEN]

## CHAIRMAN'S NOTES

### Double Handicap

ON another page will be found reports of the Handless Reunion and the Deaf-Blind Reunion, both of which took place recently at Ovingdean.

We have tried in various ways over many years to reduce the frustrations and difficulties which double handicaps must cause. For the handless, gadgets of all kinds have been provided, more particularly adaptations to the Talking Book, wireless set, etc., to enable them to be operated; also aids for eating, drinking, shaving and so on. For the deaf, we have perhaps been less successful because the problem is essentially so difficult of solution. No doubt braille is the greatest comfort to those deaf-blind men who can use it and we have therefore encouraged this in every way. For example, I carry on a considerable correspondence with some of my deaf-blind friends in Braille. We have also asked as many members of the staff as possible to learn the manual language and I am glad to say that they and a number of St. Dunstaners have also mastered it so that they may talk to their deaf colleagues when they meet them in our Homes or at Reunions: this has made a very real contribution and is deeply appreciated.

I would like to place on record that St. Dunstan's will always welcome any suggestions from doubly handicapped men or from their friends as to any directions in which further technical help may be given.

Those of us who have had but one handicap to trouble us have the greatest admiration for our comrades who have to put up with two or more.

### The Engine Named "St. Dunstan's"

Just over twenty-five years ago—on April 17th, 1937—at a little ceremony at Euston Station, it was my pleasure and privilege to name a new L.M.S. railway engine, "St. Dunstan's." There were a number of St. Dunstaners present on that occasion who formed a guard of honour and later were able to examine the brass nameplates in the form of St. Dunstan's badge which had been set up on either side of the engine.

That same locomotive has now been withdrawn from service and broken up and the two nameplates, beautifully polished and re-painted, have been offered to St. Dunstan's by the London Midland Region of British Railways and we have most gladly accepted them. One will be placed over the front door at Headquarters.

Built in 1930, the "St. Dunstan's" engine had been used on express passenger trains from Crewe to North Wales, Liverpool, Manchester and North West England, and had run a

2

ST. DUNSTAN'S REVIEW

total mileage between 1930 and August, 1961, of 1,266,776 miles. This type of engine had been called the "Baby Scot" since it was a smaller edition of the "Royal Scot" engine, then the largest passenger locomotive on the system. Mechanically minded St. Dunstaners might like to know the principal dimensions:

Cylinders (3)	18 ins. x 26 ins.	<i>Weight in Working Order:</i>
Boiler pressure	200 lbs. per sq. in.	80 tons 15 cwt. <i>engine</i>
Driving wheels	6 ft. 9 in. diameter	42 tons 14 cwt. <i>tender</i>
Heating surface	1,735 sq. ft.	Length over buffers, 62 ft. 8½ in.
Tractive effort	26,520 lbs.	

When I christened the engine I thanked the porters and train crews of the railways for the kindly personal service which they had always given to blind people. As we all know, that help has continued over the years and now I am glad again to have this opportunity of expressing on behalf of all St. Dunstaners our appreciation of their friendly services, and to thank British Railways for their thoughtful gesture.

FRASER.

### Sir Arthur Pearson Memorial Service

The 41st anniversary of the death of Sir Arthur Pearson, Bt., C.B.E., Founder of St. Dunstan's, is on Sunday, December 9th, and to commemorate this, a Service will be held at Ovingdean in the Chapel at 11.30 a.m. At the Service there will be a Dedication of Banners, presented to St. Dunstan's by an American friend, by the Lord Bishop of Chichester, who will also give an Address. The Lesson will be read by our President, Sir Neville Pearson, and the Service conducted by the Reverend W. J. Taylor.

\* \* \*

On the morning of Saturday, December 8th, a party of St. Dunstaners will leave Headquarters for Hampstead Cemetery where a wreath will be placed upon Sir Arthur's grave.

Subscriptions of not more than one shilling towards the wreath should be sent to Mr. Lloyds at 191 Marylebone Road, London, N.W.1.

### Remembrance Day, 1962

A number of St. Dunstaners were present at the Cenotaph on Sunday, November 11th. Lord Fraser was also present at the parade.

St. Dunstaners also took part in the Festival of Remembrance at the Royal Albert Hall on Saturday, November 10th, which Lord and Lady Fraser also attended.

### The Bristol Reunion

The last of the 1962 Provincial Reunions, having been postponed owing to the small-pox outbreak in South Wales in April, was held at the Grand Spa Hotel, Bristol, on Saturday, 27th October.

Lord Fraser, accompanied by Lady Fraser, presided at the luncheon which was attended by no less than 56 St. Dunstaners from South Wales and the surrounding counties. Guests included Miss F. Lloyd, Miss D. Oliphant and Mrs. P. Robertson-Glasgow, who has recently revived the annual party for local St. Dunstaners at Hinton Charterhouse.

Replying to a vote of thanks most eloquently proposed by Mr. S. Gobourn, Cheltenham, in which he paid tribute to Lord Fraser's forty years' work for St. Dunstan's, the Chairman replied:

"At this, our last Reunion of the year, I send a message of thanks to all those who attended Reunions throughout the country this year for the votes of thanks which they passed and which were conveyed to me.

My wife and I deeply appreciated the good wishes of our many St. Dunstan's friends."

### Retirement

C. A. Hancock, of West Drayton, has retired from his firm, Tricos, after fifteen years' service there as a packer. His workmates gave him an inscribed braille wrist watch and the company sent him a letter of thanks and good wishes, to which we add our own.

### Engine Named "St. Dunstan's"

AN interesting ceremony took place at Euston Station on Saturday, April 17th, when a new L.M.S. locomotive was christened "St. Dunstan's" after our organisation.

The engine was drawn up on No. 1 Platform, and a guard of honour composed of St. Dunstaners, headed by the band of the Marylebone branch of the British Legion, took up their positions on the platform, awaiting the arrival of Mr. E. J. H. Lemon, Vice-President of the London Midland and Scottish Railway Company, and Captain Sir Ian Fraser, who was to unveil and christen the engine, with the official party. This included Lady Fraser, Colonel Eric Ball, senior member of our Council, and Mrs. Ball; Mr. E. E. Mavrogordato, a member of St. Dunstan's Council, and Mrs. Mavrogordato; Miss Hamar Greenwood, a member of the Council, and Mr. W. G. Askew and Mrs. Askew.

Introducing Sir Ian, Mr. E. J. H. Lemon said that their railway, like St. Dunstan's, stood for service. Saint Dunstan was a craftsman. The men who made the engine were craftsmen, and St. Dunstan's was turning out craftsmen.

A brass replica of St. Dunstan's badge had been fixed to the side of the engine,

and before unveiling this, Sir Ian said: "I represent 2,000 men who were blinded in the War. We might be called the two battalions of blinded soldiers. Though not a regiment in the military sense of the word, we are bound together by the same ties of loyalty and comradeship as the regiments in which we served during the War.

"I would like to thank the porters and train crews of the railways for the kindly personal service which they always give to blinded people, and I should also like to thank the directors and managements of British railways for the facilities which they have given to blinded persons travelling on their railways."

Sir Ian then unveiled the badge and christened the engine, "St. Dunstan's."

The engine which has been given our name is one of a group of passenger engines known as the "Patriot" class.

When these engines were built during the period 1930-1934, they were generally referred to as either "Rebuilt Claughtons," or "Baby Scots," as the new locomotives were a smaller edition of the "Royal Scot" engines which were then the largest passenger locomotives on the system.

These engines are used on main line express passenger services, included in which are the popular two-hour trains between Euston and Birmingham.

LMS Patriot 4-6-0 No 5501 St. Dunstan's at Crewe station in c.1947.

PHOTO: W. H. WHITWORTH/RAIL ARCHIVE STEPHENSON




45501 St. Dunstan's pictured at Carlisle Upperby on 7th August 1961. This photo shows to good effect the large Claughton wheel centres and non-standard nameplate.

PHOTO: © JOHN J. G. WILSON. COURTESY ALAN INCKLE.



## The OLD BILL Fraternity

**ENROLMENT FORM**



By  
P. H. P. P. P.

*I consent to become a member of The Old Bill Fraternity and undertake to purchase from St. Dunstan's, goods made by war-blinded men to the minimum value of 5/- (plus cost of delivery) annually. To pay an initial membership fee of 6d. and in the event of my having to resign, to provide a substitute member. In fulfilling these conditions it is my desire to show appreciation for the sacrifice made by the Nation's war-blinded, and I will assist by interesting others in the objects of the Old Bill Fraternity.*

**"PUT IT THERE MATE" →**

M.H.R.H. The Duchess of York  
145 Piccadilly

Please state title or whether Mr., Mrs., or Miss.

Queen Elizabeth is the first Lady Member of the Old Bill Fraternity—a scheme to help the sale of St. Dunstan's goods. Above is a reproduction of the enrolment form which Her Majesty signed as Duchess of York.

The naming of 5501 as reported in St. Dunstan's Review in 1937.

# ST. DUNSTAN'S – IN THE BEGINNING

BY DAVID HUGHES, VOLUNTEER AND RAILWAYANA COLLECTOR

**Rebuilt by the LMS at Derby in 1930 from 5902 Sir Frank Ree (LNWR Claughton No. 1191) it was first seen in it's new guise with Sir Frank Ree nameplates made of wood but these were soon replaced with brass ones. It's first shed location was at Crewe North (5A) but after a year it was transferred to Longsight (9A) and then it moved around a bit until going to Camden (1B) on 10th April 1937.**

Just a week later on 17th April it was renamed *St. Dunstan's* at Euston Station by the then Chairman of St Dunstan's, Sir Ian Fraser and E. J. H. Lemon, Vice-President of the LMS. There was a guard of honour composed of St. Dunstaners and the band of the Marylebone branch of the British Legion. The locomotive nameplates were unique in that they were in the form of the St. Dunstan's crest.

The locomotive then ran in service with the LMS and later British Railways finally being withdrawn from Carlisle Upperby (12B) in the week ending 26th August 1961 after having run 1,266,776 miles, primarily on the West Coast Main Line. The locomotive was removed to Crewe Works and was quickly scrapped the following month. This would have taken place in the tall building adjacent to the Steel Foundry. When visiting Crewe Works the Foundry was usually the first place you went to, followed by the Paint Shop. One extreme to the other. It would be interesting to know if there are any photographs of 45501 at Crewe prior to scrapping because this might show some interesting features not normally visible when in service. At this time locomotives usually arrived at Crewe with all plates intact. There is a photograph of 45511 *Isle of Man* with smokebox and 12B shed plate still in place during scrapping. This locomotive was withdrawn only six months earlier than 45501. The nameplates would have been removed to the Crewe Store, usually for sale.

## THE STORY CONTINUES...

Sometime after this, one of the nameplates from St. Dunstan's was reported to have been at British

Railways Headquarters at Marylebone and the other at an unidentified store, but probably still at Crewe. In November 1962 the two nameplates from St. Dunstan's were presented to Charity, being accepted by Sir Ian Fraser who was there at the naming in 1937. Both were then placed on display at their headquarters in Marylebone Road. The Charity is now known as Blind Veterans UK and Chris Gilson Content Editor of their House Magazine was writing an article about their plates and approached the LMS Patriot Project for details of our plan to build *'The Unknown Warrior'*. This was duly provided and included in his original article. In doing this he provided the Project with some photographs of their two nameplates (see page 37). This stirred my interest because they did not appear quite as when they were fitted on the locomotive. The difference being that the preserved plates were 'see through' and it was not clear how they were mounted on the locomotive. Scrutiny of the plate in LMS days showed a fitting on the top of the splasher but no more. I asked Chris Gilson and Rob Baker, the Charity Information and Archives Officer, if there was any possibility of them photographing the back of the plates for me. As a result they kindly removed the plates from their displays and provided me with a photograph (shown on the right).

The backs of nameplates are often more interesting than the front and add to the history of the plates. St. Dunstan's is no exception. It is clearly in ex-loco condition on the back which is usually the more desirable and often adds to the history of the plates. This one is no exception and because there is a

consistency of colour on the surface it would indicate that it was fixed to a back plate following the outline shape of the crest. If any part of the plate was not covered the surface colouration would be different due to exposure. This would explain why it was not 'see through' when on the locomotive. This plate would have been fixed in some way to the bracket bolted to the top of the splasher. I would like to know if any of our members can add any detail to this.

When the nameplates were removed from the locomotive by British Railways they obviously left the back plates attached to the splasher which is why the St. Dunstan's plates are 'see through' as now displayed. It is also clear that the nameplates were fixed to the back plates with threaded studs and nuts at the back. Most of the LMS badges had visible slotted countersunk bolts but clearly it would not have been acceptable on the St. Dunstan's plates hence the studs.

British Railways presented many nameplates to the Regiments after which they were named when the locomotives were withdrawn. Unfortunately in most cases they skimmed the front surface of the plates before presentation, supposedly to improve their

appearance. This had the effect of removing all surface knocks which had given them character from a life in service on the locomotives. It also made the letters chunky. The more they skimmed the more chunkier they got and this completely spoiled their appearance. Typical examples of the plates so treated are: Gordon Highlander, Sherwood Forester, The Derbyshire Yeomanry and The Northamptonshire Regiment. Some Regiments in the past have sold their plates (wrongly in my view) and the skimming did make them less desirable to the collectors. Interestingly the one organisation which was not honoured with the presentation of a nameplate was... The British Legion!



# Railtrail Tours supports the Patriot!

Staffordshire based tour operator Railtrail Tours are delighted to continue their relationship with the Patriot new build project and are truly looking forward to the magnificent day when **The Unknown Warrior** steams and makes its maiden journey on the main line.

Founder and MD of Railtrail Tours, Dave Felstead said "I started organising rail holidays 40 years ago after watching Sir Michael Palin's BBC TV programme *Great Railway Journeys of the World*. It took Sir Michael by train from London to the Kyle of Lochalsh in the Scottish Highlands. The original Kyle of Lochalsh station sign was for Michael to collect, and the reason for his journey – it now sits proudly in the Railtrail Tours office at Leek in the delightful Staffordshire Moorlands, as a reminder of where the thought of Railtrail originated from".

A generous donation is made to the Patriot Project for each Railtrail holiday booked by a Patriot member or associate and the response has been excellent. In fact almost £400 has already been donated so far! Please remember to quote **The LMS-Patriot Project** when making a booking and we will be delighted to keep you all informed of donations received.

See our ad opposite for more details. Railtrail Tours 2020 full programme of escorted rail holidays can be viewed online at [www.railtrail.co.uk](http://www.railtrail.co.uk) or call 01538 382323 to request our brochures.

## All aboard Railtrail's Platinum Award!

Railtrail Tours are full steam ahead as they celebrate a Trusted Service award. The Feefo Award is given for consistently excellent customer service and to companies that have achieved three consecutive years of Gold-Level customer ratings.

Speaking about the win, founder and MD of Railtrail Tours, Dave Felstead said; "I am delighted to receive this award as it is a deserving recognition for the whole team at Railtrail and reflects their commitment to providing the very best escorted rail holidays for our loyal clients. Railtrail is a family sized company and it is very reassuring that it is excellent and consistent feedback from our clients over a number of years to Feefo that has led to this award being made. 'Big on Quality, Small enough to care' is our motto and it's wonderful to know that clients travelling on our tours appreciate that."



Right: Railtrail's award-winning team.



# RAILTRAIL®

## QUALITY ESCORTED HOLIDAYS BY TRAIN

### USA – FALL COLOURS STEAM

DEPARTS: Wednesday 30 September 2020

**Fare**  
Flight Inclusive  
(ex Heathrow) From  
**£4299**

**Fare**  
Ground Only  
From  
**£3749**



14  
DAYS

- ★ Steam through quintessential New England towns in first class 1920's vintage coaches
- ★ Enjoy a scenic steam ride alongside the Delaware River behind a Chinese steam locomotive
- ★ Ride on double headed Shay locomotives on the Cass Scenic Railroad
- ★ Take a steam hauled ride through Amish Country on the Strasburg Railroad

- ★ Ride on the steeply graded Western Maryland Railroad behind the huge C&O 2-6-6-2
- ★ Spot American bald eagles from the Potomac Eagle vintage diesel train
- ★ Enjoy free time in the fabulous cities of Boston, New York and Washington
- ★ Discover Boston's many micro brewed beers
- ★ Stay at the Steamboat Inn, a unique paddle steamer themed hotel!



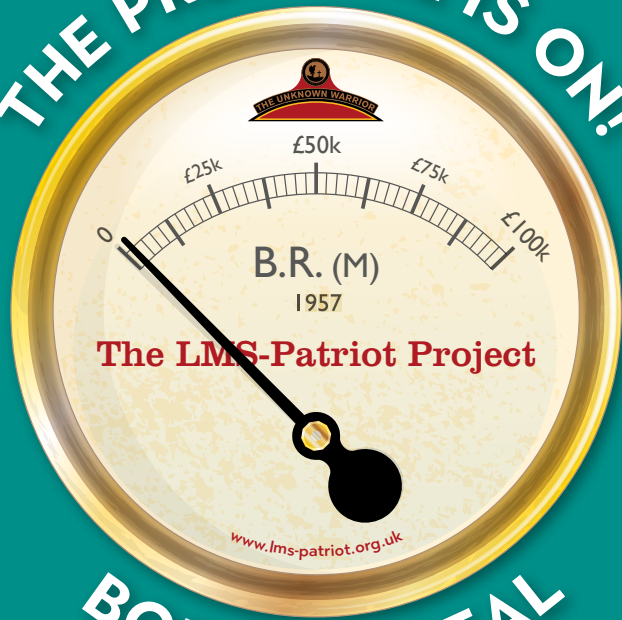
Big on quality, small enough to care



OVER 130 TOURS ON OUR WEBSITE  
For more information visit  
[www.railtrail.co.uk](http://www.railtrail.co.uk) or call 01538 382323



THE PRESSURE IS ON!



BOILER APPEAL

We are looking to raise a further £100,000 to complete the boiler. Fantastic progress has been made by HBSS, with your help it can be completed by March 2020.

The majority of the copper stays have now been manufactured and fitted, although at a higher price than originally estimated due to increased material costs.

Still required are a number of Steel Stays @ £7, Copper Stays @ £20 and Crown Stays @ £50.

As well as the above we are looking for help to cover the cost of the recently purchased Longitudinal Stays, and funding for the Cladding plus the Grate and Ashpan.

We estimate that these items will cost in the region of £100,000.

**PLEASE HELP US RAISE THE FUNDS WE NEED**

Any amount you can donate is welcome and if you are a UK tax payer it will attract 25% Gift Aid.

Please send your donation to:

**The Pressure is on!** The LMS-Patriot Company Ltd.,

The Hub, 17 Eastgate Street, Stafford ST16 2LZ or to donate by card

call the office on 01785 244156.

You can also donate online, go to [www.lms-patriot.org.uk](http://www.lms-patriot.org.uk) and look for the

**The Pressure is on!** button on the home page.

Patriot No. 45550 double-heads with Stanier Black 5 No. 45302, they are seen on the approach to Carnforth Station, date unknown.

PHOTO: BILL ASHCROFT. © THE LMS-PATRIOT PROJECT.





**BUY YOUR COPY  
AND SUPPORT  
THE PROJECT**

# THE PATRIOTS

A PICTORIAL RECORD

VOLUME ONE 45500-45525 • VOLUME TWO 45526-45551



Softback  
124 pages  
210mm x 250mm  
ISBN 978-1-9995818-0-0  
Published by: The LMS-Patriot Company Ltd.

**£18.95**  
EACH  
PLUS £3.00 p&p  
per copy



Softback  
124 pages  
210mm x 250mm  
ISBN 978-1-9995818-1-7  
Published by: The LMS-Patriot Company Ltd.

Our fund-raising pictorial books contain many previously unpublished photos of this much missed class of locomotive. Each volume contains 120 pages featuring over 100 superb monochrome and colour photos which span four decades from introduction to the LMS in the 1930s to the demise of the entire class in the 1960s, all capturing the Patriot class in its original parallel boiler form as designed by Sir Henry Fowler.

All profits will go directly towards the completion of **The Unknown Warrior**.

**To order online go to [www.lms-patriot.org.uk/shop](http://www.lms-patriot.org.uk/shop) or alternatively call the office on 01785 244156**



# STEAMING AHEAD

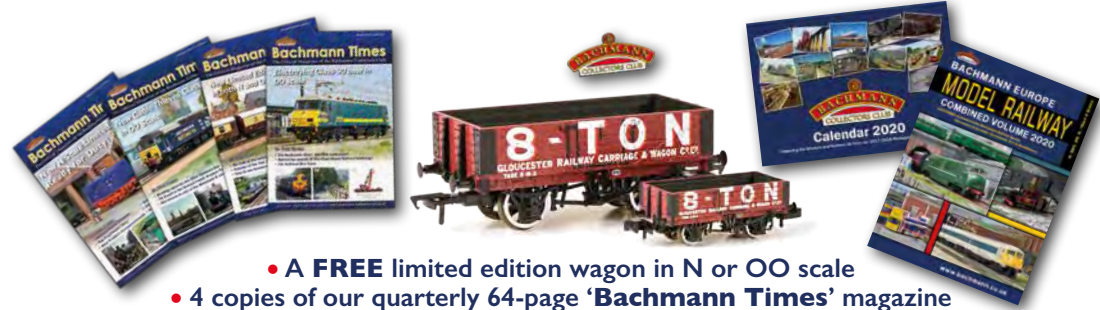
with the Bachmann Collectors Club

Indulge in your passion for model railways by joining the official **Bachmann Collectors Club** today!



**EXCLUSIVE CLUB MODEL**  
J72 Tank No. 69023 'Joem' in Lined Green livery (31-060K)

## ANNUAL CLUB MEMBERSHIP INCLUDES:



- A **FREE** limited edition wagon in N or OO scale
- 4 copies of our quarterly 64-page 'Bachmann Times' magazine
- A monthly 'TrainMail' e-newsletter
- A specially commissioned calendar
- Be the first to receive future catalogues
- Membership Card & Pin Badge
- Invitations to attend member events, including the **FREE** annual 'Members Day' held at a heritage railway or preservation site
- **PLUS** the chance to purchase limited edition club exclusive models - not available to buy in shops!

**ALL OF THIS FROM JUST £32 PER YEAR**

Call us on **01455 245565** or visit [www.bachmann-collectorsclub.co.uk](http://www.bachmann-collectorsclub.co.uk) to join today!



# MEMBERS' CORNER

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

## IDENTIFYING THE TRAIN ENGINE ON THAT DOUBLE-HEADED DEPARTURE FROM LEEDS

The November 'Warrior' (Issue 43) had a fine centre-fold picture showing a double-headed rake of Stanier and Mk1 coaches in carmine/cream livery pulling away from Leeds City station in the 1950s piloted by the parallel-boilered Patriot 45502 Royal Naval Division. The caption states that the train locomotive is an unidentified rebuilt Patriot, but closer inspection shows that there is just enough detail to confirm that it is in fact a Stanier Royal Scot. The double-headed pairing of these cousins-in-steam was apparently quite usual on the heavier Trans-Pennine services of the day.

Both locomotive tenders display the early (1949) BR lion-and-wheel 'totem' that was replaced gradually from 1956 by the larger lion-and-wheel 'emblem'. Magnifying the picture reveals that 45502 has a 12A shed plate which was the code for Carlisle Upperby between 1950 and 1958 – before and after this period Upperby's code was 12B. But the smudged and somewhat faded number on the cabside of the Scot remains illegible even under scrutiny.



Thank you to all who contributed their articles that appeared in Warrior 43, 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 an address so they can be returned to you). Please send them to us at [memberscorner@lms-patriot.org.uk](mailto:memberscorner@lms-patriot.org.uk) or post to: **Richard Sant, The LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.**

### CONFIRMING THE LOCOMOTIVE TYPE

Although the 2A tapered boiler with double chimney gives them a near identical look (despite certain dimensions differing by the odd inch or so), there are two front end 'at-a-glance' details which help distinguish the rebuilt versions of the Patriot and the Royal Scot.

One feature is that the Scot has adjacent stepping plates on the sloping middle cylinder casing to facilitate access to the smokebox. These are absent on the Patriots. Unfortunately, the front of the train locomotive in the photograph is almost totally masked by 45502's tender, so it is impossible to see whether or not this inner pair of stepping plates is present.

The second feature is a subtle difference in the shape of the buffer beam. The beam's appearance is such that the Scot's appears slightly more substantial owing to the shorter length of its 'cut away' edge. On the Patriot this 'cut away' starts closer to the top than it does on the Scot. The Scot's beam remains at full width until near the lower corner. Fortunately for our purpose the left edge of the train locomotive's buffer beam is unobstructed and, despite poor contrast in the grey tone of the photograph, this alone is sufficient to confirm that the locomotive type is a Royal Scot.

These two features – the steps and the buffer beam – are captured in a couple of photographs taken by J. R Carter which appear in the book: *The Power of the Patriots* by J. S. Whiteley & Gavin W. Morrison (OPC, 1997). Both show full frontal views of a rebuilt Patriot and a rebuilt Scot standing side by side. One picture features 46163 *Civil Service Rifleman* and 45527 *Southport* and then, on the last page, the other shows 46157 *The Royal Artilleryman* and 45534 *E. Tootal Broadhurst*. Unfortunately this publication doesn't have page numbers.

### IDENTIFYING THE SERVICE

The location at Leeds City station by the semaphore signals was a popular one for photographers in the 1950s. Lines into Leeds run more east-west than north-south, so shadows fall to the left when facing this station. The shadows in our photograph are short, indicating that the photograph was taken during the summertime when the sun was high. It is therefore likely that the time slot for the photograph is between late morning and early afternoon.

Page 165 of *The Best of Eric Treacy* by David St. John Thomas and Patrick Whitehouse (BCA, 1994) shows a rake of carmine/cream stock which forms: "A Newcastle-Liverpool service, after reversing, heading for Lancashire via Standedge tunnel double-headed by 45519 *Lady Godiva* piloting rebuilt Scot 46124 *London Scottish* past Leeds City West signal box in the mid-1950s". 45519 was allocated to Preston (10B) and 46124 was allocated to Edge Hill (8A) at the time, so were both heading back towards home base.

*The Power of the Patriots* book has a picture of 45526 *Morecambe and Heysham* in August 1961 with the caption "...during the summer timetable a relief train was run in front of the morning Newcastle-Liverpool from Leeds to Manchester departing at 12.35pm and was generally worked by an Upperby locomotive. The rebuilt Patriots and occasionally an original one usually worked this train."

I couldn't find any evidence that Patriots double headed together working out of Leeds, but they may well have done. And if the Manchester relief service was worked regularly by a single (Patriot) locomotive, then the departure in the photograph seems almost certainly to be the following service to Liverpool.

CONTINUED OVERLEAF

## IDENTIFYING THE LOCOMOTIVE

It was David Jenkinson's *Power of the Royal Scots* book (OPC, 1982/2001) which helped home in on which locomotive the train engine might be. The caption for Plates 237-240 ("Departure from Leeds") states that "by the early 1950s Scot haulage was well-nigh guaranteed on all the heavier trains". This runs slightly contrary to the comment about the regular use of Upperby's Patriots on the relief Leeds-Manchester service, but perhaps this didn't qualify as one of the 'heavier' services. Nevertheless, this publication assisted greatly in chasing a vitally-important detail on locomotive identification. This concerns the size and shape of Royal Scot nameplates.

It is clear that our train locomotive has a relatively simple and unadorned nameplate, i.e., one which has a single line of lettering with no coat-of-arms disc on top. Of the seven Royal Scots shedded at Holbeck between 1950 (then 20A) and 1959 (55A since 1957), 46103 *Royal Scots Fusilier* went to Cricklewood (14A) and 46109 *Royal Engineer* went to Longsight (9A). Assuming that we can discount these two (but without dates to compare transfers and scheduled movements this could be an erroneous move), there are three further Leeds-based Scots which can be eliminated. These are 46112 *Sherwood Forester*, 46113 *Cameronian* (which both carried nameplate discs) and 46145 *The Duke of Wellington's Regiment (West Riding)* which would require a longer (and deeper?) nameplate.

Of course, the locomotive we're after may not be a Leeds-based Scot (as with 46124), but, if it were, we are left with either 46108 *Seaforth Highlander* and 46117 *Welsh Guardsman* as the two remaining candidates because these had the simplest style of nameplate. If anyone is able to shed further light on this I'd be delighted to see what might be revealed.

In undertaking this search I learned quite a bit about the design of both types of locomotive and also the services they worked which wouldn't have come to light otherwise. By the time they were withdrawn the Patriots had covered typically 1.5 million miles (more for some) and, according to E. Stuart Cox, the Royal Scots typically covered between 2 and 3 million miles.

It will be wonderful to celebrate *The Unknown Warrior* hauling its first main line express. Let's hope the sun shines, as it did that day in Leeds, on all those so dedicated to this achievement.

GRAHAM LAWRENCE: MEMBERSHIP NO. 740/10

## 6233 – A DAY WITH THE PRCLT SUPPORT CREW

Dear Pete

Just a line to express my appreciation of your excellent article '6233 - A Day with the PRCLT Support Crew'.

The article evoked nostalgic memories of several holidays spent in Torquay in the mid-50s. My parents enjoyed the delights of the 'English Riviera' but my joy was travelling daily to such places as Exeter St. Davids and Plymouth North Road, the sea wall at Teignmouth and Dawlish and the delightful Devon branch lines. Happy memories came flooding back.

Thank you for your article and excellent quarterly newsletter.

With all good wishes, yours sincerely,  
John Rider, Membership No. 195/07

## WHY I CHOSE 45537

I picked my membership number, 45537 because I photographed that loco on 29th May 1961 passing through Leicester London Road station. Prior to that, I only saw Patriots on the WCML at either Rugby, Crewe or Carlisle. The photo of 42577 is included as it was a Rugby loco on a train possibly heading back to base.

I was surprised and delighted to see a 'Pate' in Leicester and remember sprinting along the platform to a gap in the buildings where I got this photo. It was taken on a very basic camera of a type which many trainspotters carried then – and the paper negative Gratispool film didn't help quality. I doubt if it ever occurred to me to clean the lens!

I have a friend who was a full-time artist and asked him a few times over the years if he would do a painting of 45537. Each time, he declined because he has little knowledge of railways, being well-known for landscapes. Finally, I managed to get him to do it when he mentioned that his commission work was running short. For someone who is not a railway enthusiast I think that he made a good job. However, he produced an up gradient through Leicester because I hadn't held my camera level and the background buildings look a lot cleaner than I remember.

In the last issue, Syston station was mentioned. This was where I started my spotting on the Midland because my cousin lived in the next village. 8Fs, Mickies, Jubes and the occasional Scot or Brit are the types I recall. I also remember being refused a half fare ticket there, probably because I was tall for a 14 year old – 6' 3". This rankled because my brother and cousin who did get half fare tickets were two and three years older respectively – should have bent my knees!

ANDY WESTON  
MEMBERSHIP NO. 45537/11



## 19th Signal Regiment Association

Dear Mr. Sikes

Members who served in 19th Signal Regiment in the Far East will be meeting in reunion at Warwick in September. I plan to send out a newsletter to members with details of the reunion and booking forms in March. I thought that some members may be interested in The LMS-Patriot Project and have composed a letter that I would like to print in that newsletter.

In the letter I reference 'our museum' and this refers to the Royal Signals Museum at Blandford, home in World War 1 to the Royal Naval Division and now the Corps' training centre.

Information for the article has been culled from your website and from the May 2019 edition of The Warrior. I should be grateful for your permission to publish this article and to suggest any corrections and/or updates if appropriate.

I have pleasure in enclosing a CAF Voucher for 40 Guineas as a donation towards the Project.

YOURS SINCERELY, PAT SOWARD.

## THE ROUTE TO MAIN LINE CERTIFICATION

**The LMS-Patriot Project has recently taken steps to establish the route to certification for main line running in compliance with regulations governing new build steam locomotives.**

In this context new build steam is classified under heritage vehicles where revised processes defining engineering, certification and registration requirements were introduced from early 2018 by the Rail Safety and Standards Board. These define the engineering standards applicable to *The Unknown Warrior* and other new build steam locomotives subject to main line certification. Additionally the project must consider safety risks posed by the locomotive in terms of the space envelope in which it operates with respect to railway infrastructure and staff, other rail users (trains and travellers), and also bystanders and property. Each risk must be properly assessed and be either eliminated or mitigated to an acceptable low level of probability of occurrence to fulfil this particular regulation.

Compliance with engineering standards and safety risks is to be achieved in conjunction with an independent company who hold UKAS accreditation in this field. Ricardo Rail Certification Ltd, of Derby possess appropriate competencies to fulfil the tasks and have been appointed in this capacity. When they are satisfied that all technical requirements have been met and also verify that all safety risks have been identified with appropriate mitigation to an acceptable low level – they will produce a Certificate of Engineering and a Safety Assessment Report for the Office of Rail and Road (ORR) seeking permission for main line operation and approval.

I am sure that Members will offer their full support to the LMS Patriot Management Team who will be managing these processes as work on *The Unknown Warrior* continues at the West Shed.

BRIAN HALL. MEMBERSHIP NO. 638/04

*Brian is the engineering director of the B17 Steam Locomotive Trust. His Previous experience in steam preservation was during the late 1970s when he was associated with 92 SQUADRON (BoBLPS). Brian is an original subscriber and founder member of the B17 Steam Locomotive Trust from its formation in April 2011 and he was appointed Chairman in 2012. He is responsible for the engineering aspects of the project and they too have enlisted the skills of Ricardo Certification.*

## LNWR ENGINES

Dear Pete,

I so enjoyed John Proctor's letter about LNWR engines that appeared on page 53 of issue 43. Although I was hooked on spotting by watching Big Bertha shoving Jubilees etc. up the Lickey Bank, I got very attached to LNWR locomotives, seeing Prince of Wales engines at Birmingham New Street, which also had station pilots on the LNWR side. There was always an 0-6-2 coal tank at one end and a passenger 0-6-2 tank at the other end, usually supplied by Monument Lane shed.

I was impressed by the 0-8-2 and 0-8-4 engines at Wigan and lucky enough to see LNWR coal 0-6-0s, predecessors of the 'Cauliflowers', working in Barrow Docks.

However it was the last Claughton, 6004, which really stirred my imagination and is probably the reason I love the Patriots and support the project.

I first saw 6004 at Llandudno Junction in July 1947. It later caused a big stir amongst the spotters at New Street when it turned up with a Liverpool express. A really rare cop for most of them as she rarely worked fast passenger trains. I did see her on an express at Tamworth but piloting a fellow Edge Hill engine 6203 *Princess Margaret Rose*. Huge cheers as 6004 was identified followed by a resounding chorus of boos and cries of 'crate' as 6203 passed. Every time I visited Tamworth it seemed that 6203 appeared. I finally saw the sad sight of 6004 awaiting a decision on preservation. They were considering 6004, a Prince of Wales and Sirocco, the last Precursor. Sadly all were condemned leaving only little *Hardwick* to represent LNWR express engines. Disgraceful.

I attach a photo I took of 6004 at Crewe on my basic Ensign Full View camera, does anyone remember them?

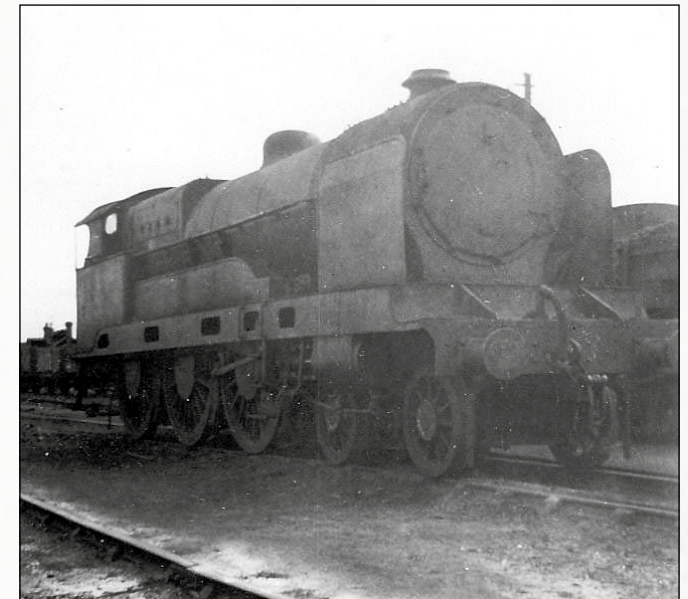
It is not a good photo but I have not seen it taken by anyone else.

I did suggest some time ago that you might dare to include it in the Gallery as our Patriots were developed from it, but you resisted the dare.

BEST WISHES,  
DAVID PHILLIPS,  
MEMBERSHIP NO. 020/09

**DONATE NOW AT  
WWW.LMS-  
PATRIOT.ORG.UK**

**OR CALL OUR  
OFFICE ON  
01785 244156**



No. 5525 *E. Tootal Broadhurst* at Watford Junction, c.1936.  
The loco was renamed *Colwyn Bay* in 1937.  
PHOTO: © THE LMS-PATRIOT PROJECT.



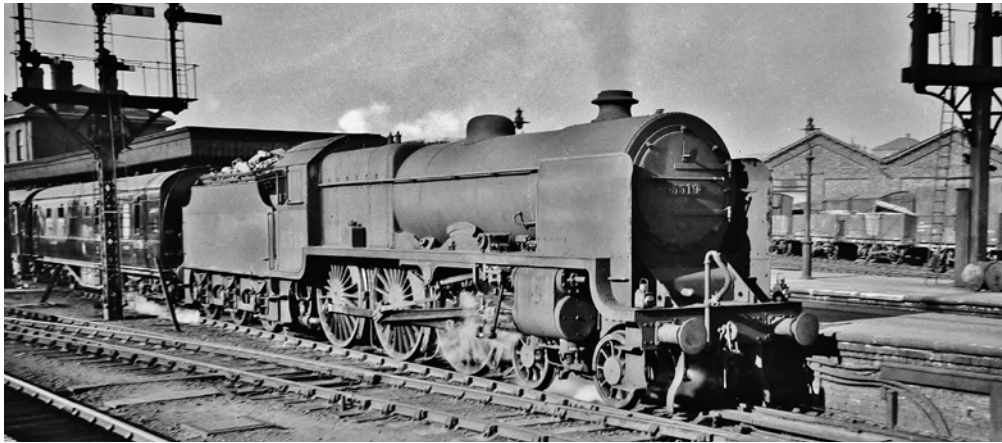
# HAPPY SPOTTING DAYS

Dear Mr. Sikes,

As a new member from November 2019 I was pleased to receive the 15th November Restructuring Statement and this week the New Year Message. These fully clarify the present status of the Project and give confidence. The copy of The Warrior, issue 43 newsletter is very impressive and makes great reading – 64 pages! – some newsletter.

Whilst talking on the phone to your admin. representative I explained some of my background, and he said any photos, etc. might be of interest to you.

I made my first rail journeys (I was told) on the Halifax High Level Railway in July 1933, but I did not become an active rail enthusiast until 1944 – wartime restrictions of course prevented travel, information, publication, and film availability. My first spotter records were from 1945 and first photographs in 1946. I attach a shot of 5519 departing Stockport with a London express on



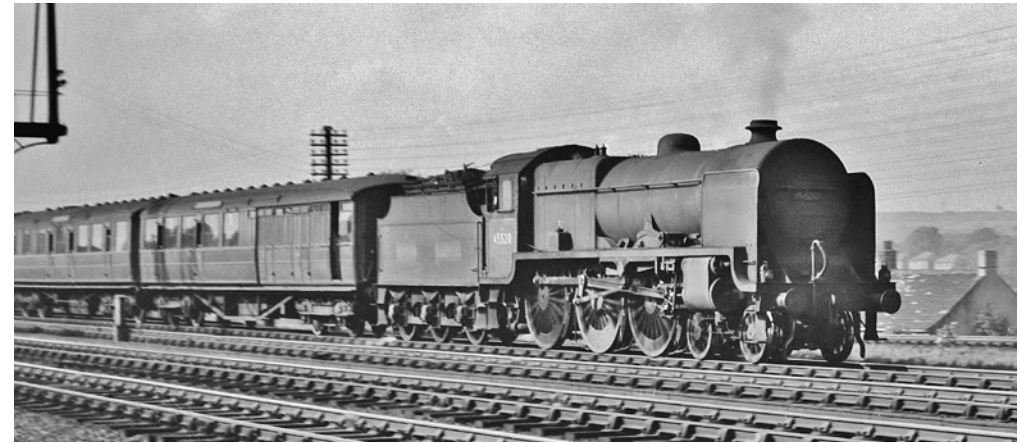
21st August 1946, and 45520 just east of Heaton Lodge Junction with a Liverpool to York express on 4th September 1950, the train is made up entirely of Gresley coaches.

I also include three pages of my 1946/47 logs which show plenty of examples of Patriot activity. As a young teenage spotter I, like most of my contemporaries, only noted new 'cops'. From 1948 I recorded every loco seen, and I now have fully detailed records (timings, mileages, rolling stock, observations, tickets and fares) of nearly 10,000 train runs I have made around the world. My home-made ABCs also show that by 1949 I had 'copped' almost all of the Patriots – Happy Days! (I noted the original 5551 at Preston on 22nd April 1946).

I apologise if this is of no interest, but I find that most of today's enthusiasts cannot believe the vast range of steam locos to be seen in those times. However I also vividly remember the tough weather conditions we used to fight in our endeavours in the Yorkshire and Lancashire regions travelling from my home town base of Halifax, until spreading my wings (literally, as an RAF Pilot) in the 1950s.

Very pleased to support this excellent project,

YOURS SINCERELY, BRYAN S. JENNINGS. MEMBERSHIP NO. 1786/11



15 Apr 46	Leeds	359 455 537 679 715 928 1058 2785 2850 3357 3328 3205 4874 4917 5022 5557 5537 5248 5245 5146 5140 5345 9457 10454 11155	23 Apr 46	Preston	2086 2576 2558 2135 4841 4754 4830 4352 7164 5129 5130 5294 5392 5312 5525 5534 5130 6108 6158 6306 6181 6238 7281 7285 9103 9157 9167 9442 8948 8885 9451 12169 14551
16 Apr 46	Sowerby Bridge	2871 3145 4126 4131 4128 555-6 6064 6046 6587 6889 4832 6881 123587	24 Apr 46	Preston	1196 2201 2554 2493 2511 4595 5040 5077 5126 6149 5223 5259 5211 5331 5348 5294 5131 5150 5145 5201 5246 5346 5302 5216 5148 5176 5178 5276 4181 4183 6181 1207 1227 1220 5168 9168 9231 9338 1022 1081 1244 1247
18 Apr 46	Sowerby Bridge	411 4434 5169 4617 12203 12275	25 Apr 46	Preston	684 2393 5081 5176 5246 5295 5302 5307 5372 5409 5515 5714 5722 5733 6183 6110 6131 6057 6152 6212 6200 6200 6162 9130 9117 9120 9188 9417 9419 9203 10640 10745
20 Apr 46	Preston (from Hx.)	2204 (2400) 2131 2726 3728 2732 2847 6143 4355 5769 10423 10412 10427 10741 10746 11261 11514 12240 12529 12874	26 Apr 46	Preston (to Hx.)	354 561 276 2947 6271 6849 5414 5276 6160 7075 8037 8201 90484 9314 9502 10447 12278 12849 12910
22 Apr 46	Preston	581 678 1178 3803 2456 2554 2747 4964 4932 4951 6050 5078 5346 5201 5283 5294 5903 5208 5236 5227 5251 5285 5283 5277 5288 5281 5283 5287 5281 5281 6141 628 6185 6187 1201 1201 6282 6230 6231 6241 1204 9207 10437 10782 10783 1083 7238	27 Apr 46	Sowerby Bridge	2728 9270 9505 9575 9168 9611 12616
			29 Apr 46	Sowerby Bridge	2770 2784 4338 6437 8609 8701 72524

24 Aug 46	Victoria	2205 2842 2872 3400 4400 4400 4781 5028 5091 574 5285 5383
	Centn. I	See NE. list
25 Aug 46	Patriam Ft.	138 332 527 528 655 1107 2510 2771 2774 648 4438 5018 5285 7876 7872 576 9460 9123 740 7189 918 7555 3304 12019 12030 12031 1204 12049
26 Aug 46	Croome	125 402 492 658 691 610 115 119 116 1416 2347 2375 2447 2346 2397 2487 244 2449 2441 2743 2743 2838 2830 2832 2362 2375 3089 3247 3760 3885 4074 4063 6190 6201 6208 6494 6828 6842 6853 6861 6865 6864 6866 6907 6925 6927 6929 6932 5213 5257 5296 5400 5246 5248 5189 5236 5258 5265 5278 5277 5283 5284 5287 5288 5288 5288 5398 5404 5425 5430 5438 5441 5510 5514 5528 5534 5535 5536 5572 5606 5609 574 5741 6201 6206 6106 6111 6112 6118 6223 6242 6244 6248 6249 1097 1098 6249 6250 6251 6252 6253 6257 6260 6261 6262 6263 6264 6265 6111 6110 6108 6109 6104 6105 7444 7445 7446 7447 7447 7447 8977 8978 8979 8980 8981 8982 8946 9011 9014 9017 9105 9105 9102 9205 9219 9204 9210 9207 9218 9212 9211 9206 9210 9204 12324 12328 6250 6250 24948 (24948 service)
	151	
	3	3785 3788 5225

	M/c Low Rd	2	See NE. list
27 Aug 46	Charlton	168 1016 1038 1072 2076 3606 4270 5289 5367	
	9	See NE. list	
	10	70844	
28 Aug 46	Stockport	3864 5832 5734 9038 7047 7224 9238	
	7		
	Charlton	7	94 1011 4812 5572 8467 2137 2837
	5	See NE. list	
29 Aug 46	M/c Central	2	1029 4816
	7	See N.E. list	
	2	See NE. list	
	Oldham	1	See NE. list
31 Aug 46	Hx - Preston	31	353 587 2320 2395 2424 2763 2741 2748 3064 3111 3376 4449 4547 4723 5074 5372 5381 5416 5522 5539 6157 6224 6224 6224 7261 8288 8795 9421 1003 1059 12034
1 Sep 46	Preston Shed	16	483 2481 2733 2894 2944 2954 4854 5245 6145 7219 9245 9234 10445 11218 12046 6742

24 Mar 47	Halifax	12403 9459	31 Mar 47	Beke Vne. Hx.	3234
	1			Gorton M/c	1073 2461 2836 3252 4443 3736 578 5767 6261 9236 6495 6150 (Oldham. Mr. Williams)
28 Mar 47	Sowerby Bridge	2603 9510	1	12	
29 Mar 47	Leeds City St.	74 1004 1007 1255 3763 4303 4334 4340 5350 5272 6405 6406 974 964 1530 812 804 959 1020 2375 2345 6232 2378 7126 9791	1 Apr 47	M/c - Croome	1390 74622 (Low Rd. Rd.) 4293 4459 5245 (Langsight) 10 1907 4078 5247 5522 7124 (Sowerby)
	Moatfield Hill	471 654 1043 1160 1164 1115 2428 2946 2542 2675 1677 2120 2784 3726 4127 4028 4247 4415 4812 4824 4832 4843 4877 4878 4919 5026 512 5160 5153 5197 5246 5242 5243 5246 5246 5242 5440 5288 5246 5240 5280 2284 5293 2411 2437 2430 4168 4168 4166 4164 4202 4222 4223 4247 7280 7474 7826 7891 8602 9125 9149 9232 9238 9208 9466 9204 28592 28592 2838 5185 5739 5232		Croome	
	Copley Hill	513 516 7827 2249 3244 8894 2784		16	34
	To Cal.	115-24.15 (53) WD-6 (1) NE - 76.9 (54) 6W-3 (0)		9	9
	31 Mar 47	Hx - M/c V/c		103	2
	18	1		4	2
	2 Apr 47	Gorton M/c		4	12
	3 Apr 47	Stockport		4	4

# MILITARY LOCOS (PART 1)

Dear Pete,

I have just received Warrior 43 (a bit late renewing my membership) and I was interested to read the article on Military Linked Locos.

I can add quite a few more to that list:

USA tanks ex-SR 30064/30065/30072 plus any others imported from the ex-Yugoslavian fleet (if any of the genuine ex US Army ones have been imported)

BB 4-6-2 ex-SR 34053 *Sir Keith Park*/34058 *Sir Frederick Pile*/34059 *Sir Archibald Sinclair*/34067 *Tangmere*/34070 *Manston*, all names associated with the Battle of Britain

Jubilee 4-6-0 45690 *Leander*/45699 *Galatea*, I believe these names were carried by warships

6P Royal Scot 4-6-0 46100 *Royal Scot*

8F 2-8-0 ex-LMS/Army 48773 plus other ex-WD ones imported from Turkey.

A4 4-6-2 ex-LNER 60008 *Dwight D. Eisenhower*

J36 0-6-0 ex-LNER 65243 (served in France)

J94 0-6-0 OST 68077/78 plus many other ex-WD of the same type

WD 2-8-0 90733 ex-SJ

WD 2-10-0 600 *Gordon* plus two others imported from Greece

DR 2-10-0 5865 ex-class 52

I think there are more than three USA/TC Class S160s

Several ex-Feldbahn 0-8-0T

ALCO 2-6-2T *Mountaineer* on the Ffestiniog

This is probably not an exhaustive list, for instance there are probably other imported locos and ex-industrial locos.

Further to my first email I realise that one of the two ex-Greek WD 2-10-0s is included as 90775, the other is 3672 on the NYMR.

I have also noticed that the two entries for USA tanks are in fact the same loco, No. 30070 became DS238 under BR, the other USA tank on K&ESR is 30065 (unnamed) and...

...finally I remembered that I also meant to include SR B4 0-4-0T 30102 *Granville* (a town in Normandy)

YOURS SINCERELY,  
MIKE LANE, MEMBERSHIP NO. 894/10

In issue 43 of *The Warrior* there is a list of loco names connected with the military. I can think of at least two more – ‘Manston’ and ‘Sir Keith Park’ – both of which I had worked on while they were at Sellindge. Both locos are part of Southern Locomotives and are based at Swanage.

JOHN GREGORY  
MEMBERSHIP NO. 1626/11

## THE NAME BENEATH THE STONE

Richard Sant received the following email from author Robert Newcome who thought that his book may be of interest to the Project and its members.

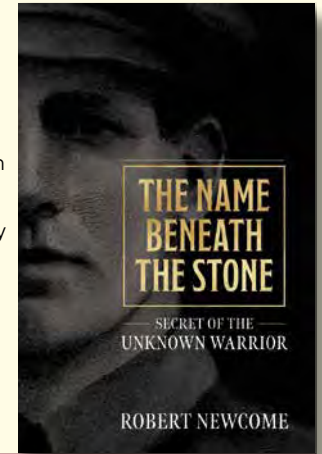
Dear Richard

This is a novel of mine based around the burial of the Unknown Warrior and which was published last September.

Further to our correspondence in recent months there is clearly some synergy between the Patriot Project and my book.

So, hopefully my story questioning whether anyone might ever discover the identity of the Unknown Warrior – and what the consequences of that would be – might be of some interest to you!

ALL THE BEST, ROBERT NEWCOME



In the centenary year of the interment of The Unknown Soldier on Armistice day, 1920 in Westminster Abbey, Robert Newcome's debut novel *The Name Beneath the Stone: Secret of the Unknown Warrior* asks 'What if the identity of the Unknown Soldier was discovered – and should that secret ever be revealed?'

"This breath-taking book is an absolute must read, I really can't recommend *The Name Beneath The Stone* highly enough; I'd give it 888,246 stars if I could, one for every military fatality of World War 1. Every once in a while, a book comes along that renders me speechless and *The Name Beneath The Stone* did just that. Stunning and imaginative, it took my breath away. Absolutely outstanding and perfect in every way; this is a book I will be recommending for many years to come." *The Book Magnet*

"The blending of fact and fiction makes for a compelling narrative that educates as well as entertains. The level of reality in the depiction of army life and the quality of research that has gone into *The Name Beneath The Stone* is exemplary." *Linda's Book Bag*

"I cannot express how beautiful and heart-wrenching this book is. The attention to detail is incredible. I was lost in the vivid and exquisite descriptions... strong, informative and engaging, I was completely transfixed." *Chicks, Rogues and Scandals*

"A remarkable story that's insightful, thought provoking, poignant filled with raw, authentic images and scenes. I was completely enthralled... totally transfixed by this fictional story based on a remarkable event in history. The author, Robert Newcome, did not spare us any details and we witness the raw reality of war. The story was gripping, authentic and absorbing and the ending left me with shivers of emotion and with a whole heap of desire to know more." *Kraftireader*

"I've read a lot of novels set during World War 1, but none of them have moved me or challenged my thinking as much as Robert Newcome's *The Name Beneath the Stone*. It is so well written and cleverly plotted that the ending, the final twist in the tale, left my thoughts and emotions in turmoil."

*A Darn Good Read*

ISBN 978-1-912690-55-8

*The Name Beneath The Stone* is available in all major bookshops and online retailers or direct via [www.unicornpublishing.org](http://www.unicornpublishing.org).  
To order email [orders@unicornpublishing.org](mailto:orders@unicornpublishing.org)



No. 45544 departs Carlisle with a Liverpool express passing Black Five No. 45021 on 17th June 1942  
 PHOTO: MICHAEL N. BLAND/THE TRANSPORT TREASURY.

## BACHMANN 00 GAUGE MODEL OF 5551

Bachmann have confirmed that the model of 5551 will still go ahead and they are determined its production will be as accurate as possible, and they have said there is no pressing time scale at their end.



From Bachmann's point of view they would like to aim to release the model to coincide with the launch of the completed and operational locomotive. As they are retooling the tender it can reflect any changes we are making and they are happy to wait until we have finalised the design, and as it stands there may be further changes to take account of.

Bachmann's top priority is that the model accurately reflects the completed locomotive. From the time they have the final design it will be approximately 18 months until the model is released. They fully understand the ups and downs of building a new steam locomotive.

I talked at length to Steve Purves, Steve Tooley (R&D Manager) and Ian Pritchard (Marketing Manager) at a recent Bachmann Show Case Event. They are quite relaxed about the whole thing and are happy to go into production when the time is right. They are extremely supportive of the Project and the model will definitely be produced.

JOHN HASTINGS-THOMSON, EXTERNAL RELATIONS DIRECTOR

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

## 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

**01785  
244156**

to order your bespoke membership number.



# WORD SEARCH 20

## LMSR DESTINATIONS – PART THREE

ALNESS • AVOCH • BALA • BELPER • BENAIVIE • BEAULY • BANGOR • BOLTON • (BOAT OF) GARTEN  
 CAMBRIDGE • COLE • CONON • CONISTON • CORWEN • CRAVEN ARMS • DERBY • DENT • DERRY  
 DERRINGTON • DEWSBURY • DOLAU • DRONFIELD • EDDERTON • FAULD • FOXFIELD • FORRES  
 GRANGE O' SANDS • GRANTOWN ON SPEY • GREENORE • HAVERTHWAITE • HIXON • HOLYHEAD  
 HOOLE • HUDDERSFIELD • INVERSHIN • KEIGHLEY • KINBRACE • LANCASTER • LEEK • LEEDS  
 LYBSTER • LINBY • LOWCA • MARSDEN • MIRFIELD • MIDSOMER (NORTON) • MOSTYN  
 NETHY BRIDGE • PRESTATYN • RADSTOCK • RHUDDLAN • RIPLEY • SALT • SANDON • SHAP  
 SHEFFIELD • SILVERDALE • SKIPTON • SOUTHPORT • STIRLING • STOCKPORT • ULLOCK  
 ULVERSTON • WEDNESBURY • WIGAN • WORKINGTON • YORK • YNYS

CAN YOU ALSO FIND: LMS (x5) • RAIL • ROAD

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

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

# WORD SEARCH 19

## ANSWERS: LMS JUBILEES

ADEN • ACHILLES • AGAMEMNON • AJAX • ARETHUSA • ATLAS • ARMADA • ANSON • BAHAMAS • BLAKE  
 BELLEROPHON • BARFLEUR • BEATTY • CAMPERDOWN • COMET • COLOSSUS • CONQUEROR  
 COURAGEOUS • CYCLOPS • DAUNTLESS • DRAKE • DUNCAN • DEFIANCE • DREADNOUGHT • FEARLESS  
 FURIOUS • FROBISHER • GALATEA • HARDY • HOWARD (OF EFFINGHAM) • HOWE • HOGUE • HOOD  
 IMPLACABLE • INDOMITABLE • JERVIS • JELICOE • JEFFERSON • JUTLAND • KOLHAPUR • LEANDER  
 LEVIATHAN • MARS • METEOR • NEPTUNE • NELSON • OCEAN • ORION • PERSEVERANCE • PHOENIX  
 POLYTHEMUS • REPULSE • RODNEY • ROOKE • RENOWN • RESOLUTION • SAMSON • SANSPAREIL  
 SEAHORSE • SILVER JUBILEE • SEYCHELLE(S) • TRAFALGAR • THUND(ER)ER • VALIANT • VERNON • VICTORY

Please accept our apologies as a number of errors were discovered in the answer grid, these are highlighted in magenta, the name 'Jefferson' (spelt incorrectly in the original grid) also appears in the list but no Jubilee carried this name, so it's definitely the 'odd one out'.

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



Above: YOUR CHARITY BOARD (from left to right) Andrew Laws, Neil Collinson, John Hastings-Thomson, Keith Riches, Colin Hall, Neil Kinsey, Kevin Finnerty, Richard Sant.

Below: THE TRADING COMPANY BOARD (from left to right) Neil Collinson, Kevin West, Andy Collinson, Gavin Shell, Pete Sikes.



# 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

## Board of Directors and Trustees

Chair:

Colin Hall – chairman@lms-patriot.org.uk

Company Secretary:

Richard Sant – membership@lms-patriot.org.uk

Treasurer:

Neil Collinson – treasurer@lms-patriot.org.uk

Project Director:

Keith Riches – richeskeith13@gmail.com

Andrew Laws (Marketing and Publicity)

marketing@lms-patriot.org.uk

Kevin Finnerty (Governance and Archive)

governance@lms-patriot.org.uk

Richard Sant (Membership and Donations)

membership@lms-patriot.org.uk

Neil Kinsey (Sales)

sales@lms-patriot.org.uk

John Hastings-Thomson (External Relations)

corporate@lms-patriot.org.uk

## Locomotive Assembly

Simon Scott CME,

PRCLT, West Shed, Ripley, Derbyshire.



Follow us on  
Facebook and Twitter



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

## Project Support

Financial Administrator:

Claire George – treasurer@lms-patriot.org.uk

Engineering Design Team:

Kevin West

Documentary Video:

Andrew Kennedy – Oakwood Visuals

IT Consultant: Steve Wood

Events Manager: Gavin Shell – events@lms-patriot.org.uk

Events Co-ordinator:

Neil Kinsey – n.kinsey@uwclub.net

Events Listings:

John Barrowdale – john\_barrowdale@hotmail.com

Sales Support:

Chris Ainscough, Phil Akrill, John Barrowdale, Shirley and Mike Dunn, Bruce Baker-Johnson, Neil, Sue & Andy Collinson, Marcus Marston-Grimley, Colin Hall, David and Carol Hancox, David Hughes, Brian Johnson, Bev King, Barry Mathews, David McSorley, Karen Kinsey, Les Moss, Mike Paine, Chris Shell, Pete Sikes, Mark Skinner, Ken Starbuck, Robert Wells

Volunteer Co-ordinator:

Neil Kinsey – volunteer@lms-patriot.org.uk

Office Manager:

Linda Westerman – officemanager@lms-patriot.org.uk

Office Volunteers:

Norman Ball, Reg Mathews, Andrew McRae, David McSorley, Richard Sant, Mike Smith, Dave Westerman

## Project Addresses

The LMS-Patriot Company Ltd.,

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

Admin Office/Membership Enquiries –

Tel. 01785 244156 or office@lms-patriot.org.uk

Email: info@lms-patriot.org.uk or please direct your emails to the most appropriate person listed above.

Website: www.lms-patriot.org.uk

## Newsletter

Produced by The LMS-Patriot Project.

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

Design and Artwork:

Pete Sikes – Accent Artwork Ltd. – 07831 394545

Printed by Inkwell Printing, Barnwell, near Oundle.

45543 Home Guard at Brock Troughs with a Workington to Euston train, date unknown.

PHOTO: T. LEWIS. © MANCHESTER LOCOMOTIVE SOCIETY / THE LMS-PATRIOT PROJECT.

