

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



AUGUST 2023
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Contents

Chairman's Thoughts	3
Treasurer's Report	4-8
Project Reset – August Overview	9
PRCLT Contract	10-11
Engineering Report	12-18
LMS-Patriot 2024 Calendar	19
From the Office	20
2023 Grand Prize Draw	21
'Behind the Scenes' event	22-23
Picture Gallery: 5993 (5521) at Edwalton	24-25
Sales Report	26
New Patriot Merchandise	27
Members' Corner	28-34
Bespoke Membership Numbers	34
Picture Gallery: 45520 at Stafford	36-37
Insensibility – a war poem	38
Word Search 34	39
Picture Gallery: 45516 at Cheadle Hulme	40-41
Sponsorship Form	42-43
Patriot Merchandise	44-45
Project Contact Details	47



2020 AWARD FOR
COMMUNICATIONS

Editorial

Welcome to the latest edition of The Warrior. As many of you will be aware we are at another important point of the Project as we find ourselves looking for a new home.

While it is disappointing news this gives us an opportunity to refocus ourselves and it certainly doesn't necessarily mean it is a negative situation. The Board, and our Chair in particular, have immediately taken steps to find a new home with expressions of interest sought from companies that we think can complete our engine. News of progress will be brought to you through our monthly bulletins.

One downside though is that unfortunately due to our current circumstances we have decided to cancel the planned Members' Day at West Shed. However we can confirm that after a review of many other options our AGM will take place once again at Kidderminster Railway Museum, appropriately on Saturday 11th November, commencing at 2.00pm. We look forward to seeing many of you there as it is always a pleasure to chat with as many of our members as possible. The Report and Accounts accompany this edition of The Warrior, the Calling Notice and Form of Proxy can be found in the middle of the booklet.

Changing subject completely, for those of you who look forward to purchasing our annual fund-raising calendar, it is now available. It's a little bit different this year, ordering details are on page 19, it will also be on sale at the AGM and wherever our sales stand is appearing.

Pete Sikes, Editor

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

FRONT COVER:

5551 The Unknown Warrior at West Shed on 29th July 2023.

PHOTO: PETE SIKES

Chairman's Thoughts

AUGUST 2023

What a month July 2023 has been.

There was plenty of good news in July on the engineering front, building on other progress since the May edition of *The Warrior*. Looking back at my somewhat frustrated thoughts in that edition, much of that is now sorted. You will be able to read all about that in Kevin's engineering report, so I won't repeat it here. But I did get a real sense that things were starting to pick up on the chassis recovery, and so did our Board at our end of July meeting. Personally I was both delighted and relieved when I learnt at our regular Engineering Team meeting on 27th July that our remaining concerns on the hardness testing of all those chassis components (which we started last August) had been finally put to rest. It was the way this happened that I really liked: despite everything else happening around us, we managed to arrange at short notice for our competent metallurgist volunteer to attend to do component retesting for free, at the same time as we were in our engineering meeting on 27th July. He worked on quietly in the shed while we were debating other matters (see below) and was able to join us to read out the detail of the satisfactory results, rather than us waiting expectantly for the written results. For once everything fell into place!

The surprise news about PRCLT – which we reported in our July Bulletin – definitely took me at least, by, well, surprise. In fact I learned about it in the same telephone call as news on important engineering progress. Elsewhere in this *Warrior* we will say more about where we are up to with this huge development. However, forgive me if I get a bit philosophical in my thoughts at the time of writing. None of us – not even President Putin, let alone our government – are in control of events. We get buffeted by things that happen to us. Shakespeare has given us plenty of metaphors to use to describe this sort of thing. I have become quite interested in

Stoicism in recent times – perhaps you can imagine why. That philosophy says (amongst other things) that it is not the events themselves that matter so much as our reaction to them. I can honestly say that after the initial shock wore off I feel energised by the challenge we are now facing. All our team members, particularly those directly involved with West Shed are supporting each other in responding and demonstrating their commitment. By good fortune, the timing of our recent meetings has helped us to react positively and quickly.

I think that we need to learn from our experience with assembly contracts as we look forward, and that we need to be prepared to think laterally and carefully about how we can best establish shared incentives in a new construction relationship. There are big risks from change, but also opportunities.

We all know that these are very testing times for the railway heritage movement, and I am sympathetic to the plight of PRCLT who are forced to respond proactively to economic and business changes since we moved in with them in 2019. We all want them to succeed.

Finally, I talked in the last *Warrior* about the need for a strategic review of our own approach to getting 5551 in service with emerging cost and income trends snipping at our heels. This remains firmly on our agenda for this year. Work is well under way on this and we are planning to bring the output to our 11th November AGM.

Thank you for your continued support.



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

TREASURER'S REPORT

Quarter 1 to 30th June 2023.

NEIL COLLINSON, TREASURER

First thought for the quarter: A reasonably happy treasurer at the end of quarter 1, but with words of caution. You will see why if you read on as I break down the results into their respective components.

INCOME

Total income in Quarter 1 is £88,800 (£51,000 in 2022) including expected £5,500 in Gift Aid. Total restricted funding was £4,120. This gives approximately 36% overall against the budgeted income for the year.

Second thought for the quarter: Another slight change to the format as the following chart gives our annual budget and a comparison of results for the first quarter for the two years in question as usual. The percentage achieved comparison however relates to the annual budget whereas the percentage shown on last year's report for the same quarters was a quarterly figure.

QUARTER 1 COMPARISON								
INCOME	Annual budget 2023-24	Q1 budget 2023-24	Q1 actual 2023-24	% of annual budget	Annual budget 2022-23	Q1 budget 2022-23	Q1 actual 2022-23	% of annual budget
Membership	£27,397	£6,849	£5,184	18.9%	£33,524	£8,381	£5,629	16.8%
Donations	£169,545	£42,386	£71,014	41.9%	£214,333	£53,583	£42,118	19.7%
Loans	–	–	–	–	–	–	–	–
Sales	£18,650	£4,662	£3,191	17.1%	£22,150	£5,537	£3,072	13.9%
Other (interest)	–	n/a	£1,185	n/a	–	–	£133	n/a
Wheels settlement	£33,000	£8,250	£8250	25%	–	–	–	–
TOTAL	£248,592	£62,145	£88,824	35.7%	£270,007	£67,501	£50,953	18.8%
EXPENDITURE								
Locomotive	£128,442	£32,110	£43,835	34.1%	£140,007	£35,002	£4,878	3%
Tender	£5,000	£1,250	–	–	£5,000	£1,250	£1,408	28.2%
Boiler	£30,000	£7,500	£5,173	17.24%	£30,000	£7,500	–	–
Other Engineering	£8,000	£2,000	–	n/a	£8,000	£2,000	£1,937	24.2%
Crane repayment	n/a	n/a	(£541)	n/a	–	Not set	(£280)	n/a
Sub-total	£171,442	£42,860	£48,467	28.3%	£183,007	£45752	£7,943	4.3%
General expenses	£49,150	£12,288	£8,520	17%	£59,000	£14,750	£10,674	18.1%
Loan(s) and interest	£28,000	£7,000	£445	1.77%	£28,000	£2,000	£2,495	8.9%
TOTAL	£248,592	£62,148	£57,432	23.1%	£270,007	£67,501	£21,113	7.8%

BANK BALANCE COMPARISON		
	Q1 (2023/24)	Q1 (2022/23)
Opening Bank Balance – 1st April	£310,318	£244,202
Closing Bank Balance – 30th June	£354,876	£283,904

Bank accounts show a balance of £355,000 at the end of June 2023, with an additional £5,400 VAT and £5,500 Gift Aid claimed to the end of the quarter. That gives us a total of £366,000 to take forward to quarter 2.

Third thought for the quarter: Apologies for partly repeating what was last quarter’s fourth thought. We continue to build up a significant balance. As treasurer it means I do not get a headache over paying large bills. However, as reported elsewhere, significant expenditure on the build is forecast for this year and will require careful Collinson management again. However, we do need to continue or preferably exceed the income forecast needed to achieve this. I have said it before and will say it again, please keep the faith and please encourage others to do so by supporting us with membership and regular donations.

MEMBERSHIP

Total membership income for the quarter including Gift Aid came to £5,184 giving 18.9% against budget for the year, slightly higher than last year, although down on where it should be this year. It is this area that needs close attention if we are to maintain our current momentum.

We had 909 members at the end of June. 15 membership subs were paid by regular donation in Quarter 1.

Total donations/sponsorship £71,014 giving us 41.9% of budget for the quarter. There was a one-off sponsorship amount from a company which was a useful addition to the coffers and totally unexpected – our thanks for this sponsorship.

Regular donations £22,596 for the quarter against a budget of £23,280. The average amount per donation decreased by £0.52 in Quarter 1 to £22.91. Total regular donations coming from 324 donors at the end of June was £7,470.

Other donations totalled £15,473.

Legacies A further £5,000 interim payment was received from the estate of a former member/donor.

Fourth thought for the quarter: As part of my drive to provide you with additional useful financial information I have extended my usual comparison chart to include the three previous full years. I call it my ‘treasurer bonus’ to you.

THE DONATION COMPARISON TABLE SHOWING THE CURRENT QUARTER PLUS THE THREE PREVIOUS FULL FINANCIAL YEARS

2023/24 Donors					2022/23 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter		New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4					Q4	3	0	9	£22,966
Q3					Q3	3	5	5	£22,845
Q2					Q2	0	3	5	£23,201
Q1	1	2	13	£22,596	Q1	2	6	14	£23,226

2020/21 Donors for comparison					2021/22 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter		New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	3	2	12	£18,825	Q4	7	2	11	£23,912
Q3	5	1	4	£19,299	Q3	1	2	6	£18,008
Q2	7	1	6	£19,109	Q2	2	6	14	£18,514
Q1	15	–	8	£19,100	Q1	2	5	6	£19,282

SALES AND EVENTS

Sales income Quarter 1 on purely sales merchandise was higher than last year with an income of £1,486 for the quarter, This was mainly due to the galas and model exhibitions that were attended during the quarter. Sales were considerably boosted by donations of model railwayana. There were no pictorial book sales generated. Raffle tickets have seen a return of £1,705 to the end of the quarter.

In total, sales raised £3,181 for the quarter.

Other funding Interest for the quarter amounted to £1,185 and finally the wheels settlement agreed with the manufacturer of the scrapped driving wheels yielded £8,250.

Engineering Expenditure The balance sheet shows a total expenditure of £48,467 for the quarter. This is broken down into £43,835 on the chassis and £5,173 on the boiler. We have now received £551 towards the cost of the crane we provided. Total spend is £2.83m on loco, £607,998 on the boiler plus £211,000 on the tender and £643 on a possible support coach. A total of £1,018 has been received towards the cost of the crane.

OVERHEADS

Overall, the spend is under budget for the year at £8,520.

Loan interest repaid for the first quarter was £445. However, I am extremely grateful to those lenders who return their interest payment as a donation, which earns us another 25% in Gift Aid where appropriate.

Overall, there has been less expenditure than income during the year so far, leaving a surplus of £29,840.

5551 ENGINEERING EXPENDITURE FORECAST	Q1 – 2023/24			Q2 – 2023/24			Q3 – 2023/24		
	April 2023	May 2023	June 2023	July 2023	August 2023	September 2023	October 2023	November 2023	December 2023
	£	£	£	£	£	£	£	£	£
Current Bank Balance	£310,318	£329,981	£329,997	£354,876	£361,570	£310,630	£171,910	£151,552	£123,164
Income (Budget) excluding Gift Aid	£18,831	£18,831	£18,831	£18,831	£18,831	£18,831	£18,831	£18,831	£18,831
New Bank Balance	£329,149	£348,812	£348,828	£373,707	£380,401	£329,461	£190,741	£170,383	£141,995
Other Expenditure (Budget – excludes loan repayments)	£4,096	£4,096	£4,096	£4,096	£4,096	£4,096	£4,096	£4,096	£4,096
Loan Repayments									
Engineering Expenditure	£18,439	£14,719	£143,215	£15,650	£73,047	£153,455	£87,523	£43,123	£34,567
Gift Aid Return	£4,960				£5,716		£4,960		
VAT Refund (Estimated)	£18,408				£1,655		£47,470		
Forecasted Bank Balance	£329,981	£329,997	£201,517	£353,961	£310,630	£171,910	£151,552	£123,164	£103,331
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	£332,051	£332,067	£203,587	£356,031	£312,700	£173,980	£153,622	£125,234	£105,402
Actual Bank Balance (last day of month)	£320,176	£347,689	£354,876						
Actual Income in Month	£25,360	£55,635	£24,593						
Actual Outgoings in Month	£15,311	£28,257	£19,023						

The fifth and final thought for the quarter: I take no credit for the engineering financial forecast appearing to be part of my report. I might provide the figures, but the spreadsheet produces a rather complex engineering forecast. Normally it appears at the end but on the last occasion it came slap bang in the middle of my missive. That is produced by my son Andrew (known as Andy to all but his mum and me). I said that I would give him credit for it in this Warrior so there you go. Well done Andrew (Andy).

FINALLY, A FURTHER LLANGOLLEN UPDATE

On the other side of the balance sheet, the administrators have now moved the status of the plc from administration to receivership. It is a long process and the main creditors, the bank and HMRC will get their cut first. We still await a decision on how much the remaining unsecured creditors will receive but I believe the list contains 300 plus names.

And really finally from me, we do have some large bills to pay this quarter so we should see a significant reduction in our bank balance. If you recall I mentioned in the previous Warrior about my efforts to move some of our balances to other financial institutions. I will be glad to see a reduction in our balance in the knowledge that our locomotive construction will show significant progress as revealed in the engineering report.

Best wishes and thank you again for your continued support. **Your Patriot project needs you!**

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

WILL YOU REMEMBER US?

A legacy for The Unknown Warrior

Legacies are a traditional way of supporting UK Charities and remain a very important one.

TAX EFFECTIVE GIVING – The tax effectiveness of making a legacy in favour of the LMS-Patriot Company Ltd. is that it is completely free of Inheritance Tax (IHT).

When someone dies, all assets and liabilities pass to their estate. If the value of the estate after settling outstanding liabilities exceeds a certain limit – known as the IHT Threshold – then Inheritance Tax is charged on the balance. However any bequest made to a charity directly reduces the balance on which IHT is payable. At the time of writing the IHT Threshold is £325,000 and the tax rate is 40% – these may change over time.

You can leave money or property to a Charity by making provision for this in your will – known as a legacy or a bequest. This may be a Pecuniary Legacy which is a specified sum of money, or a specified item of value such as a painting, property or shares. Alternatively, it may be a Residuary Legacy; which means a percentage of the net value of the estate once the executors have paid all the necessary outgoings and other legacies and bequests. You can also provide that part of your estate should benefit a specific person, such as a relative, during their lifetime(s), but be passed on to the Charity after their death(s).

The UK Government website www.gov.uk/make-will is a good source of information about making a will, including current inheritance tax thresholds and rates, and advice on whether you should consider asking a solicitor to help you prepare your will.

If you do choose to remember us in your will, it is important that you mention the full details of the Project, which are: **The LMS-Patriot Company Ltd.**

Registered Office: The Hub, 17 Eastgate Street, Stafford ST16 2LZ.

Company Registered in England and Wales No. 6502248. Registered Charity No. 1123521

PROJECT RESET

PATRIOT PROJECT OVERVIEW

AUGUST 2023

Subsequent to the announcement that PRCLT will no longer support third party engineering I can assure all that this will not, at this time, have a negative impact on the overall plan for the engine build.

The reason that we can still move forward is due to the fact that the majority of the ongoing work is being carried out at the premises of the third parties and this work will take a number of weeks before completion and delivery to us.

This work includes main wheel assembly and the re-lining of the outside cylinders. The Frames rework is complete and we will be able to continue building the engine as components are delivered.

I look forward to bringing you news of further progress via our monthly bulletins.

KEITH H. RICHES, PROJECT DIRECTOR richeskeith13@gmail.com

TALKING TO THE ROYAL BRITISH LEGION

Members will recall the history of our involvement with the Royal British Legion (RBL) in years gone by. This year we have been quietly in dialogue with the RBL at national level over the scope for our communication with its Members as individuals, either through talks at Branch level or other publicity channels. I am pleased to say that the RBL has recently confirmed that it is agreeable to our approaching Branches for this purpose, provided that we make it clear that we are not seeking financial support or other endorsement from the RBL itself as an institution. We are also exploring with them the potential for an article in their national magazine.

If any of our members has local contacts with the RBL that we might be able to use as a point of access for this purpose, please do get in touch with us.

**SAVE
THE
DATE**

2023 EVENTS

SATURDAY 9th SEPTEMBER MEMBERS' DAY – CANCELLED

In view of the termination of the PRCLT Contract – which you can read about elsewhere in this issue – we have reluctantly decided to cancel the planned Members' Day at West Shed.

SATURDAY 11th NOVEMBER LMS-PATRIOT COMPANY AGM

This will commence at 2.00pm and take place once again at Kidderminster Railway Museum. In view of some member feedback, we considered seven other venues but they had to be ruled out for various reasons.

ALL CHANGE AT WEST SHED – WHAT NEXT?

We reported this basic news to all Members in our July Members' Monthly Bulletin. We make no apology for covering the same ground in this edition of The Warrior but we will flesh out some details and explain what has happening since the news broke.

On 27th July we were formally notified by PRCLT that West Shed is withdrawing from third-party contract work (at present ourselves and the LSL Class 9F No. 92212) to focus on the development of their own locomotives.

This followed the news a week or so earlier that Simon Scott, PRCLT's Chief Mechanical Engineer and our Lead Engineer, has accepted an appointment as General Manager of Wyvern Rail (the Ecclesbourne Valley Railway) at Wirksworth, Derbyshire.

There had been phone conversations with PRCLT earlier in the month but by 27th July we had a clearer idea of where we stood.

All this was a real shock to the system, although as always we should pause to reflect that things could always be worse.

PRCLT is undergoing major change, with the loss of many Trustees, employees and volunteers since 2020. Graham Oulsnam, the PRCLT chair during our period of tenure, has resigned.

Chris Powell, PRCLT's new interim chair told us that "PRCLT is very different to what was three/four years ago, and that they are in the process of rebuilding what the Trust was and is all about, which is their collection of locomotives and related artefacts".

The biggest risk to progress for us is the change in Simon Scott's direct involvement. For nearly four years he has played a vital role in the strategic direction, organisation and physical work on our project. However, Simon remains a keen supporter of our project and will continue to act as our Lead Engineer, now as a volunteer, during the transitional period. That is a major plus for us and we wish him well in his new role. We have frequent contact with him to progress off-site work and he is actively helping with volunteer work on-site at PRCLT.

We have been assured of an orderly transition by the new PRCLT management and we wish them well for the future with their own challenges. 5551 will remain at West Shed for the time being and accessible to working volunteers. What has ended with immediate effect is the services under the existing contract. Communication is continuing with PRCLT on the next steps.

At its regular quarterly meeting on 29th July, our Trustee Board noted steps taken to safeguard the 5551 chassis and all components with volunteer help, and agreed on actions now under way to determine the way forward for our Project. The Board identified eight potential sites for a home for 5551 and we have since invited expressions of interest from the organisations concerned.

At the time of going to press, three of these organisations have expressed interest in working with us, and we wait to hear from two others. We will be arranging on-site discussions as soon as possible.

We expect that our engineering team meetings will continue at West Shed for the immediate future and it is very likely that our Board meetings will continue adjacent to West Shed in the Historical Model Railway Society's excellent meeting room, for as long as our locomotive chassis remains there.

Wherever our final home base turns out to be, it is clear that, now more than ever, the use of volunteers will be a key influence on how we can progress with physical work. PRCLT's situation throws into stark relief the resourcing issues facing the railway heritage movement. If you are interested in getting your hands dirty in any way to forward the construction of 5551, please contact our office. If you are keen to be involved, but that is location-dependant, please let us know anyway.

We have not been inundated with reaction from Members to the latest developments. Yes, there have been expressions of frustration and disappointment, but the majority have recognised that these are not easy times for the railway heritage movement and that we have to deal with the situation – which was not of our own making – as we find it.

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

Four years ago this month No. 5551 The Unknown Warrior is propelled towards West Shed after its journey by road from Crewe Heritage Centre on 12th August 2019. PHOTO: ANDY COLLINSON



ENGINEERING REPORT

BY KEVIN WEST, DESIGN ENGINEER

Encouraging progress on *The Unknown Warrior* has been made in the period since the last report.



The chassis of 5551 with smokebox and cab fitted outside West Shed in July 2023. PHOTO: KEITH RICHES

MAIN FRAME ASSEMBLY

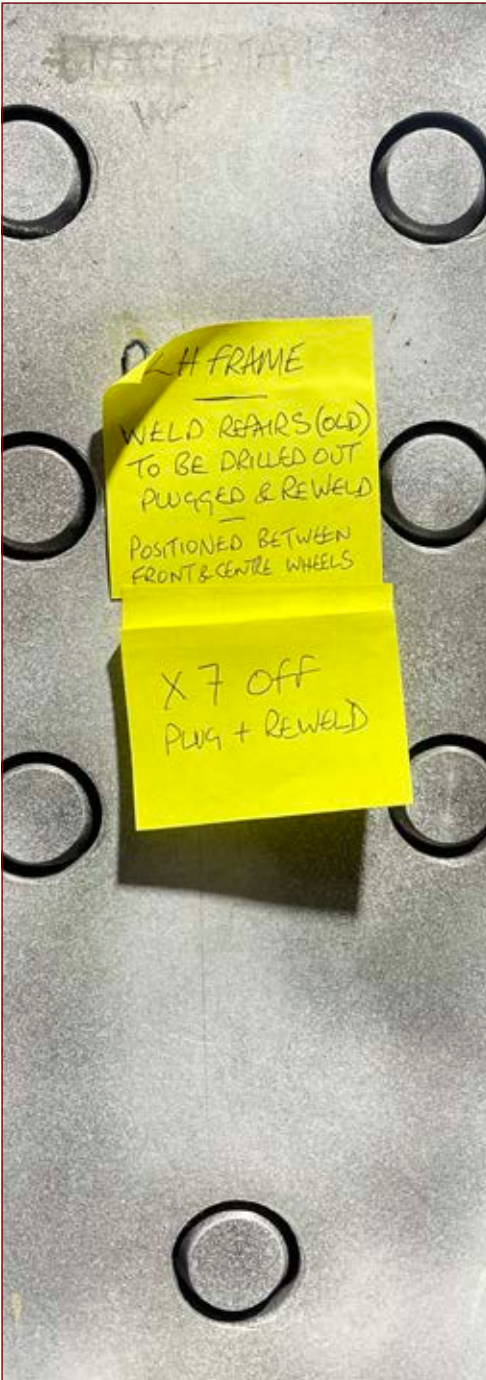
Work continues on the Main Frames assembly with good progress towards completion of the repairs. The welding required on the frame plates was finally completed in June. The welder from Tyseley travelled up to carry this work out on-site and we have all of the essential documentation of the work completed.

Completion of this work has allowed a number of components to be refitted following re-drilling of the mounting holes.

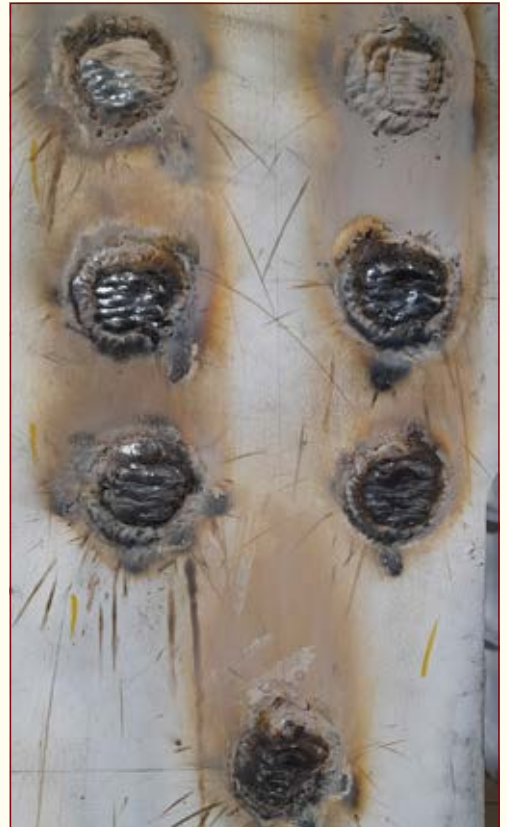
As reported in the last *Warrior* the Inside Cylinder has been refitted into the chassis ahead of the installation of the fitted bolts. The installation of some of these bolts is dependant on the availability of other parts such as the Outside Cylinders and Bogie Centre Pin Casting as some bolts fix more than one component to the frames.



*Frame welding repairs in progress.
PHOTO: KEITH RICHES*



Above: Building up the ring of weld in progress and (below) a batch of holes following completion of welding, but before grinding back to a smooth surface.
BOTH PHOTOS: KEITH RICHES



Plugs in place and instructions for the welder.
PHOTO: KEITH RICHES



A view of the front end of 5551 showing the Inside Cylinder in position through the left hand frame plate.
PHOTO: KEVIN WEST

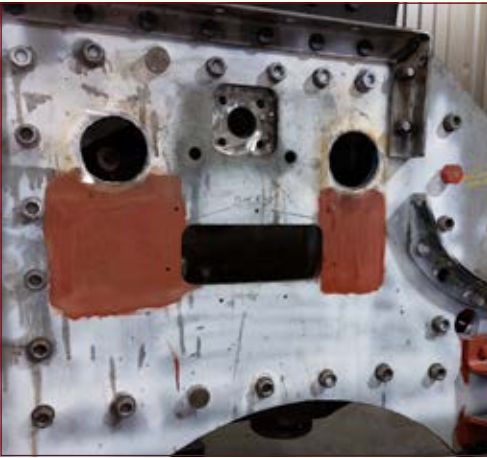
Following completion of the physical work of manufacturing and fitting all the parts required for the Front Buffer Beam work is being finalised on the necessary paperwork covering this work. Once completed it will be submitted to Ricardo for comment and then used as a template for all future paperwork packs.

A couple of missing access holes have been drilled in the right-hand Main Frame alongside the Inside Cylinder to allow access to the Lubrication system.

Work is progressing on installing the Brake Hanger Brackets and the Horn Guides. All of

the Horn Guides are now back on the Frames and the Horn Block Ties have been temporarily refitted to stabilise the chassis. The fitted bolts to finally fit these parts have been manufactured and are planned to be installed in the coming weeks. Some of this work has been progressed by our volunteer group under the supervision of Simon Scott.

The castings which were sent to Ian Riley's works at Heywood, Lancashire for repair have been completed and we await their return to West Shed. It is pleasing to report all this work has been completed with all the parts passing the final inspections and all paperwork in



Right hand frame showing the two added access holes.
PHOTO: KEVIN WEST



The Horn Guides for the leading axle mounted onto the left hand frame plate. PHOTO: NEIL KINSEY

place to cover the work. Parts included in this work are the Outside Motion Brackets, Motion Girders, Rear Motion Girder Bracket and a Frame Stretcher. We had received the costings for these repairs and were considering whether to go ahead and repair or to see if replacement was a more cost-effective way forward. The next we heard was that Riley's had completed the repairs and all parts had passed the subsequent inspections.

As we had not authorised this work we entered into negotiations with the result that we obtained a substantial discount from the original quoted cost.

Back at West Shed all the parts which have been subjected to hardness testing have passed and are now cleared for use on the



A view between the frames of 5551 at West Shed. The recently repaired Stretcher is mounted onto the rows of vertical holes visible on the left. PHOTO: KEVIN WEST

locomotive. Several parts were found to be borderline after the initial round of testing and have been subjected to a repeat testing and found to be acceptable which is a relief. We thank Mike Ames, our volunteer metallurgist for undertaking this work at short notice.

On the chassis, the Smokebox Mounting Brackets have been fitted to the tops of the Frames and the smokebox remounted. Following the refitting of the Platform Valance Angles the Platform Plates will start going back on, but the Boiler Expansion Brackets need to be fitted first which can now be done following the recent welding work that has filled a number of incorrectly positioned holes around the bracket location. The cab has also been placed back onto the chassis.

MOTION

Machining of motion fittings continues as time allows.

CYLINDERS

The Outside Cylinders are at Ian Riley's for replacement of the Liners. The order for these has been raised and is expected to be completed within the next couple of months.

DRIVING WHEELS

The Driving Wheel castings have all been completed and all have passed the post proof machining checks and final quality inspections.

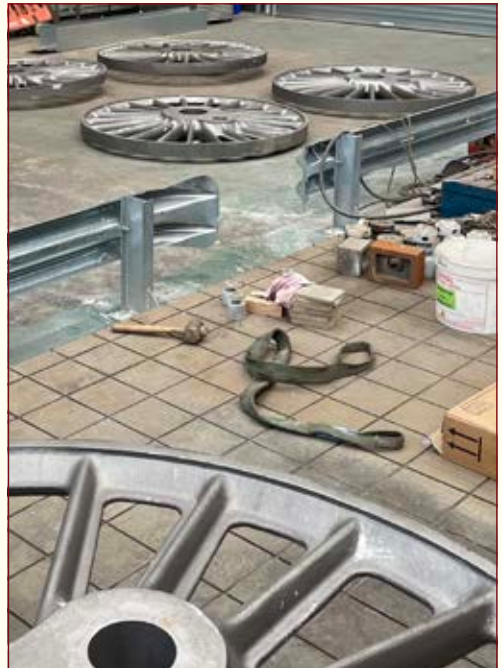
Our wheels have been delivered to Ian Riley's works ahead of assembly onto the axles. We are now working on the drawings and specifications required to allow this work to be undertaken.

BOGIE

The new Bogie Wheelset has had the wheels pressed off the axle to allow the wheel casting to be tested and inspected in the absence of quality documentation.



Chairman Colin Hall inspects one of the new Driving Wheels at William Cook. PHOTO: SIMON SCOTT



Five of our new Driving Wheels in this view at William Cook. PHOTO: SIMON SCOTT



A close up view of one Driving Wheel showing the quality of the casting. PHOTO: COLIN HALL



The Balance Weight Plates and balancing lead following recovery from the old Driving Wheels. PHOTO: KEVIN WEST



BOILER

HBSS have continued working on our boiler to an agreed programme over the period covered by this report. Current work being undertaken is focused on preparation for the fitting of the Crown Stays.

Above: The Boiler on display at HBSS Open Day on 15th July 2023. PHOTO: PETE SIKES

We are planning the restart of work to an increased schedule in the Autumn which will bring the boiler up to the stage of requiring the tubes to be fitted.

Members of the 5551 team were pleased to support the HBSS team at their works open day on 15th July.

TENDER

Since our last report, work on the tender has been suspended pending the outcome of our strategic review.



A view inside the Inner Firebox. PHOTO: PETE SIKES

The Tender Wheelsets have been moved to West Shed following the Spring inspection. We believe they will be acceptable for heritage line use in the future, but not suitable for main line use without extensive rectification work. We are considering how to proceed with the tender as part of our review, which will be a decision for the future.



Our pitch for the day. PHOTO: PETE SIKES



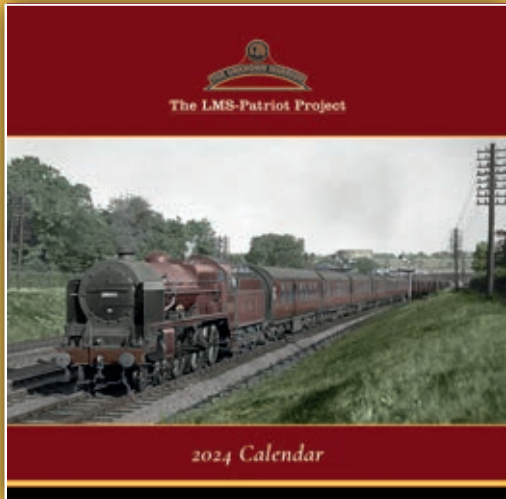
The Tender Wheels at West Shed. PHOTO: KEVIN WEST

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FROM THE OFFICE

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In the last magazine I said we would probably be sending out this issue from a new address but we are still at The Hub. However the building is due to close in September so a move is imminent.

It has not proved easy to find a suitable alternative. There are very few options available within travelling distance for our volunteers. Of those we have looked at, many of the facilities we need are not included and the rental fees are much higher than our current costs. Thanks to one of our office volunteers, who until this year was a Borough Councillor, we have now been offered a suitable room in Stafford Civic Centre. It is furnished with desks, chairs and storage cupboards so it would avoid the need to transport those we currently use at The Hub. The rental is under negotiation but as we are a charity the terms should be favourable. We are however still continuing to look at any other solutions that present themselves. Once we have firm details of our new address we will let you know.

Of course the move will cause a lot of disruption to our usual routines so do bear with us for a few weeks during September and October. It will result in delays updating membership records. As I have already said, at the moment we have no firm moving date or new address so it makes it difficult to plan anything. A new local volunteer has offered to help with the physical transfer of all the many document files, computers, printers, stationery etc. It will save us a considerable amount on hiring a removal company and we are

extremely grateful to him. Please note that we have been told that it may not be possible to transfer our land line phone number for several months after the move, if at all. It would probably be as well for you to keep a note of the mobile number – **07801 945689** – should you need to call us in the near future. As soon as we have up-to-date information it will of course be available via the website – www.lms-patriot.org.uk.

Included with this issue is the invitation to our AGM which is where the prize draw will take place. For those who have not already bought the tickets, there is still plenty of time to do so. Members buying all the tickets only need to add their name and URN (unique reference number) or membership number to the stubs. The full address and phone number should be completed on all ticket stubs when purchased by non-members. We understand that some members are not in a position to either buy the tickets themselves or sell them to friends but others have kindly asked for extra tickets. Just let us know if you would like us to post more to you. The stubs and payment details should still be sent to The Hub address as when we do move we will arrange for Royal Mail to redirect our post to the new address.

*Linda Westerman,
Office Manager*

2023 GRAND PRIZE DRAW

Dear Members,

Thank you to those who have already bought or sold tickets for this year's prize draw.

The current total as we went to press stood at £3,512.00.

If you have not yet taken part please consider doing so as the raffle has the potential to raise significant funds to help the build along, and of course you could win a prize!

Please contact the office if you require any more tickets.

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



We encourage you to make payment by bank transfer if possible, but will be happy to accept cheques if you have no alternative means.

Finally don't forget that the stubs and form need to be returned to the office address:
LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ

The draw will take place on Saturday, 11th November at our AGM
which will take place at Kidderminster Railway Museum.

THANKING YOU IN ANTICIPATION.

NEIL KINSEY, PROMOTER.



Behind the Scenes Event

**Saturday
15th July 2023**





We were welcomed by Rob Adamson and Andy Wilcock to their first open day at the HBSS workshop in Huyton. It was obvious that they had spent a lot of time preparing for the event as the yard and workshops had been superbly arranged, with each boiler they were working on displayed with historical notes and descriptions of the work they had been commissioned to do.

Despite the changeable weather there was a steady flow of visitors, which included many of our supporters, who were able to have a close-up view of our boiler and the many others on display.

Andy, Rob and HBSS staff were on hand to answer any questions visitors had and the whole event had a warm, friendly feel to it. As you can see from photos in this edition of *The Warrior* we had a small pop-up stand at the event with five volunteers available to answer any questions, we also had a small selection of merchandise and because of the unpredictable weather we managed to sell a couple of caps and beanies for those who turned up unprepared for the heavy showers! All-in-all an excellent day and our thanks go to HBSS for making it happen.



*LMS Patriot 4-6-0 No. 5933 (later No. 5521 Rhyl) approaches
Edwalton with a Glasgow to St.Pancras express in 1933.*

PHOTO: T.G. HEPBURN © RAIL ARCHIVE STEPHENSON



Good news! Sales in the first quarter were up 30% on last year, whilst in July alone they're ten times what they were last July. This is due to event stands at the GCR, Buxton and the open day Heritage Boiler Steam Services (HBSS) held at their Huyton workshops on Merseyside on 15th July.

We were hoping that by now we would have on board a new Sales/Volunteer organiser but unfortunately a candidate that came forward to help us has had to pull out with health issues.

I'd like to reiterate how much we would welcome an enthusiastic person to keep the volunteer roster in order and especially to organise our very important attendance at gala events, these events earn us the majority of our merchandise sales. Maybe this could be two people working in tandem? I would definitely help whoever takes this on, initially working beside Neil Kinsey whose dedication to this task over the last 15 years has put it in the good order that we currently enjoy.

Please consider giving us a hand in any way you can by donating your time in either a large or small way. It would be gratefully appreciated.

Please contact me by email: janet.mintrom@gmail.com, or call me on **07981 838123**.

KIND REGARDS, JANET ELSON

Event	Date	✓ = Booked P = Provisional
Gauge 0 Guildex Show, Bingley Hall	SEPTEMBER 2nd – 3rd	✓
Lichfield MRS (VOLUNTEERS REQUIRED)	SEPTEMBER 16th	P
Stafford Railway Circle Model Show Bingley Hall, Stafford	SEPTEMBER 23rd – 24th	✓
Great Central Railway – Autumn Gala	OCTOBER 5th – 8th	✓

There are also LMS-Patriot Project illustrated talks taking place at the following venues:

The Community Centre, Amery Hill, Alton, Hampshire GU34 1HN.

Thursday, 26th October, 2023 - 19:30 to 22:00

This talk is for the Alton Branch of the WLHRT. The meeting is open to visitors who will be made very welcome.

Brock Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 8RY.

Friday, 27th October, 2023 - 19:30 to 22:00

This talk is for The Railway Club of The New Forest.

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MEMBERS' CORNER

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

MORECAMBE RAILWAY STATIONS

It is perhaps a surprise to learn that Morecambe has had a succession of at least seven railway stations.

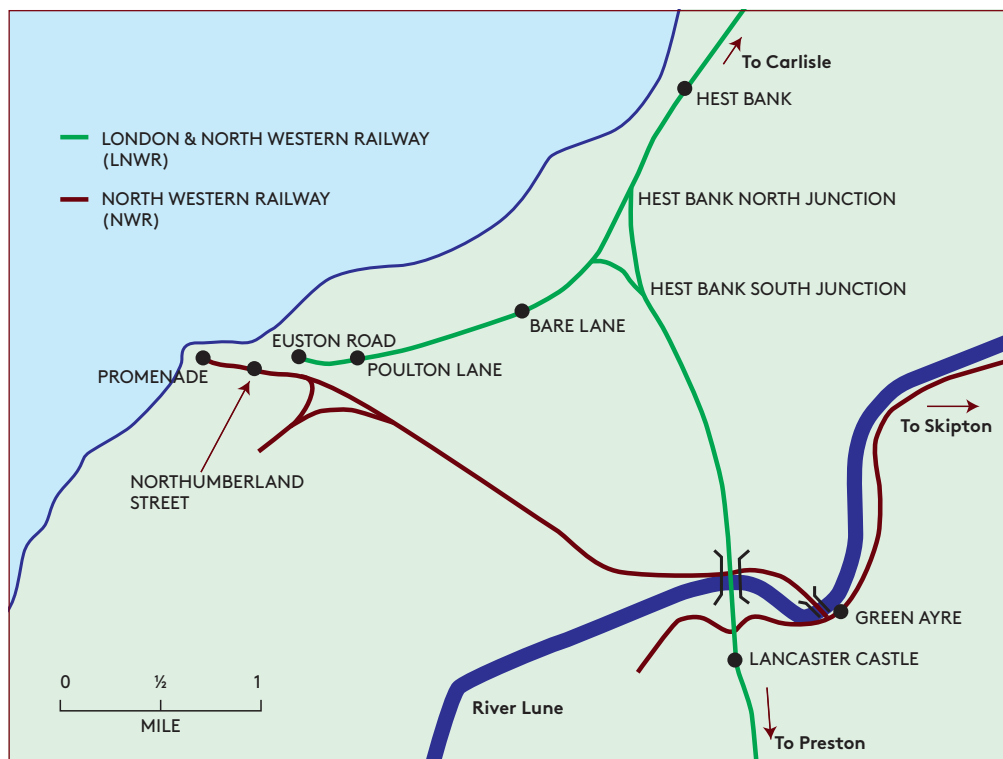
The seaside town of Morecambe was created around the fishing village of Poulton-le-Sands, and the villages of Bare and Torrisholme in the mid-nineteenth century, by the coming of the railway. In 1846 the Morecambe Harbour and Railway Company was formed to build a harbour on Morecambe Bay, close to Poulton-le-Sands, and a connecting railway to Lancaster crossing the River Lune on a new bridge at Green Ayre, which by 1850 had linked the Little North Western (LWR) line to Skipton, Keighley and Bradford. The first passenger service into Morecambe (Poulton-le-Sands) was in 1848 although where it actually terminated is uncertain.

The Stone Jetty was built by the LNWR in 1853 as a wharf and rail terminal for both passenger and cargo transport. The former station building with adjoining lighthouse standing on the jetty and are Grade II listed.

Morecambe's first station, opened in 1851 at Northumberland Street, was a temporary structure, looking more like a cattle shed. This was replaced in 1873 by a substantial two platform station.



Thank you to all who contributed their articles that appeared in Warrior 57, we are grateful so many of you decided to contact us. Remember that you can send anything Patriot, memorial, war or railway related and photos are always good to receive (if you do send photographs please supply a return address). Preferably send your contribution by email to office@lms-patriot.org.uk or post directly to the office: **Linda Westerman, LMS-Patriot Company, 17 Eastgate Street, Stafford ST16 2LZ.**



Between these dates the London and North Western Railway (LNWR) constructed a branch from its main line from Lancaster to Carlisle at Hest Bank and a station at Bare Lane in 1864, but did not initially have its own Morecambe terminus and used the NWR stations. Within 30 years Northumberland Street station had become so busy that LNWR were asked to make their own arrangements. Initially a temporary station at Poulton Lane was built in 1883 (at present day York Bridge) to relieve pressure on Northumberland Street station but soon proved inadequate.

The LNWR built Euston Road station in 1886 at the edge of the town with one long platform which was extended in 1890 with two island platforms.

Direct access from Lancaster to Morecambe at Hest Bank was awkward due to the north facing junction and a southern curve was added in 1888.

The location of Euston Road station near the town centre seemed more suited to local services compared to excursion trains bound for the seaside but it lacked the quicker and more direct connection to Lancaster resulting in it becoming a temporary station and only opening for summer season excursions.

The two platform Northumberland Street station was struggling to cope with passenger numbers and in 1907 was replaced by a new Promenade Station with two long and wide island platforms leading to a glazed concourse, entrance canopy and generous forecourt.

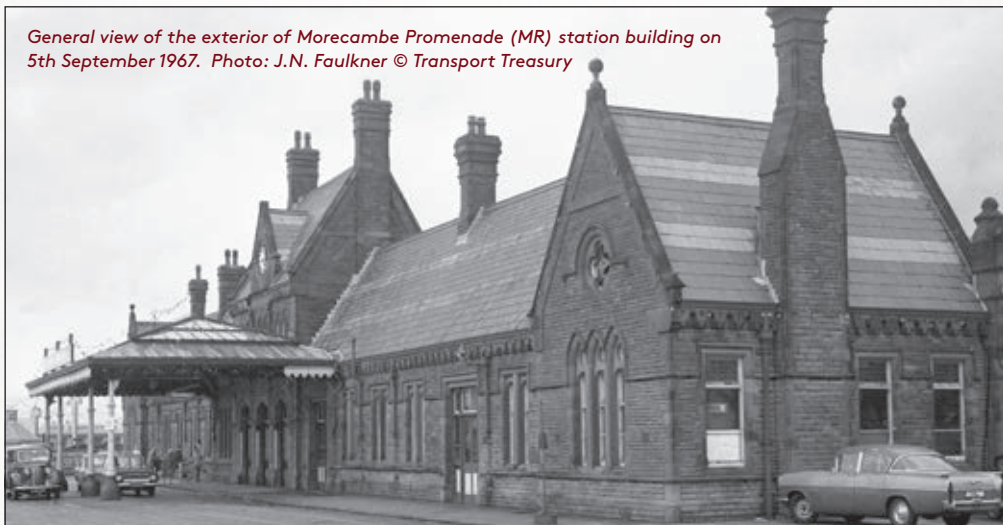
Perhaps the highlight in the station's history occurred on 6th October 1937 when Patriot class locomotive No. 5526 was officially named Morecambe and Heysham by the mayor of the town to great ceremony.

As passenger numbers declined and the number of passenger services reduced the size of the Promenade station became unrealistic to operate and maintain. This was replaced in 1994 by a new modern station of simple design and situated on the site of the earlier Northumberland Street stations. The concourse of Morecambe Promenade station has been retained and is now used as an entertainment centre. The station building, Grade II listed, has been restored to its original Midland Railway condition.

A red Transport Trust Heritage plaque was unveiled outside the restored Midland Hotel in 2011 and records 'the profound influence of railways on the development on Morecambe'.

JOHN LAWS, MEMBERSHIP NO. 651/04

General view of the exterior of Morecambe Promenade (MR) station building on 5th September 1967. Photo: J.N. Faulkner © Transport Treasury

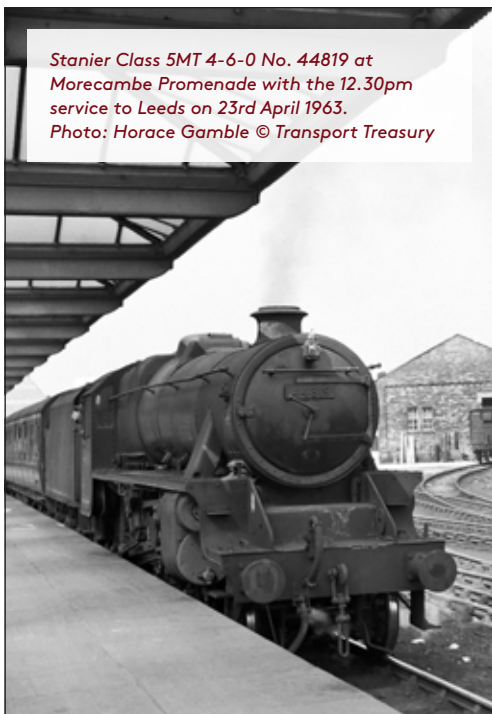


The renovated Morecambe Promenade station as it looks today.

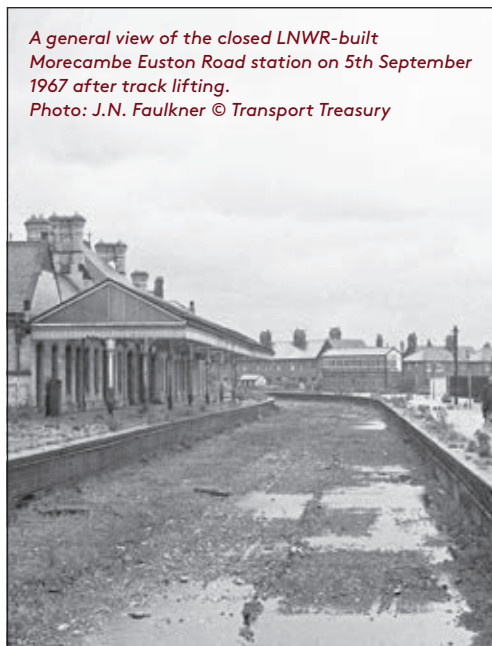




*Stanier Class 5MT 4-6-0 No. 44819 at Morecambe Promenade with the 12.30pm service to Leeds on 23rd April 1963.
Photo: Horace Gamble © Transport Treasury*



*A general view of the closed LNWR-built Morecambe Euston Road station on 5th September 1967 after track lifting.
Photo: J.N. Faulkner © Transport Treasury*



THE WARRIOR MAGAZINE

Dear Mr. Hall (or may I call you Colin?)

I love this classy little magazine, and especially the engineering updates with any photos or diagrams showing how it's all going. I want to know how locos work and how this one is being put together.

The Warrior is a high quality production, nice paper, good design and interesting content. I would be prepared to increase my meagre monthly contribution to continue to receive it!

My wife and I joined a sailing club on the River Medway in 1969 and for over 30 years the club was vibrant with spaces for boats on the club's site being scarce. We had a club magazine, with 3 or 4 issues produced each year. We also had a racing programme with details of club officials and a duty list, which was given to members on joining the club or renewing.

Then came the internet, and it was decided not to print the magazine any more, or the racing programme, or the duty lists for members to see when they were expected to do their duties (run the race box, safety boats, etc.), it was all on our website or emailed to them. It just fell apart! Members didn't download or print off the magazine or duty lists it seemed. They didn't read their emails either or they said they hadn't received them – the same thing is happening at other clubs I hear.

I am sure it is down to the demise of the club magazine, but they do have to be interesting with plenty of photos and information, which yours is.

REGARDS, IAN WYATT, MEMBERSHIP NO. 853/08

Hi Patriots.

Having seen the splendid painting of 45551 having emerged from the West Shed reminded me of *Duchess of Sutherland* standing in a similar position following her repaint to crimson lake.

I took the enclosed photo on 9th September 2018. It was an amusing situation as 'professional photographers' were invited in the morning to take their photos (at a cost) with the rest of us allowed in free in the afternoon. The weather in the morning was not very clement with overcast skies but in the afternoon, when others had gone, the sun broke out and allowed me to get this shot.

I don't know if it's worthy of inclusion but I forward it for your consideration. Looking forward to details regarding the open day at West Shed.

YOURS, STEVEN CALDERBANK, MEMBERSHIP NO. 1819/11



Hello Colin,

Many thanks for the copy of your May edition of *The Warrior* (57), much appreciated.

The photograph of 45533 on the back cover is interesting, I originally thought it was one of mine which you have in your collection. It was taken from the signal box steps of Lancaster No 2 signalbox by a friend of mine, Noel Machell. We were stood next to each other. She is working W266, 2.30pm Morecambe to Crewe on Saturday, 25th March 1961.

When you look at both photographs Noel took his slightly earlier than mine and is much clearer than mine, if only we had had automatic focusing in those days. Having said that I had mine published in my first book of *The Working Railway* and it was exhibited at Lancaster City Museum many years ago, they had it printed to something like 4ft x 3ft, they gave me the print when the exhibition closed and I gave it to the group who run the Carnforth station exhibition.

I spoke to Noel yesterday and he confirmed it was his photograph but has no idea how it came your way!

I have attached some of the late Edwin Ashworth's photographs as there are a number of Patriots, all taken around the 1930s. Two days of rain got me back into his collection which he left to my father, not the best of quality but worthy of recording. You are of course more than welcome to add them to your photographic collection and use them as you wish.

REGARDS, RON HERBERT



No. 5526 Morecambe and Heysham at Ansdell station.



No. 5514 Holyhead working W266 at Bradkirk.



Compound 4-4-0 No. 1170 and No. 5528 (later named R.E.M.E.) work an Up Manchester-Liverpool service at Brock on 18th April 1938.



An unidentified Stanier Class 5 and No. 5503 The Royal Leicestershire Regiment work an Up express at Brock on 18th April 1938.
(continued overleaf)



No. 5527 Southport at Crewe station.



No. 5574 (later 5506 The Royal Pioneer Corps) at Crewe.



No. 5528 Lytham St. Annes at St. Annes.



No. 5544 at Wigan North West in 1938.

ALL PHOTOS BY EDWIN ASHWORTH © RON HERBERT COLLECTION

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*No. 45520 Llandudno races through Stafford
station on an unknown date.*

PHOTO: © THE TRANSPORT TREASURY.



INSENSIBILITY

A WAR POEM BY WILFRED OWEN, SON OF A RAILWAY MAN.

Wilfred Edward Salter Owen MC was born in Oswestry on 18th March 1893, the town being the home of the Cambrian Railway, his father was employed as a railway clerk at Oswestry station. He had served with the Great Indian Peninsular Railway in Bombay, and had previously worked for the LNWR in London.

Owen was born at Plas Wilmot, a house in Weston Lane, near Oswestry in Shropshire. He was the eldest of Thomas and (Harriett) Susan Owen's four children; his siblings were Mary Millard, (William) Harold, and Colin Shaw Owen. When Wilfred was born, his parents lived in a comfortable house owned by his grandfather, Edward Shaw before the family moved to Woodside (on the Birkenhead Joint Railway) due to his father becoming stationmaster there.

In 1907 his father was promoted to Assistant Superintendent of the Joint Railways at Shrewsbury so the family moved once again, this time to a southern suburb of the town close to Shrewsbury station.

His war poetry on the horrors of trenches and gas warfare stood in contrast to the public perception of war at the time and to the confidently patriotic verse written by earlier war poets such as Rupert Brooke. Among his best-known works – most of which were published posthumously – are *Dulce et Decorum est*, *Insensibility*, *Antem for Doomed Youth*, *Futility*, *Spring Offensive* and *Strange Meeting*.

Owen was killed in action on 4th November 1918, a week before the war's end at St. Souplet near Ors during the crossing of the Sambre-Oise Canal, he was aged 25. He was promoted to the rank of Lieutenant the day after his death.

1.

Happy are men who yet before they are killed
Can let their veins run cold.
Whom no compassion fleers
Or makes their feet
Sore on the alleys cobbled with their brothers.
The front line withers,
But they are troops who fade, not flowers
For poets' tearful fooling:
Men, gaps for filling
Losses who might have fought
Longer; but no one bothers.

2.

And some cease feeling
Even themselves or for themselves.
Dullness best solves
The tease and doubt of shelling,
And Chance's strange arithmetic
Comes simpler than the reckoning of their shilling.
They keep no check on Armies' decimation.

3.

Happy are these who lose imagination:
They have enough to carry with ammunition.
Their spirit drags no pack.
Their old wounds save with cold can not more ache.
Having seen all things red,
Their eyes are rid
Of the hurt of the colour of blood for ever.
And terror's first constriction over,
Their hearts remain small drawn.
Their senses in some scorching cautery of battle
Now long since ironed,
Can laugh among the dying, unconcerned.

4.

Happy the soldier home, with not a notion
How somewhere, every dawn, some men attack,
And many sighs are drained.
Happy the lad whose mind was never trained:
His days are worth forgetting more than not.
He sings along the march
Which we march taciturn, because of dusk,
The long, forlorn, relentless trend
From larger day to huger night.

5.

We wise, who with a thought besmirch
Blood over all our soul,
How should we see our task
But through his blunt and lashless eyes?
Alive, he is not vital overmuch;
Dying, not mortal overmuch;
Nor sad, nor proud,
Nor curious at all.
He cannot tell
Old men's placidity from his.

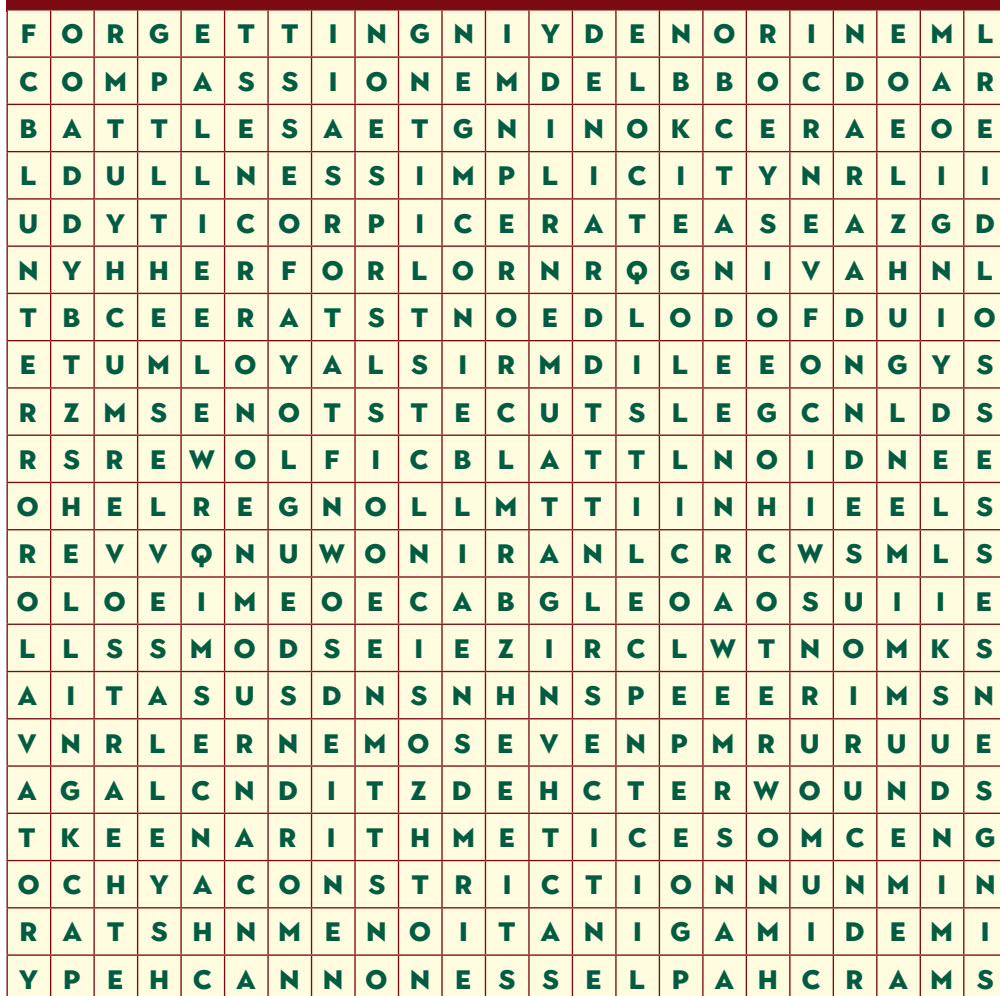
6.

But cursed are dullards whom no cannon stuns,
That they should be as stones.
Wretched are they, and mean
With paucity that never was simplicity.
By choice they made themselves immune
To pity and whatever mourns in man
Before the last sea and the hapless stars;
Whatever mourns when many leave these shores;
Whatever shares
The eternal reciprocity of tears.

WORD SEARCH 34

INSENSIBILITY – A POEM BY WILFRED OWEN

ACHE • AMMUNITION • ALLEYS • ARITHMETIC • BESMIRCH • BLUNT • BLOOD • BATTLE
COMPASSION • COBBLED • CHANCES • CONSTRICTION • CURIOUS • CAUTREY • CANNON
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NOTION • OVERMUCH • OWEN • PLACIDLY • PROUD • RECKONING • RELENTLESS
RECIPROCITY • SHELLING • SCORCHING • SOLDIER • SIMPLICITY • SENSES • SINGS • SORE
STONES • TEASE • TRAINED • THEMSELVES • TACITURN • TERROR • UNCONCERNED
WOUNDS • WRETCHED



No. 45516 The Bedfordshire and Hertfordshire Regiment passes
Cheadle Hulme Signal Box on an Up express, date unknown.
PHOTO: T. LEWIS. © MANCHESTER LOCOMOTIVE SOCIETY/
THE LMS-PATRIOT PROJECT.



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

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

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Superheater - Pattern (1 available)	£2,500
Longitudinal Stays (10 available)	£2,200 each
Crank Axle (1 available)	£10,000

I WOULD LIKE TO MAKE A DONATION OF:

£10 £25 £50 £75 £100 £250 £500 £1,000

OTHER (PLEASE STATE) £



I WOULD LIKE TO JOIN THE 5551 CLUB:

£55.51

PLEASE MAKE CHEQUES PAYABLE TO: **LMS-PATRIOT COMPANY LTD.**

I WOULD LIKE TO SPONSOR A PART – please state part(s)/I WOULD LIKE TO MAKE A DONATION (as indicated above)

AND ENCLOSE A CHEQUE FOR £

NAME:

MEMBERSHIP NUMBER/URN:

ADDRESS:

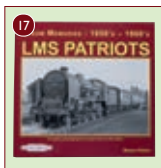
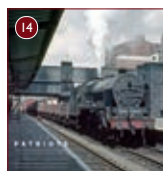
POST CODE:

TELEPHONE/MOBILE:

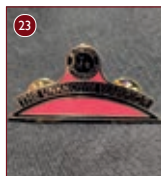
We will do our best to allocate your donation to the item you wish to sponsor, but if that has already been sponsored we will allocate your donation to another item still available within the general area of boiler, tender or rolling chassis. If you do not want this to happen, please tick the box and we'll contact you via telephone. ☐

Please make cheques payable to 'LMS-Patriot Company Ltd' and return this form to our office:

LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ or call 01785 244156/07801 945689.



**PATRIOT
MERCHANDISE**
ALL ITEMS ARE AVAILABLE
TO ORDER ONLINE:
[WWW.LMS-PATRIOT.
ORG.UK/SHOP](http://WWW.LMS-PATRIOT.ORG.UK/SHOP)



THE LMS-PATRIOT PROJECT – SALES ORDER FORM						
Item No.	Item Description	Size	Quantity	Cost £	P&P £	Total
1	NEW Green Polo Shirt with crest and BR number (S, M, L, XL, XXL)			20.00	4.50	
2	NEW Crest and BR Number Cap – Green			10.00	4.50	
3	NEW Crest and BR Number Beanie Hat – Green			9.00	2.50	
4a	NEW Patriot Isle of Man Mug – Green			6.00	4.50	
4b	NEW Patriot Isle of Man Coaster – Green			3.00	2.50	
4c	5551 Loco Profile Black Mug			6.00	4.50	
4d	5551 Loco Profile Black Coaster			3.00	2.50	
4e	Patriot Project In Memory of the Fallen Red Mug			6.00	4.50	
4f	Patriot Project In Memory of the Fallen Red Coaster			3.00	2.50	
5	Crest Polo Shirt – Burgundy (S, M, L, XL, XXL)			20.00	4.50	
6	Crest Sweatshirt – Burgundy (S, M, L, XL, XXL)			25.00	4.50	
7	Crest Fleece – Burgundy (S, M, L, XL, XXL)			35.00	4.50	
8	Crest Backpack – 19-litre capacity			30.00	4.50	
9	Crest Cap – Burgundy/Black			10.00	4.50	
10	Crest Beanie Hat – Burgundy/Black			9.00	2.50	
11	LMS-Patriot 5551 'Spinning' Keyring			4.50	2.00	
12	The Unknown Warrior CD by Alf Tubb (Basel Festival Orchestra)			10.00	2.50	
13	The Patriots – A Pictorial Record. Volume 1, 45500-45525			18.95	4.00	
14	The Patriots – A Pictorial Record. Volume 2, 45526-45551			18.95	4.00	
15	RCTS 'A detailed history of LMS Patriot 4-6-0s' – 224 pages			24.95	5.00	
16	The Book of the Patriot 4-6-0s – Graham Onley			12.95	3.50	
17	Steam Memories – LMS Patriots			9.99	2.50	
18	Claughton & Patriots 4-6-0s Book – G. Toms and R. J. Essery			16.95	3.50	
19	5551 Pin Badge			4.50	1.75	
20	45551 Pin Badge			4.50	1.75	
21a/b	'The Unknown Warrior' Profile Badge – LMS Red or BR Green			4.50	1.75	
22	LMS-Patriot Project Tea Towel			5.00	2.00	
23	New Crest and Nameplate Pin Badge			4.50	1.75	
24a	LMS-Patriot Project Mask – Roundel logo (single) PRICE REDUCED			6.00	1.50	
24b	LMS-Patriot Project Mask – Roundel logo (pack of 3) PRICE REDUCED			15.00	1.50	
24c	LMS-Patriot Project Mask – 5551 Loco Profile (single) REDUCED			6.00	1.50	
24d	LMS-Patriot Project Mask – 5551 Loco Profile (pack of 3) REDUCED			15.00	1.50	
25a	5551 Socks – 1 pair PRICE REDUCED			4.00	1.50	
25b	5551 Socks – 3 pairs PRICE REDUCED			10.00	2.50	
26	NEW 2024 LMS-PATRIOT FUND-RAISING CALENDAR			10.00	2.50	
TOTAL						

Ordered by: _____

Delivery Address: _____

Post Code: _____

E-mail Address: _____

Garment colour and size: _____

Membership No: _____

Please indicate size required when ordering garments. Make cheques payable to: **LMS-Patriot Company Ltd.**
Please send to: **LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ or call 01785 244156.**

LMS-Patriot Company Limited

Creating the new National Memorial Engine

Patron Simon Weston, CBE



Company Registered in England and Wales No: 6502248

Registered Office: LMS-Patriot Company Ltd., The Hub, 17 Eastgate Street, Stafford ST16 2LZ.

Registered Charity No: 1123521 VAT Registration No: 978 8801 48

Account Details for Direct Donations: CAF Bank Ltd. · Account no: 00092990 · Sort Code: 40-52-40

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Email: info@lms-patriot.org.uk

or please direct your emails to the most appropriate person listed above.

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LMS Patriot Company Ltd.

Company Registered in England & Wales No. 6502248. Registered Charity No. 1123521.

No. 45550 is seen passing through Kirkby Stephen on 29th July 1961.
PHOTO: N. FIELDS. © MANCHESTER LOCOMOTIVE SOCIETY/THE LMS-PATRIOT PROJECT.

