

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



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Chairman's Thoughts

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In Warrior 53 I highlighted my concerns about getting a way forward with component testing and reassembly of the chassis. So I am very happy to say that, once we had finally established in May how to approach the testing work with the support of Ricardo Certification, the hardness testing itself started in July with the volunteer support of a competent metallurgist. The first results were pretty encouraging. Why are we doing all this, which is effectively going over old ground? We need to do this to address our historic shortcomings in maintaining comprehensive component quality records. Kevin's Engineering Report explains and illustrates very well the progress now being made.

Things are moving. The replacement driving wheels are now all cast (but not yet delivered), and the replacement tyres have been delivered to West Shed in good time, complete with all the necessary documentation. The replacement axle order is now in place; and we are doing our very best to line up the chassis component testing and reassembly work with the wheelset reassembly work to be carried out by South Devon Railway Engineering. It is easy to underestimate the amount of planning and liaison work with suppliers just to get orders in place. To a layman like myself, ordering one new axle sounds as if it should be reasonably straightforward: however, with material supply problems and long lead times and technical specifications to sort out, it has taken us over a year to get to this point from when the need was confirmed: not for want of trying by our team, may I assure you.

Can I draw your attention to John Hastings-Thomson's article (page 19) on talks and presentations. We are working to put together a comprehensive programme of presentations across the country to interest groups (not necessarily just railway groups) as part of our wider effort to bolster our income stream: but often it's the local contact that can help us identify leads. Boosting our income is a top priority, and if we can support that by working harder and better on spreading the word, that's all for the good.

I was heartened by some good teamwork in July, when Simon Scott called for volunteer help with some 'good housekeeping' at West Shed. Storage space had run out for our various dismantled and other loose components, which does not help efficient working. The work involved plenty of lifting - sorting and reorganising the storage of existing and scrap locomotive components - and we as a project had provided another container to help with this. The day was a great success. You can read more about this on page 17 with some great photos, but I too just wanted to thank the five people involved.

Behind the scenes, we had a constructive meeting in May 2022 with Locomotive Services Limited over our eventual intentions for main line running, how we are approaching certification, and the help we need from a Train Operator.

They indicated that they were supportive in principle and were ready to enter into negotiations at the appropriate time. Similar discussions took place with DB Cargo last year.

Lastly - and a bit of a new area for me - I just wanted to share with you my interest in an article which caught my eye in the latest (August) issue of *Steam Railway*.

I read that the law has been successfully changed to allow youngsters under the age of 16 to work on heritage railways (and tramways). News media - even our good friends at *Steam Railway* - are good at churning out bad news. This time it was the demise of *Thornbury Castle*, and a rather funereal piece on steam's nemesis year - 1962; to say nothing of a rather equivocal article on heritage railway main line connections. But here was a positive exception, something that could strengthen the succession of interest in and commitment to heritage steam to the next generation. We all know that time is not on the side of those of us with clear memories of bygone days. Of course it's a very long way indeed from a legal breakthrough to enthusiastic and capable youngsters turning up for duty at West Shed, HBSS and Leaky Finders, but without this positive step it could never happen.

Thank you as ever for your continuing interest and support.

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

FRONT AND BACK COVER:
LMS Patriot 4-6-0 No. 45541 Duke of Sutherland
at Kingmoor shed in c.1949.
PHOTO: © T. G. HEPBURN/RAIL ARCHIVE STEPHENSON



2020 AWARD FOR
COMMUNICATIONS

TREASURER'S REPORT

Update for Quarter 1 to 30th June 2022.

Neil Collinson, Treasurer

First thought for the quarter: A reasonable start to the new financial year and the signs are mainly encouraging with a significant amount of cash on hand to make real progress this year.

INCOME

Total income in Quarter 1 is £51,000 (2021: £61,000) including expected £5,700 in Gift Aid; total restricted funding was £580. This gives approximately 18.9% overall against the budgeted income for the year.

Second thought for the quarter: A slight change to the format as the following chart gives a comparison of the first quarter for the 2 years in question including the apportioned quarterly budget. We did not budget for each separate engineering component in quarter 1 last year. This year we have.

THE FINANCIALS AT A GLANCE – Quarter 1 comparisons

		Q1 Budget 2022/23	Q1 Actual 2022/23	% of budget	Q1 Budget 2021/22	Q1 Actual 2021/22	% of budget
INCOME	Membership	£8,381	£5,629	67%	£8,790	£5,978	68%
	Donations	£53,583	£42,118	78%	£61,930	£50,903	82%
	Loans	-	-	-	-	-	-
	Sales	£5,537	£3,072	55%	£4,750	£3,945	83%
	Other (interest)	-	£133	N/A	-	£4	N/A
	TOTAL	£67,501	£50,953	75%	£75,469	£60,831	81%
EXPENDITURE	Locomotive	£35,002	£4,878	14%	Not set	£24,185	N/A
	Tender	£1,250	£1,408	112%	Not set	-	N/A
	Boiler	£7,500	NIL	NIL	Not set	£5,539	N/A
	Other Engineering	£2,000	£1,937	97%	Not set	£848	N/A
	Crane repayment	-	-£280	-	Not set	-	N/A
	Sub-total	£45,752	£7,943	17%	£60,457	£30,572	51%
	General expenses	£14,750	£10,674	72%	£13,013	£8,447	65%
	Loan(s) and interest	£2,000	£2,495	125%	£2,000	£891	45%
	TOTAL	£67,501	£21,113	31%	£75,469	£39,910	53%

Third thought for the quarter: Before anyone raises the issue as to why we have allocated £8,000pa this year for 'Other Engineering' may I refer you to our Chairman's Thoughts in Warrior 53, paragraphs 2 and 3. Suffice it for me to repeat the simple phrase he used "We are not going to fall into this trap again."

BANK BALANCE COMPARISON

	Q1 (2022/23)	Q1 (2022/22)
Opening Bank Balance	1st April – £244,402	1st April – £147,933
Closing Bank Balance	30th June – £283,904	30th June – £170,213

A VAT refund of £1,700 and a Gift Aid claim of £5,700 have now been credited to our account which gives us working capital of approximately £291,000 to start the new financial quarter.

Fourth thought for the quarter: As treasurer a healthy balance means a healthy treasurer. However, as reported elsewhere, significant expenditure on the build is forecast for this year and will require careful Collinson management. 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 £5,629 giving 16.8% against the annual budget for the year, slightly lower than last year.

Total donations for the quarter were £42,120 including Gift Aid on donations amounting to £4,800.

Regular donations seem to be holding up reasonably well on the face of it with £23,231 being recorded. This is 23.9% of the budget forecast for the year. However, the average amount per donation decreased by £0.41 in Quarter 1 to £22.19. Regular Donations coming from 347 donors at end of June were £7,697.

One off donations amounted to £11,950.

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

2022/23 Donors

	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q1	2	6	13	£23,231

2020/21 Donors for comparison

	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	3	4	12	£18,825
Q3	5	1	4	£19,299
Q2	7	1	6	£19,109
Q1	15	-	8	£19,100

2021/22 Donors for comparison

	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	7	2	11	£23,912
Q3	1	2	6	£18,008
Q2	2	6	14	£18,514
Q1	2	5	6	£19,282

Fifth thought for the quarter: Regular donor numbers continue to fall. I will not extrapolate on the many reasons because they are very varied. Suffice it to say that the current economic climate is one and some long standing members who remember steam have passed away is another.

SALES AND EVENTS

Sales income 6.4% against forecast for the year. Broken down into its component parts, quarter 1 on pure sales was higher than last year with an income of £963 for the quarter, mainly due to the few galas that were attended during the quarter. The Pictorial book sales generated sales of a further £45. Raffle tickets have seen a return of £2,064 to the end of the quarter.

Add this all up and sales raised £3,072 for the quarter making 13.9% income against budget for the year.

INTEREST AND OTHER SUNDRY INCOME

A huge increase from £21 last quarter to £133 for this one. £4 for the same quarter last year. A sign of the times!

EXPENDITURE

Engineering Expenditure The balance sheet shows a total expenditure of only £7,943 spent in the quarter to the end of June 2022. This is broken down into £1,937 for consultancy (Ricardo, our consultants), £4,878 on the chassis and £1,408 on the tender. We have received a nominal amount of £280 towards the cost of the crane we provided and you will see this on the analysis sheet as a minus figure. Total spend at the quarter end is £2.69m on loco (£600,480 on boiler) plus £209,000 on the tender and £643 on a support coach.

Overheads –Overall, the spend is under budget at 18% for the year at £10,674.

Loan interest repaid for the first quarter was £2,495. The first quarter is particularly high on interest payments when some lenders large loans are due their interest. 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 quarter, leaving a £29,840 surplus.

Bank accounts I am repeating something I said earlier in that our bank accounts showed a balance of £284,000 (£280,000 in our reserve account) at the end of June 2022 to take forward to next quarter. I review our bank accounts on a daily basis to try and keep as much in our reserve account as possible to maximise our interest earnings.

Finally, a Llangollen update As we have not heard any further from the solicitors acting for the administrators chasing the unpaid invoices, it has been agreed with our accountants that we will write off the £15k plus held as invoices outstanding for Llangollen They have been written off as at our year end.

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 unsecured creditors will receive.

And finally, finally, with our large balance on hand plus the budget for expenditure which is shown on the forecast for 2022/2023, engineering has now produced some POs for this quarter so that we can spend some of the accumulated funds and demonstrate to all that we are very much around and determined to make progress in the construction of The Unknown Warrior.

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

	Q1 – 2022/23			Q2 – 2022/23			Q3 – 2022/23		
	April 2022	May 2022	June 2022	July 2022	August 2022	September 2022	October 2022	November 2022	December 2022
5551 ENGINEERING EXPENDITURE FORECAST	£	£	£	£	£	£	£	£	£
Current Bank Balance	£244,202	£268,403	£271,913	£283,904	£306,234	£306,740	£153,836	£171,648	£176,606
Income (Budget) excluding Gift Aid	£21,573	£21,573	£23,715	£23,715	£23,715	£23,715	£23,715	£23,715	£23,715
New Bank Balance	£265,775	£289,977	£295,628	£307,620	£329,949	£330,455	£177,551	£195,363	£200,321
Other Expenditure (Budget - excludes loan repayments)	£4,475	£4,475	£4,338	£4,338	£4,338	£4,338	£4,338	£4,338	£4,338
Loan Repayments	-	-	-	-	-	-	-	-	-
Engineering Expenditure	£6,820	£6,820	£9,220	£4,420	£18,872	£172,282	£44,140	£14,420	£19,820
Gift Aid Return	£11,572	-	-	£5,716	-	-	£4,960	-	-
VAT Refund (Estimated)	£3,879	-	-	£1,655	-	-	£37,615	-	-
Forecasted Bank Balance	£269,931	£278,682	£282,071	£306,234	£306,740	£153,836	£171,648	£176,606	£176,164
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	£272,002	£280,752	£284,141	£308,304	£308,810	£155,906	£173,718	£178,676	£178,234
Actual Bank Balance (last day of month)	£268,403	£271,913	£283,904						
Actual Income in Month	£33,301	£10,073	£17,096						
Actual Outgoings in Month	£9,101	£6,513	£5,226						

MEMORY GIVING

My note in the members monthly bulletin for June 2022 referred to a new source of income for which I enrolled the project and promised an article for this Warrior.

It all stemmed from a phone call to the office from a firm of undertakers back in May. They expressed interest in having our charity benefit from any donations at the funeral of Ted Nourse. He was not a member, but they realised he was a supporter as they had found several items bearing our name, including a shirt and cap. They wanted assurances that an acknowledgment would be sent if donations were made, although they were not expecting the amount to be very high due to Ted's age and lack of close family. The offer to use any funds to sponsor parts was well received and they created a link on their website for donations to be made online, although that did not bear fruit in this instance. A page on the **Memory Giving** website was available to utilise donations from similar situations, so I enrolled the project.

Interestingly, although we did not get a donation through this source a cheque for £230 arrived from the funeral directors in June, this being from the donations made at the funeral.

Details of how the **Memory Giving** scheme works is as follows:

CHARITY INFORMATION

Memory Giving is a secure online website that specialises in donations in memory of a loved one. The easy and simple solution we provide for our funeral partners to handle their charitable donations, in turn, assists our charity partners throughout the UK.

Once a funeral partner creates a bespoke 'In Memory' page, **Memory Giving** does the rest. For charities, we pass on the funds quickly, process Gift Aid claims which are paid straight into your bank account from HMRC, thank the donors and create reports enabling you to thank the family. All of this helps to reduce overall administration tasks and costs.

Our main aim for charities is to drive the number of Gift Aid donations to increase the amount received from 'In Memory' donations. There are no registration/usage fees for **Memory Giving** and although we charge a fee per donation, this does not apply for Gift Aid.

Further information can be obtained by following the link:

www.memorygiving.com/about-us.aspx

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

The screenshot shows the Memory Giving website interface. At the top, there is a search bar with the placeholder text "...name of loved one" and navigation links for "CREATE DONATION PAGE", "ABOUT", and "LOG IN". The main content area is titled "ABOUT US" and contains several sections: "OUR STORY" which describes the organization's mission and history, "OUR PROMISE" which outlines the service's commitment, and "OUR CONTROLS" which details the security and compliance measures. A large, stylized purple and white mandala graphic is positioned to the left of the text. At the bottom of the page, there are four columns of links: "FUNERAL DIRECTORS & CHARITIES", "OUR PROMISE", "DETAILS", and "CONTACT US".

PROJECT RESET

PATRIOT PROJECT OVERVIEW

AUGUST 2022

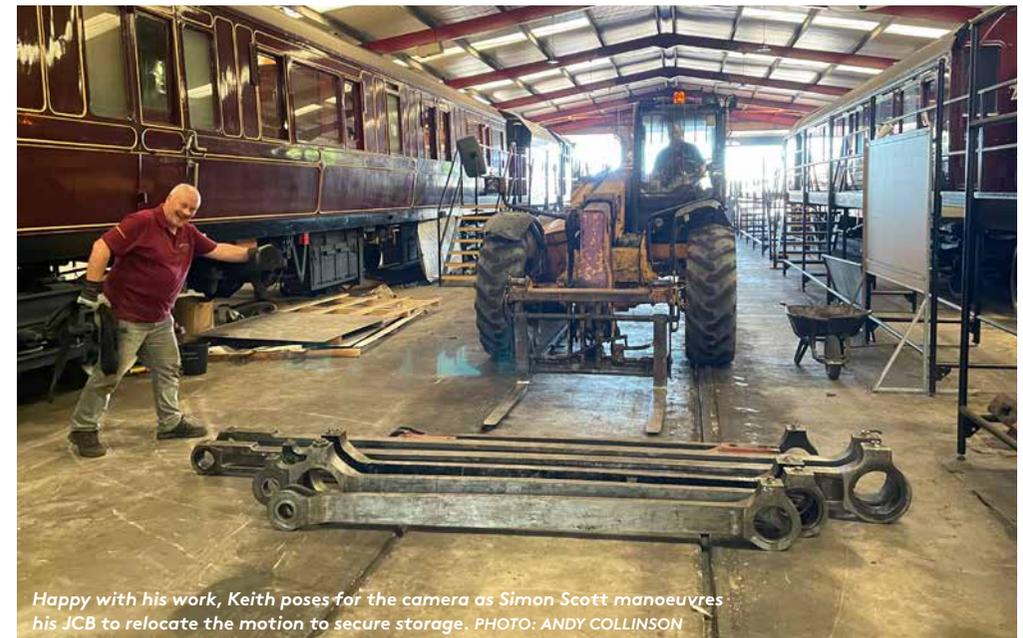
I write this overview feeling very positive about our progress. We have a clear understanding of all the significant outstanding issues that has enabled us to put forward a reasonable recovery plan (Project Reset) that demonstrates that we are moving forward in a positive manner. In the next few months we will have turned a corner in the recovery and refurbishment phase of work and we are heading in the right direction towards rebuilding our Patriot engine.

Although we are still in the process of repair and refurbishment of the main frames and associated components progress in this area has been very encouraging (for details see the following Engineering Report).

As a result of us focusing on the recovery of the main frames, cylinders and wheels etc. the tender and boiler have had minimal attention. However, we are actively engaging with Leaky Finders and HBSS to commence the next phase of tasks on the tender (Axleboxes) and boiler (Crown Stays).

It is worthwhile noting that as part of Project Reset essential work has been done to review and apply a robust paperwork trail that will ensure that we can demonstrate component provenance, and that the correct standards have been applied to all aspects of the engine build and its component parts. Please look for regular updates in our monthly bulletin.

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



Happy with his work, Keith poses for the camera as Simon Scott manoeuvres his JCB to relocate the motion to secure storage. PHOTO: ANDY COLLINSON

ENGINEERING REPORT

by KEVIN WEST, DESIGN ENGINEER

Work on The Unknown Warrior has continued over the period since the last report. It is very pleasing to be able to report physical progress towards the reassembly of the chassis. Also, the large amount of effort that has been undertaken on planning and agreeing the work required on all parts to obtain confirmation of the material specifications is starting to show positive results.



Chassis parts at West Shed ready for reassembly to the Main Frames following shot blasting and testing.
PHOTO: KEVIN WEST

CHASSIS

The last few months have seen the components removed from the chassis bead blasted back to bare metal ahead of hardness testing to confirm the material specification and generate the required paperwork for certification.

As very few of the chassis parts have any of the required accompanying paperwork every part is being subjected to testing to confirm they have been produced in a material that conforms to that specified. This is a two-step process agreed with our certification body. Step one – hardness testing – is being undertaken by one of our volunteers who is a retired metallurgist. His specialist testing equipment has been recertified and calibrated to undertake this work. The first batch of the main chassis mounted parts, including the Stretchers, Motion Brackets and Motion Girders and Brake



The Motion Girders and Bogie Centre Pin Casting following shot blasting.
PHOTO: KEVIN WEST



The equipment used for hardness testing.
PHOTO: MICHAEL AMES

and Spring Hangers, have now been tested and all parts have been found to comply with required specification, which is a great relief.

Step two of the testing – magnetic particle testing – is to be carried out by the foundry that cast our original driving wheels, as part of the settlement between the foundry and the project.

Drilling of the new Front Buffer Beam is nearing completion at the West Shed. Following manufacture of the various Mounting Brackets the Buffer Beam will be mounted onto the Frames to help stabilise the front of the frame structure.



Horn Guide Ties following shot blasting.
PHOTO: KEVIN WEST



One of the Frame Stretchers following shot blasting.
PHOTO: PRCLT



Valve Crosshead Brackets following shot blasting.
PHOTO: KEVIN WEST



Spring and Brake Hangers following shot blasting.
PHOTO: PRCLT



*Marking out the Front Buffer Beam ahead of drilling (above) and the first hole is drilled (left).
PHOTOS: PRCLT*

The Mounting Bracket for the Air Brake Connections for both the Front of the locomotive and the rear of the Tenders have also been manufactured.

The first drawing for our Main Frames was hand drawn by a supporter from the original LMS drawings which we have. Unfortunately, these drawings contained a number of errors regarding the position of some holes, which were not discovered until the frames were transferred into 3D CAD. These errors were corrected by welding up the holes and re-drilling in the correct position, but no paperwork covering the repair process was created at the time. Several of the welds have been found to be of poor quality with voids and poor surface finishing, so a rolling programme of replacement to an acceptable specification has been agreed with Ricardo Rail.

Additional rectification work includes de-burring of the bolt and rivet holes on the Main Frame plates where the various brackets and Stretchers are fitted. Typically, these burrs were created when the holes were drilled in the plates. We believe the process used was to clamp the part to the Main Frames in the required position, drill the first fixing hole, fit a fastening such as a bolt and nut, then move on to the next fixing hole and continue the process until all fixings were in place. Once all the drilling had been completed the part should be



The new Front Buffer Beam following drilling all of the holes.

PHOTO: KEVIN WEST



Left: The Air Brake Connection Mounting Plate and above showing where it is mounted on the front Buffer Beam. PHOTOS: PRCLT



Spring Hanger Pin hole showing area of previous weld that requires replacement. PHOTO: PRCLT



Rear Motion Girder Bracket Mounting holes marked up for weld replacement. PHOTO: PRCLT

removed and all the hole edges are cleaned and de-burred to remove any protruding edges that can be formed during the drilling process. These small protruding edges can be enough to stop the two parts making full surface contact which is what is required. It appears this de-burring was not undertaken on a number of parts that have dirt and slight corrosion in the resultant gap. If left the vibrations of the locomotive running may have fretted away these small edges and resulted in the fixed part becoming loose on the frame, resulting in having to remove the loco from service for repair.

All this activity is producing the paperwork required for certification and acceptance for main line operation. To control and store all these documents we have opened a cloud based storage system with controlled access for those persons on the engineering team as required. David Tuffin provides a more detailed account of this for you on page 18.

We convened a meeting in May at West Shed with Ricardo Rail to undertake a full chassis assessment which is the driver for all this work focus over the next couple of months.

The material for the first batch of the numerous rivets and bolts required to assemble the chassis is to hand ready for machining as required.

As reported in the last Warrior we have provided an additional container for storage of parts and material. A team of volunteers spent a weekend clearing and sorting the workshop and moving items that will not be required in the immediate future into storage. This effort has made a vast improvement which will ease the working conditions in the workshop.

The required paperwork will now be created which will allow these parts to be refitted to the Frames. It is anticipated this material confirmation process will continue as an ongoing process on other parts for some while into the future.

MOTION

Machining of fittings continues as time allows.

CYLINDERS

Welding Repair

The repair work on the Outside Cylinders is underway following the delayed delivery of the material required for the Valve Guide Bars.



A pair of our new Driving Wheel castings following fettling.

PHOTO: WILLIAM COOK CAST PRODUCTS

DRIVING WHEELS

William Cook Cast Products have completed the casting of our six Driving Wheels. They are now in the process of testing and proof machining. We expect they will be ready for dispatch to the South Devon Railway for assembly during the next quarter.

Following a lot of chasing, checking and re-checking of drawings we finally have confirmation of the delivery of the required replacement Axle for the Trailing Wheels. Originally we were trying to obtain a rough blank for subsequent machining but Simon Scott from PRCLT negotiated a finished, machined axle for less than we were originally quoted for the blank. This is a saving of several thousands of pounds. The new tyres have been delivered to West Shed and will move to the South Devon Railway for machining and assembly.

We have received a quotation from South Devon Railway for the assembly of the Driving Wheelsets and the order has been raised. We have compiled the drawing pack and anticipate a meeting at SDR sometime in September to talk through the process and timescales to be sure we have

provided all the information required to allow the work to proceed without delay.

The original wheelsets await recovery of components such as the Crank Pins, Balance Weights, Crank Axle and the Driving Axle at West Shed prior to these pieces being dispatched to the South Devon Railway for use on the new wheelsets.

One of the original wheels will be retained to be transformed into the centrepiece of a memorial for our supporters that are no longer with us. More details will follow as this develops.

BOGIE

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

BOILER

HBSS continue working on our boiler to an agreed programme which fits within our financial budget and is planned to bring completion of the boiler just prior to when it is needed to be dropped into the chassis. The current focus includes work on the Firebox crown. The Safety Valve Pad has been machined by HBSS following approval of the



Our six new Driving Wheel Tyres at West Shed.

PHOTO: SIMON SCOTT, PRCLT

revised fitting method by the boiler inspectors and is now ready for riveting and welding in place. This will be followed by the fitting and riveting of all the Crown Stays over the next few months.

The Smokebox has moved to the West Shed from HBSS and been shot blasted before being painted and moved into the shed for covered storage.



TENDER

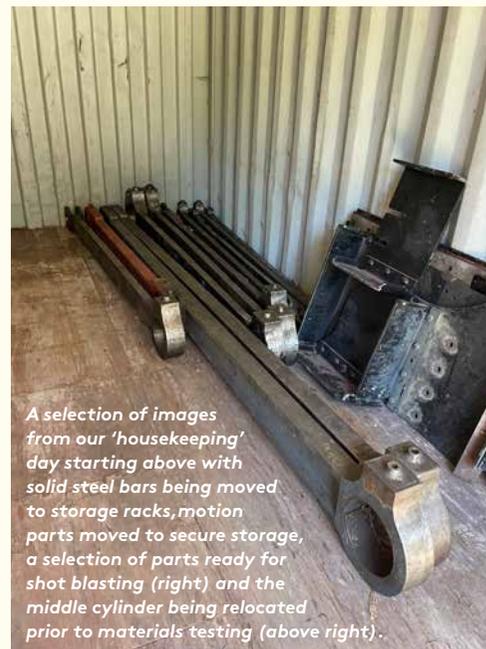
A similar planned schedule of work applies at Leaky Finder for the Tender Chassis. The current focus is the machining and fitting of the axleboxes into the Horn Guides. Presently we are discussing the clearances required between the parts to ensure smooth running. Future work will include machining of the Axlebox Crown Bearing Castings which are in stock.

A couple of views of the Smokebox following shot blasting. PHOTOS: PRCLT



WEST SHED

Our volunteer team undertook a clean up and housekeeping session on Sunday 10th July when the temperature rose to 31°C, perfect weather for moving heavy loco parts! Thank you to volunteers Ian Kinsey, Neil Kinsey, Andy Collinson, Keith Riches and Pete Sikes, plus Simon Scott of PRCLT.



A selection of images from our 'housekeeping' day starting above with solid steel bars being moved to storage racks, motion parts moved to secure storage, a selection of parts ready for shot blasting (right) and the middle cylinder being relocated prior to materials testing (above right).

Further sessions to help on the chassis or in moving parts from storage into the workshop will be happening more frequently in the future. If you would like to be involved in this or with our sales and exhibitions team, please contact Volunteer Co-ordinator, Neil Kinsey at volunteer@lms-patriot.org.uk or call the office on 01785 244156.



ALL IMAGES: ANDY COLLINSON

NEW LMS-PATRIOT DOCUMENTATION STORAGE SYSTEM

DAVID TUFFIN, HAZARD AND RISK MANAGEMENT DIRECTOR david.tuffin52@gmail.com

Members should by now be aware that possibly the biggest challenge currently faced by the Engineering Team is the lack of full supporting documentation for many of the locomotive parts. This has necessitated a programme to shot blast, inspect, material test, hardness test, and where necessary risk assess key parts before reassembly. We must not let this happen again!

The Engineering Team has developed a plan to enable secure parallel storage of both paper and scanned electronic copies of all documents associated with each locomotive part. To illustrate the scale of the challenge, one individual part may have an original LMS drawing, a new CAD, a pattern, a material certificate, a risk assessment, a Certificate of Conformity (CoC) from supplier, our own Work in Progress paperwork, and final Quality Assurance sign-off by our Lead Engineer. It truly is a case of 'the job isn't over until the paperwork is done'!

It is crucial we retain these records for a number of reasons. First and foremost we will be audited by our independent assessor Ricardo Rail, prior to them approving Certification and recommending Registration of the engine for main line running. We will likely also in due course be audited by a Train Operating Company (ToC) planning to run the engine, and possibly even by ORR. Last but not least, those members who follow us in future years must not be left with the problems we have experienced. For maintenance and periodic overhaul of the LMS-Patriot it must be crystal clear what we have built and how.

This will all represent a significant administrative burden and the Engineering Team are extremely fortunate and grateful that Janet Elson has stepped forward to help with the task.

Firstly, paper copies will for the time being be retained as necessary between our dedicated fireproof lockable storage cabinet at West Shed and the project office basement storage in Stafford. All will be electronically scanned. A future challenge will be to identify a secure larger capacity paper storage location. It has been commented that the volume of paperwork necessary today to build and run an engine on the main line may actually exceed the volume of the engine!

As a result of the above, the second key development has been the opening of a new online engineering document storage account with Box.com. Helpfully, as a registered UK charity, we qualify for a 50% discount in cost. This online site is already being populated with 'current' engineering team information such as our parts list, order register, work in progress, risk assessments and team minutes. Access is open to each member of the Engineering Team. However, the next step will be to further expand the site and establish 'archive' folders and files to build a searchable database of all the above necessary records.

TALKS AND PRESENTATIONS TO SOCIETIES AND GROUPS

John Hastings-Thomson, Deputy Chair hastingsthomson@btinternet.com

Covid has dealt a savage blow to the number of talks and presentations about *The Unknown Warrior* my colleagues and I have been able to do since the beginning of 2020. Before the pandemic we were doing several a month between us with a full diary stretching up to 12 months in advance. Now I only have a couple of bookings in the next six months and there are one or two other bookings with other presenters, a mere shadow of pre-2020.

Presentations have also provided a steady source of income in the past through fees, travel expenses, donations and sales of merchandise.

We have a fully road tested, up-to-date presentation which has already been well received. Because of its structure it can be readily adapted to last from 45 to 90 minutes according to the requirements of the group. It can be used with railway and non-railway focused groups. I personally do presentations to groups up to two hours drive away from my home in Belper, Derbyshire. Occasionally groups have provided overnight accommodation. We have volunteers doing presentations nearer to London, the West Midlands and the South Coast, so our coverage of the country is quite extensive.

So, if you know of any group or society that would like a presentation, please contact me direct at hastingsthomson@btinternet.com or on **07973 283210**, you can also contact the office on **01785 244156**.

Please try and get as many bookings as you can for us. It's great publicity and a good source of income for the project!

**SAVE
THE
DATE**

2022 ANNUAL GENERAL MEETING

**KIDDERMINSTER RAILWAY MUSEUM
SATURDAY 12TH NOVEMBER**

It has been confirmed that the 2022 LMS-Patriot Project AGM will again take place at the Kidderminster Railway Museum.

This year it will be held in their new annexe/Conference Room (located on the right as you enter the car park) and will start at 2.00pm on Saturday 12th November.

Full details of how to find the room and parking is on the Calling Notice which accompanies the Report and Accounts included with this Warrior.

We look forward to seeing you there.

FROM THE
OFFICE

OFFICE PHONE NUMBERS

01785 244156
07801 945689

THE BEST LAID PLANS...

We are hoping that the mailing of this magazine goes more smoothly than the previous one did. Last time, delivery of Warrior 53 from the printers was over 24 hours late. The team was ready with the envelopes and draw tickets but no magazines. When they did arrive, the seven of us only had two hours to get them ready for Royal Mail to collect.

The rush to get them finished meant that some members will only have received two, rather than the four books of draw tickets mentioned within the magazine. Thank you to those of you who noticed the shortfall in tickets and kindly included a £10.00 donation when paying for the those you did receive.

Note: the draw does not take place until 12th November so if you haven't already done so, there is still time to buy tickets.

No doubt elsewhere in this magazine you will find that our Treasurer has written about the ever increasing bank charges and where possible we ask that you make a bank transfer when making a donation, paying for draw tickets, subscriptions etc. This method is free for both parties. However, please don't think that we no longer accept cheques. We are well aware that some of you do not use electronic banking and therefore still prefer to use a cheque. Where that is the case it will help reduce the charge if, where possible you send one cheque only. The cost of banking it is the same whether the amount is £10 or £1,000. For example, if you are paying your subscription, making a donation, ordering merchandise and paying for draw tickets, one cheque for the total amount is the most cost effective.

Many of you are now opting to make payments to us by bank transfer. We realise that when you initially

make arrangements to set up a payment to us it can be concerning when you are warned that our account details can not be found. This is because our bank, CAF (Charities Aid Foundation), is not one of the main high street banks and uses HSBC as it's clearing agent. The automated security checks are unable to find our account details. Once you get the warning message, provided that you have entered the bank sorting code and account number correctly, as quoted on our documents, you can proceed with the transaction and the payment will find us.

Until a couple of years ago we were able to use the Stafford branch of HSBC to pay in cash and cheques to the LMS-Patriot Company account. Unfortunately HSBC decided to remove their counter service from many of its branches including Stafford. We now have to pay in by post or alternatively by using specially provided envelopes we can use the local Post Office. Neither of these options allows us to pay in cash. When sending payments to our office address please do not include any cash. Of course if you visit one of our sales stands when you see them at galas and events around the country, cash will still be accepted.

We are still receiving requests for envelopes to send off used ink cartridges for recycling. Recycle4Charity stopped providing envelopes a couple of years ago. Please see page 59 for details of how to print a Freepost label to affix to your own envelope.

I am writing this soon after returning from a holiday in Norfolk. Whilst David and I were away, there was no one else available to help in the office so it had to remain closed. I am sorry if that meant you did not receive a response to messages for while. Although it is now a few months since the office reopened, we are still short of regular help therefore David and I continue to do much of the work from home. If you live within travelling distance of

Stafford, have some spare time and a basic knowledge of office routines please do get in touch.

Please note that the office may be closed again from 29th September to 12th October as David and I will be away in Cumbria and Scotland celebrating a significant anniversary.

*Linda Westerman,
Office Manager*

2022 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 was £3,348.

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 12th November at our AGM in Kidderminster.

LMS on the main line¹

A superb shot of 'The Jacobite' crossing Glenfinnan viaduct with Ian Riley's 'Black Five' 4-6-0 No. 45407 at the head of the train.

PHOTO: © CHRIS AINSCOUGH/LMS-PATRIOT PROJECT



FINISHING THE TASK

IT WAS AFTER THE ARMISTICE THAT THE WORK OF THE IMPERIAL WAR GRAVES COMMISSION REALLY BEGAN IN EARNEST. WITH THE LAND FOR CEMETERIES AND MEMORIALS GUARANTEED, IT WAS THEN THAT THE ENORMOUS TASK OF RECORDING THE DETAILS OF THE DEAD BEGAN IN EARNEST.

When the fighting in the First World War came to an end in November 1918 barely half of the Western Front's dead had been given a proper burial in a designated military cemetery. The battlefields were still strewn with hundreds of hastily made 'soldiers' cemeteries, some little more than clusters of graves in fields, by roadsides or canal banks. There were thousands of isolated graves in the battle area and countless bodies still lay out, unburied, in what had been No Man's Land.

'Post-war clearance of the battlefields began in earnest early in 1919', notes a Commonwealth War Graves Commission account, 'when the old battlefields were swept again for small cemeteries (of less than forty graves), battlefield graves and the previously unburied dead. All of those found were gathered into 'concentration' cemeteries, either newly created or built up around already established burial grounds.

'Battlefield exhumation and reburial was undertaken by special Graves Concentration Units. Initially, these were made up of volunteers from infantry and labour units but later a scheme of direct recruitment into the Labour Corps for a limited period of service was introduced. Not surprisingly, such duties attracted extra pay. Living and working conditions for the exhumation squads were difficult to say the least, the work mostly being undertaken in a battlefield's "devastated area" – a cratered, desolate landscape covered in rank vegetation, which was waterlogged through poor weather and shattered drainage systems, and where the men faced additional hazards from rusting battlefield debris and unexploded ordnance.'

The work itself was deeply unpleasant – the bodies they found were still in a state of decomposition yet

required close examination to find means of identification. Private John McCauley, a member of an exhumation company, recalled that, 'For the first week or two I could scarcely endure the experience we met with, but I gradually hardened.'

Speed was of the essence, too, both for sanitary reasons and to keep pace with reconstruction work being undertaken by the French and Belgian populations keen to return to their homes and lives. Special 'Flying Squads' had to be ready to rush to areas not yet swept by the exhumation parties if bodies were found during building or cultivation work.

Despite these pressures, the exhumation squads were methodical and meticulous in their searches and, with most of the men having seen active service themselves, were painstaking in their search for anything that would help identify a fallen comrade.

AN 'APPALLING TASK'

On 29th December 1919, *The Scotsman* published an article written by 'an ex-Staff Officer' who helped explain the situation regarding the burial of the dead at that stage: 'There are two quite distinct authorities concerned in the work – (1) The Directorate of Graves Registration and Enquiries, which is a military organisation staffed and manned entirely by soldiers, responsible, like any other military Department through the General Officer Commanding in France and Flanders to the War Office; (2) the Imperial War Graves Commission, which is financed by the Treasury and is responsible for the war graves on all the battle fronts...

'The duty of the Directorate is to complete the work which was done, so far as was humanly possible, during hostilities by comrades of the fallen – i.e. to bury the body (in a cemetery if possible, if not on the

battlefield), to register the grave in as permanent a form as possible, to report the exact position of the grave, and to take such steps as they could to secure the cemetery or grave from molestation until permanent memorials could be erected.

'The duty of the [Imperial War Graves] Commission is the construction of permanent memorials in stone, and the transformation of the simple, perishable cemetery, with wooden crosses and barbed-wire fences, into a properly walled enclosure, with the great stone cross, the stone of memorial, and separate headstones. The Directorate is, therefore, now engaged on completing the vast and onerous task which could not be finished when we were fighting, and on handing over to the Commission each cemetery as it is completed, with full documentary evidence and all available data as to identification and individual particulars.

'A further task, which a year ago would have seemed impossible and in many ways undesirable in itself, was imposed upon the Directorate by the decision, arrived at after discussion between the Governments concerned, that, normally, a cemetery to be preserved permanently must consist of not less than fifty graves, and that all smaller cemeteries and isolated graves (the latter numbering about 200,000) must be concentrated into new cemeteries or extensions of existing cemeteries (military or communal).

'To perform this appalling task the Directorate was given the services of approximately 18,000 soldiers, including temporarily about 1,000 Australians (who worked near Villers-Bretonneux) and 1,000 Canadians (who worked along the Bapaume-Albert road and on the famous field of Vimy Ridge). British troops, as stated above had, with a little help from French and Portuguese detachments, to clear the whole area lying north of a line drawn roughly through Amiens, Villers-Bretonneux, Péronne, Le Cateau and Namur, up to the sea. They had also to furnish detachments to work with French troops in connection with British graves in the whole of the war area south of this line.

'The magnitude of the task, to anyone who seriously considers the conditions – including the problems of administering and accommodating troops in the desolated area, with all the old means of communication reduced almost to nothing in the natural process of economy, and with inhabitants everywhere eager to resume possession of such supplies and accommodation as remained – will need no further emphasis.'

The same ex-Staff Officer went on to explain just why the policy of concentrating many of the graves was necessary: 'Its purpose is obviously twofold – (1) to prevent the gradual disappearance of such graves as were threatened with obliteration through the impossibility of guaranteeing their upkeep, and the inevitable callousness in time to come of farmers and manufacturers; (2) to limit as far as possible the loss imposed upon agriculturists and others by the reservation of countless parcels of land, selected under stress of war without regard to ownership or the proximity of houses, factories, water supply, railways, etc.

'Practically every soldier to whom I have spoken would have favoured the transfer of the crosses only, in preference to the exhumation and concentration of actual remains, but a reverent consideration for bereaved relatives rendered such a course unthinkable. Those who, most naturally, are horrified by the idea must realise that to leave graves in the middle of inaccessible areas, deep in shell holes, in the ruins of houses, in the surface of country roads which reconstruction must reopen for traffic, on the banks of streams and reservoirs, on railway embankments, in ruined woods under overturned tree trunks, in the sodden marsh-land around Ypres, Zillibeke, Nieuport, Péronne, was at least equally unthinkable. Many have already been lost in places like these, and in course of time all must have ultimately disappeared. The consideration shown by many a French farmer this year in respective graves located here and there in his cornfields cannot be expected to last for ever or to weigh equally with his successors...

‘The terrible work of exhumation is done with all possible reverence, difficult though it necessarily is to mitigate the horrors of it. Chaplains are present wherever it is possible to secure the attendance of the few who are still in France, and the remains are removed under the Union Flag and reinterred with all possible care. And the work has one most important and valuable side – namely, that in a surprisingly large number of cases bodies buried in the heat of battle as “Unknown”, or by the Germans with wrong names and particulars, are identified by some document or possession which has resisted decay. During some periods of work the percentage of such identifications has reached as high a figure as 80. Apart from exhumation, relatives would never have known where the body rested. In one case a German cross, “To an Unknown Englishman”, was found to cover 42 remains, of which 37 were identified!

‘Such is the work of the military directorate. He who would make light of its difficulties or throw doubt upon the spirit in which they are confronted would do a grave injustice to a number of soldiers

whose reverent determination to make a success is based upon real knowledge of the conditions under which their comrades died.’

The achievements of the various Graves Concentration Units is evidenced by the following report which was published in the Aberdeen Press and Journal on Wednesday 22nd October 1919: ‘The work of identifying the solitary and in many cases unmarked graves of the British soldiers who fell in action in France and Flanders and of concentrating these graves in cemeteries near the reserved battlefields has now proceeded so far that the G.O.C. and the Director of Graves Registration in France hope to bring it to end in March next. By the beginning of last June 22,000 graves had been concentrated, and this number has steadily increased until it now stands at 128,000. The exhumations and concentrations during the past months have averaged 8,000 per week. Many of the bodies recovered from unmarked graves and shell holes have been those of men who have been reported as missing.’

By the time the Graves Concentration Units were disbanded in the spring of 1920, tens of thousands of

bodies had been recovered and reburied, but bodies continued to be discovered in numbers for years after. Even today, the remains of as many as twenty or thirty First World War soldiers can be found on the Western Front each year.

A GRAVES CONCENTRATION UNIT AT WORK

Captain G. Crawford, who commanded 68 Labour Company, was one of the first engaged on exhumation and reburial work. He drew up a set of working instructions which became the standard operating procedure for Graves Concentration Units.

Sections of Crawford’s graphic text accompany the images that follow. They help explain the set of photographs which were supplied by the Imperial War Museum. These images chart the men of 129 Labour Company at work on the Passchendaele battlefield, near Ypres in 1919. The bodies they found were taken to Passchendaele New British Cemetery, a concentration of more than 2,000 burials. More than three-quarters of the men buried there are unidentified.

The photographer was Corporal Ivan Bawtree. During the war, Bawtree initially worked as a photographer with the British Red Cross attached to a Graves Registration Unit on the Western Front. He later transferred to the Imperial War Graves Commission. Bawtree’s job involved taking photographs of grave markers for the Directorate of Graves Registration and Enquiries to forward to relatives of the dead, but he also created many other images which give us a unique view of life in the military zone both during and immediately after the war.

Thanks to Roger Mortimer of Key Publishing Ltd. for permission to reproduce the text and the Imperial War Museum (IWM) for supplying the images in this article which originally featured in **Remembering the Fallen**, a special publication from the publishers of Britain at War magazine. Britain at War is available monthly from **shop.keypublishing.com** or WHSmith and other leading newsagents. **Remembering the Fallen** is still available from **shop.keypublishing.com**



‘Each squad (of 32 men) should be given an area consisting of a map square of 500 yards, which must be searched thoroughly and cleared... advantage should be taken of natural features where possible, as it is much easier to search the area, say, between a road and a trench, or a line of pill boxes, then to work upon imaginary lines between flags... the men, should be posted in extended order at intervals of about six yards. They must advance slowly, searching the area thoroughly, and avoid bunching. Wherever a body is found, a stake is to be planted.

Experience only teaches men where bodies will probably be found in graves which are not visible, but the following signs are characteristic... rifles or posts bearing helmets or equipment brought to the surface by the rats... discolouration of grass, earth or water – grass is often of a vivid bluish green colour where bodies are buried and water turns a greenish black or grey... The area having been thoroughly search and staked out, the work of exhumation begins.’



© IWM Q 100934

'Each party of four should have with them shovels, rubber gloves, canvas and rope, Cresol (disinfectant) and stretchers... at the present time, conditions are against rapid works: the battlefields are covered with a growth of rank grass and nettles, in places almost waist high, which often conceals the more obscure traces by which bodies can be discovered... an area must be swept and re-swept before it is definitely decided that no graves have been overlooked. This is especially important because after an area has been described as clear, any graves registered in that area which have not been found (must) definitely be regarded as lost.

It has been found advisable to impress upon (the men) that... the work is of vital importance, having regard to the number of men still missing, many of whom can be found and identified if the work is carefully done... the greater the stress laid upon the need for identification, the greater the interest the men take in the work.

In the actual work of exhumation, the men should be warned not to dig too closely to the bodies, but well outside them. Such a precaution renders the work easier, prevents disturbance of the bodies and, most important of all, reveals whether more than one man is buried in one particular spot... men engaged upon exhumation should be instructed to use Cresol generously, especially for washing their hands and their gloves after handling bodies or effects... during the summer, work should be in the early morning.'

'The body, having been exhumed, is placed upon the canvas and a careful search is made for any effects which may lead to identification. The pockets should be searched, and a special examination made of the neck, wrists and braces, where identity discs may be found.

All effects are placed in a ration bag and sent to the cemetery attached to the body... where more than one body is found the remains must be kept and sent to the cemetery together, and the labels so marked that the cemetery officer will bury them side by side... it is often possible from records to identify unknowns from the fact that they are known to have been buried with the identified men...

The remains are then wrapped in the canvas, which is tied up and labelled... it has been found useful to mark all labels of one group of bodies with a distinctive letter of the alphabet, followed by a number showing the order in which they are to be buried... a Union flag should be provided for each wagon or ambulance to cover the bodies.

The work of transporting the bodies to the cemetery is usually carried out by GS (General Service) wagons. No other transport can be used over the rough tracks which often have to be traversed. Motor ambulances are used where parties are working near the main road... each GS wagon can take five loaded stretchers, four on top and one in the bottom. A stretcher should be allotted to each body, except in the case of fragmentary remains...

The bodies being brought to the cemetery, all effects are examined carefully and compared with the labels attached. A magnifying glass should be used to read the discs... if any query arises as a result of the examination, the exhuming officer, whose signature will be on the label, can be questioned when he reports at the cemetery, as he should do each day.

The size of the digging party depends upon the number of bodies expected to be received at the cemetery each day... under ordinary conditions, ten to twelve men should be able to dig a trench sufficient to take twenty bodies, and to carry out the reburials during ordinary working hours. It is the sanitary man's duty to see that as soon as the bodies have been removed, the stretchers are washed in Cresol and returned to the wagons.

The bodies are then placed in their respective positions and the graves filled in either with or without a committal service (this will depend on whether, in the opinion of the Officer present at the exhumation, the body has previously been properly committed or not)... stakes bearing labels giving particulars of the men buried beneath are then erected at the head of the graves... until the GRUs (Graves Registration Units) erect crosses.'



© IWM Q 100762

*LMS Patriot class 4-6-0 No. 45519 Lady Godiva enters Manchester (London Road) with an express from Euston.
PHOTO: KENNETH FIELD/RAIL ARCHIVE STEPHENSON*



SALES REPORT

sales@lms-patriot.org.uk

Sales have been modest in the last quarter, perhaps a knock-on effect of the past two year's trials and tribulations!

We only attended three events in the period, two at Statfold Barn and one at The Ecclesbourne Valley Railway. Although the figures were nothing to write home about it has been great to be out and about meeting members and supporters again.

However, as society in general is pretty well back to pre-Covid conditions I'm hopeful that things will start to pick up, notwithstanding the current cost of living situation, which is probably making us all feel the pinch.

The good news is that we have a number of events in the diary, most of which I'm confident will bring in good returns. We shall also be attending a non-railway event at The Staffordshire Regiment Museum and it will be interesting to see if we can generate interest from a military venue. The events in question are as follows:

AUGUST

Barrow Hill '150+2'
Campbell Drive, Barrow Hill, Chesterfield S43 2PR
 Friday 26th/Saturday 27th/Sunday 28th

Staffordshire Regiment Museum
DMS, Whittington, Lichfield WS14 9PY • Monday 29th

SEPTEMBER

Trent Valley Model Railway Society
Lichfield Model Railway Exhibition, Lichfield Life Church,
Netherstowe, Lichfield WS13 6TS • Saturday 17th

The Stafford Railway Circle Annual Model Railway Exhibition
Stafford County Showground in Bingley Hall, Weston Road, Stafford ST18 0BD
 Saturday 24th/Sunday 25th

SEPTEMBER/OCTOBER

Great Central Railway Autumn Gala, Loughborough Central
Great Central Road, Loughborough LE11 1RW
 Thursday 29th/Friday 30th/Saturday 1st/Sunday 2nd

OCTOBER

Gauge One, 75th Anniversary Show
Bicester Heritage, Launton, Bicester OX26 5HA • Saturday 1st/Sunday 2nd

NOVEMBER

Warley Model Show – NEC, Birmingham • Saturday 26th/Sunday 27th

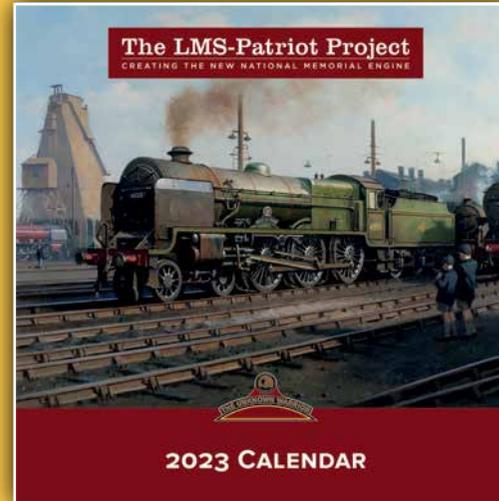
We look forward to seeing you at one or more of these events.

KIND REGARDS, NEIL KINSEY

PATRIOT 2023 CALENDAR

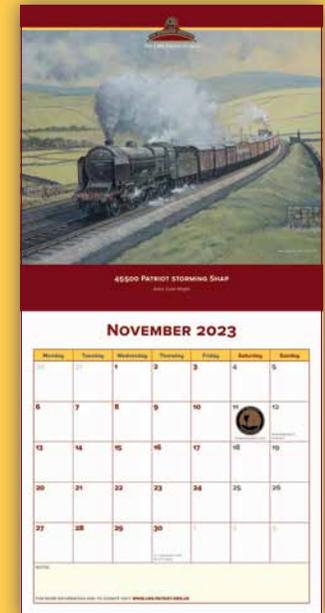
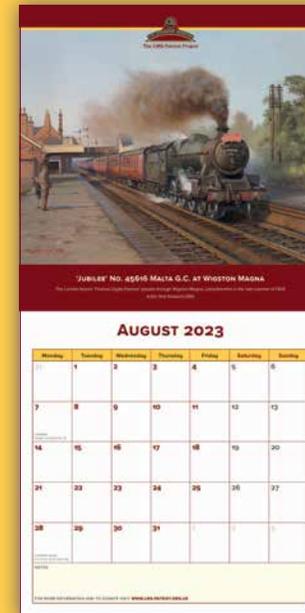
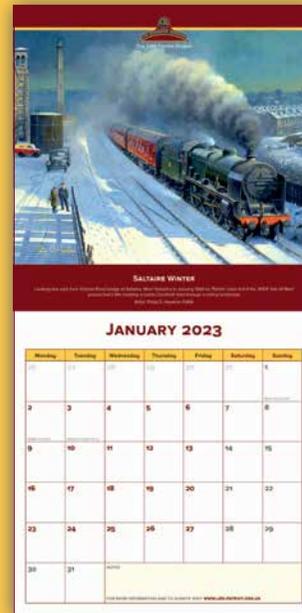
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 OR CALL 01785 244156



A PLEA FROM THE CUSTODIAN OF THE PATRIOT PRIVY PURSE STRINGS (YOUR TREASURER IN LAYMAN'S TERMS.)

One of our latest volunteers, and to the financial team, is Mike Archer-Smith, who is settling in nicely. Amongst other tasks he has been set is updating our database with members direct payments into our CAF bank account.

I take no credit for the following, but he tells me it would make his life a lot simpler and quicker if we tried to standardise our incoming payments. Here goes then:

Can you please review the wording on your payments into our account as follows:-

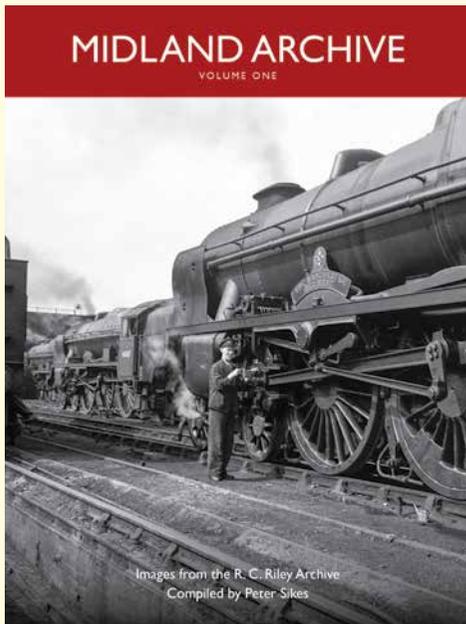
1. Please use your URN (found on your membership card in the form of URNXXXX) rather than your membership number as it is easier to search the database for a URN (unique reference number).
2. You don't need to quote your name as the bank's system will automatically quote the name of the account from which the payment comes.
3. There is no need to quote LMS-Patriot, etc. as this just occupies space and pushes out other information.
4. If you need to provide a further reference - Draw, Mshp, etc. then please do so.

If you do not have a note of your URN then please give us a ring on 01785 244156.

Many thanks for your anticipated co-operation, continued support and my very best wishes to you all.

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

SPECIAL OFFER FOR LMS-PATRIOT MEMBERS



I hope you are enjoying this latest edition of The Warrior and the good news that all the hard work of the last couple of years is now paying off with good progress on the build.

On a personal note, last year I was invited by Robin Fell and Kevin Robertson of Transport Treasury Publishing to put together a book featuring the images of R. C. (Dick) Riley from his photographic collection of Midland and LMS designed locomotives.

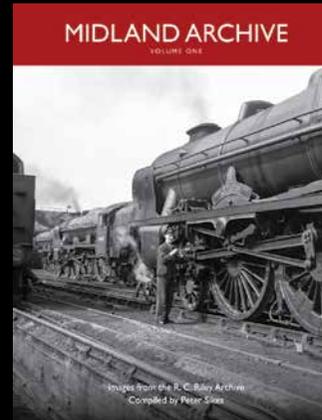
The result is a 116 page book, titled Midland Archive, containing superb images accompanied by extensive captions. Transport Treasury Publishing have kindly offered a discounted price to LMS-Patriot Project members, not just on Midland Archive but on four other titles of theirs.

See the advert on the right for ordering details and your discount code.

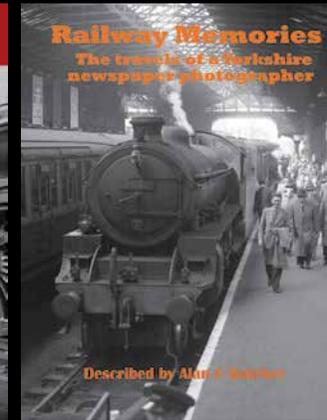
BEST WISHES, PETER SIKES, EDITOR
warrior-editor@lms-patriot.org.uk



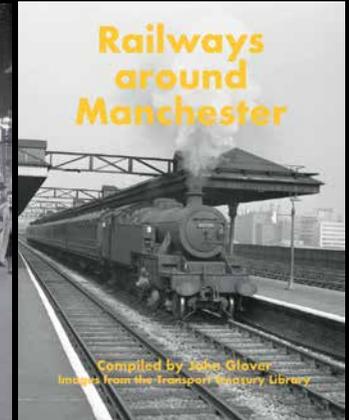
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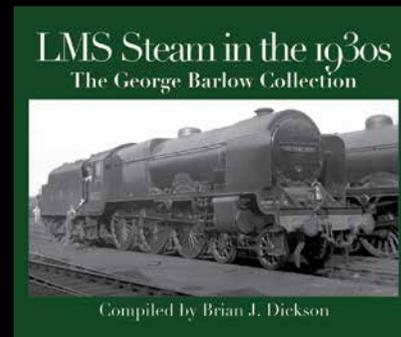
Midland Archive
£14.50



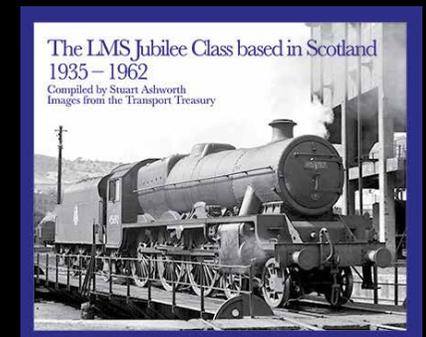
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BRITISH TRANSPORT PENSIONERS FEDERATION – THE RAILWAY INDUSTRY MEMORIAL

RICHARD SANT, COMPANY SECRETARY membership@lms-patriot.org.uk

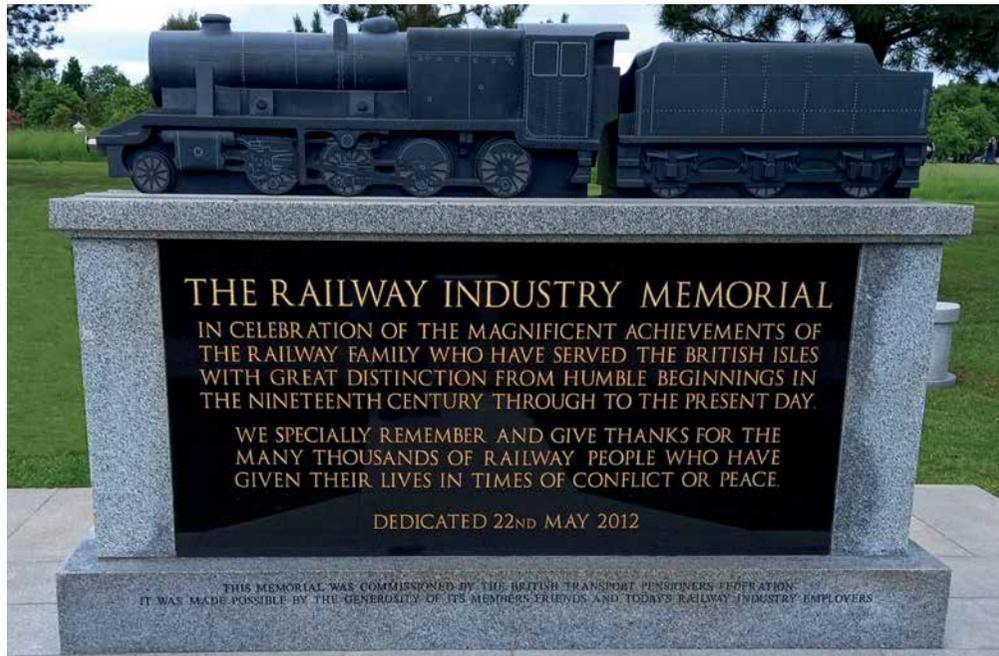
On 22nd May 2022, it was 10 years since the British Transport Pensioners' Federation proudly unveiled and dedicated their memorial, at the National Memorial Arboretum in Staffordshire. In 2012, more than a thousand people gathered on a hot, sunny day to witness the event.

Special guest, Sir Bob Reid, former Chairman of British Rail and Ian Dudson, Her Majesty the Queen's Lord-Lieutenant of Staffordshire (who attended the naming of 5551 at Crewe in 2018), jointly performed the unveiling and dedication ceremony.

The memorial is situated within sight of the Derby to Birmingham railway line and celebrates the achievements of the railway family, who gave their lives in times of both conflict and peace. The BTPF holds a ceremony twice a year, at which prayers are said and a commemorative wreath is laid. Ceremonies are planned to take place each year on the anniversary day of 22nd May at 14.00 and on 11th November at 11.00, which gives railway people a chance to meet and an opportunity to reflect.

2022 was no exception as it was the 10th anniversary and again the weather was kind. Rev. James Lindsay accepted his invitation to lead this year's event, as it was James who also led the unveiling and dedication event in 2012. At that time he was the Railway Mission Chaplain for the East Midlands.

The National Memorial Arboretum is well worth a visit and as I live fairly close to Alrewas, it's a handy place to take visitors, for an interesting day out. The Stanier 8F depicted on top of the plinth is likely to be based on LMS Stanier Class 8F No. 8233.



The front base of the plinth (previous page) has an inscription that reads: *This memorial was commissioned by the British Transport Pensioners Federation, it was made possible by the generosity of its members, friends and today's railway industry employers. The reverse of the plinth (above) has a montage of engraved illustrations of railway workers undertaking different jobs.*

No. 8233 – THE MOST TRAVELLED PRESERVED LOCO

No. 8233 is possibly Britain's most travelled preserved locomotive having managed to work on six railways on three continents, escaping the clutches of the scrap merchants at least six times in the process, the locomotive has a unique history.

Constructed during the darkest days of World War Two by the North British Locomotive Company, Glasgow (Works No. 24607 of 1940), No. 8233 was one of a War Department order of locomotives destined for service in France. The Fall of France saw WD. No. 307 joining her sisters on the London Midland and Scottish Railway instead, spending nearly twelve months busily engaged with heavy wartime traffic from Toton, Holbeck and Westhouses depots.

By December 1941, LMS No. 8233 had been requisitioned by the WD and sent to Persia. As No. 41.109 of the Iranian State Railways she was used 'by the back door'. Double headed, 700 ton trains battled up 1 in 65 gradients for miles on end, through many tunnels in temperatures of over 32°C (90°F) to deliver thousands of tons of vital supplies to the hard pressed Russians. In 1944, No. 41.109 was converted to burn oil, and in 1946 transferred overland to the Suez Canal Zone.

WD No. 70307 was loaned for two years to the Egyptian State Railways, but in 1948 she returned to the WD's Suez workshops, being in need of a new firebox. The engine was almost scrapped, but was eventually sent back home for overhaul at Derby Works in 1952. When repairs were complete in 1954, the engine was not needed in the Middle East and went instead to the Longmoor Military Railway as WD. No. 500.

In 1957, the engine's 'National Service' ended and was allocated, along with 665 class members, to British Railways as No. 48773, operating from Polmadie depot, Glasgow. Here, her charmed existence continued, for she was subsequently withdrawn and reinstated twice before being preserved. Late in 1963, No. 48773 moved to Carlisle (Kingmoor), and after brief visits to Stockport (Edgeley) and Buxton, took up permanent residence at Bolton in September 1964. Finally allocated to Rose Grove in July 1968, she participated in the memorable grand finale of steam over the arduous Trans Pennine route via Copy Pit Summit.

In 1966, 48773 had received a 'Heavy Intermediate' repair and the boiler was overhauled at Crewe Works. By July 1968, she had covered a modest 36,000 miles and as such was

selected as the '8F' in the best 'all round' condition, becoming the subject of an appeal by The Stanier LMS 8F Locomotive Society. After working an LCGB 'Farewell to Steam' special on 4th August the loco was purchased for preservation and delivered in working order to the Severn Valley Railway.

The locomotive was restored as LMS No. 8233 and placed in SVR service. In August 1975 it participated in the Stockton and Darlington Railway 150th Anniversary celebrations at Shildon, Co. Durham. In 1985, the engine returned to traffic after a lengthy overhaul, and it was dedicated as a war memorial by the Bishop of Hereford at a ceremony at Highley on 27th September 1986.

Now a resident of the Engine House at Highley it was last used in traffic in January 2008.

The side faces of the memorial bear the emblems of the original constituent railway companies.



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 as follows:

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

MEMBERS' CORNER

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

THE PHOTOS OF JACK HODGKINSON

Thank you to David Fakes for sending in this series of 'Patriot' photos taken by ex-GC Line Controller Jack Hodgkinson, who gave his permission for them to be published.

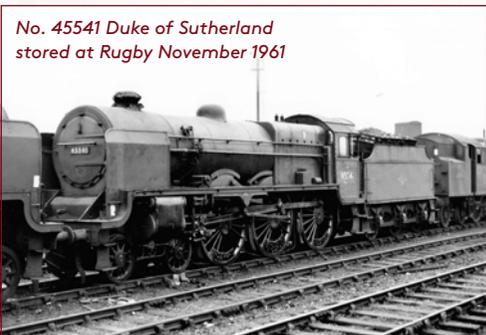
Hi Pete

I have been sent scanned photographs of 'Baby Scots' which I hope are a better quality than some of the ones I originally gave you.

BEST WISHES, DAVE FAKES (Membership No. 060/11)



No. 45542 ex-works at Crewe Paint Shop, circa 1949



No. 45541 Duke of Sutherland stored at Rugby November 1961



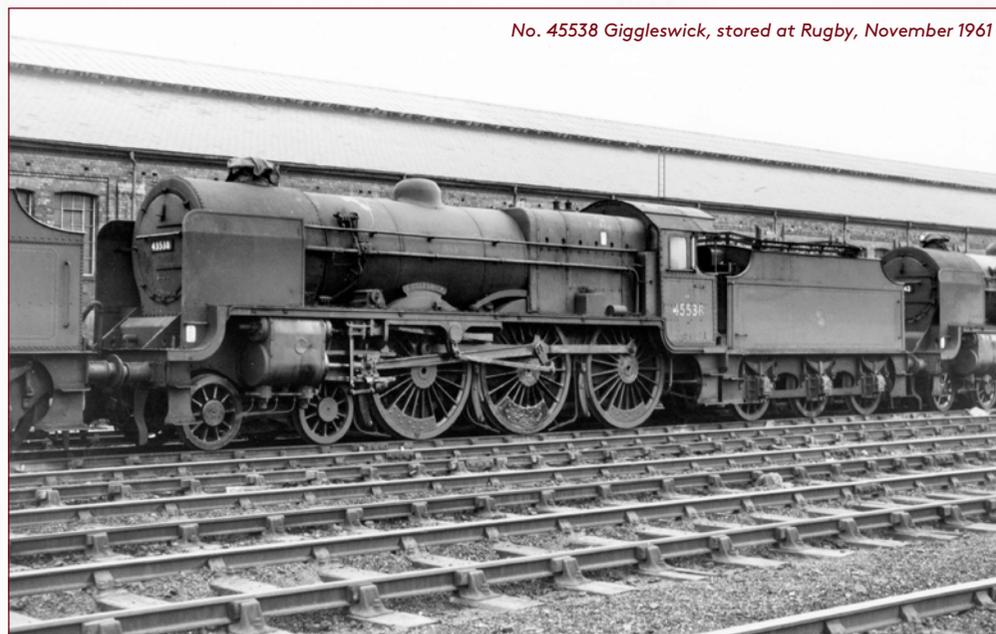
No. 45502 Royal Naval Division on Preston shed

Thank you to all who contributed their articles that appeared in Warrior 53, 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.

No. 45501 St. Dunstan's (minus tender) at Crewe Works 19th August 1961



No. 45538 Giggleswick, stored at Rugby, November 1961



No. 45542 stored at Rugby November 1961



No. 45548 Lytham St. Annes stored at Rugby November 1961



No. 45517 at Rhyl loco shed, 20th May 1956



No. 45518 Bradshaw at a burnt out Preston shed



45533 Lord Rathmore and 45551 at a burnt out Preston shed, 27th August 1962

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 below for the numbers currently available.

Numbers will be sold only once and are on a first-come, first-served basis.

LMS numbers are available in either Crimson Lake or Lined Black, BR numbers in Locomotive Green or Lined Black (see examples below).

5500

5524

45519

45551

5500	5518	5526
5501	5519	5537
5502	5520	5538
5503	5521	5539
5504	5522	5540
5505	5523	5541
5506	5524	5542
5507	5525	5543
5508	5526	5544
5509	5527	5545
5510	5528	5546
5511	5529	5547
5512	5530	5548
5513	5531	5549
5514	5532	5550
5515	5533	5551
5516	5534	
5517	5535	

45500	45518	45536
45501	45519	45537
45502	45520	45538
45503	45521	45539
45504	45522	45540
45505	45523	45541
45506	45524	45542
45507	45525	45543
45508	45526	45544
45509	45527	45545
45510	45528	45546
45511	45529	45547
45512	45530	45548
45513	45531	45549
45514	45532	45550
45515	45533	45551
45516	45534	
45517	45535	

Call the office on

01785 244156 or 07801 945689

to order your bespoke membership number.

Dear Peter

Please find enclosed a photo which I recently found in a collection of a deceased friend of mine. It is of No. 45547 having just left Nottingham Midland and passing Lenton South Junction heading for Beeston, Attenborough, Trent Junction, etc. on 14th September 1961.

*ALL THE BEST,
JOHN D. KELSEY, MEMBERSHIP NO. 818/12*



In October 1917 at Gravenstafel, Belgium, near to Ypres he was awarded the Military Medal with the following citation:

"In operations at Ypres on the 4th and 5th October 1917. This NCO took charge of the section when his officer became a casualty. He led his guns to their objectives and showed great ability and initiative in sighting them in their final positions. His splendid example to his men attributed greatly to the success of the operations."

In 1918 he attended the Officers Training Course at Cambridge, England.

In November 1918 he was 2nd Lieutenant, and was awarded the Military Cross for actions at Le Quesnoy, France. His citation is as follows:

"For conspicuous gallantry and initiative east of Le Quesnoy on 4th November 1918. He commanded a section of machine-guns attached to an assaulting battalion of Infantry, and led forward two guns with the leading waves of the right leading company in the attack. By engaging strong enemy oppositions he assisted the advance of Infantry, and he took up a well chosen position on the objective to be gained."

Between the wars he was on the Reserve of Officers (Captain) in the Canterbury Regiment, attaining both his Long and Efficient Service medal and his Territorial Efficiency medal.

At the outbreak of WW2 he was promoted to Major and was at Stewart's Gully camp training new recruits for the Home Defence units. He was the most decorated Great War soldier in the unit.

It seems that he demanded very high standards. He regularly taught the "flying mount", an action involving flinging the Vickers machine gun tripod with legs folded upward, miraculously working the clamps in mid-air so that the tripod would land on the ground ready for the number 2 to place the gun on it.

Some may have called him eccentric. He would insist that his unit should march onto battalion parade in full "marching" order with packs up, while lesser mortals like rifle companies paraded in "drill" order. He was known to call "D Support Company At The Halt Form Hollow Square!", followed by "Inwards, Turn!" (reminds us of Waterloo!).

And the ensuing pep talk would likely be "the spirit of the gun" or "the dream target" – the latter about a time when an unsuspecting company of German soldiers had marched in column on route towards his concealed Vickers gun...

The army retired him at the age of 55, in 1948, retaining his rank of Major (retired). His co-workers at the railways (my mother included) called him "The Major", but my mother at least regarded him as "somebody who used to be somebody to be reckoned with" but not fully understanding why! Fred died in 1966.

His grandchildren live in and around Christchurch, Canterbury, New Zealand. One granddaughter recently uncovered his inter-war uniform and some other artefacts, the story of which can be read online at: <https://medalsreunitednz.co.nz/frederick-barold-mintrom-mc-mm-missing-double-gallantry-group-of-a-canterbury-soldier-and-officer-welcomed-home/> if you are interested.



HALF A CROWN AND 'TWO BOTTLES OF POP'

All this talk about fuel rationing has brought back some fond memories of my youth in the 1950s. I was eight at the turn of the decade, growing up in Ash Road, Saltley, Birmingham. Our house was half way up the hill at the bottom of which sat the war-damaged Saltley Docks, the engine sheds (Code 21A) and the Saltley Gas Works.

Coal was rationed at the time but we could still get coke from the gasworks, 28lb for 1/6d (12.5kg for 7.5 pence in new money). Young though I was, I saw a business opening and so would collect the coke and deliver it, charging 2 shillings (10p). You had to bring your own sack to collect the coke and I would take that, along with the old family pram and cross over the two railway tracks to get to the coke hopper. It was manned by an old, grumpy fat so-and-so, always in brown overalls and a cigarette hanging out the side of his mouth. He never said a word; then he watched as my eight year old self struggled to get the sack back in the pram. All I had to do then was get it back over the railway lines and deliver it.

I did alright though, and by Christmas 1952, and with a little help from mum and dad, was able to buy a secondhand black Raleigh bike for £5.

The bike brought freedom to roam with the lads and I particularly remember one day in the summer of 1953 cycling 18 miles to Tamworth Fields to trainspot. As usual it was strawberry jam sandwiches, a bottle of water and not so much as a penny in my pocket as I left the house; the only rule being to be back by six o'clock. It was a magical day. Tamworth Fields was a wonderful place for trainspotting as the West Coast Main Line passes under the Birmingham to Derby line. There must have been 200 lads there (no girls allowed!), travelling from a large area of the West Midlands.

One day on a similar trip one of the lads found half a crown. I can't tell you the excitement it caused and several of the other lads and I went to buy 'pop'. Asking for Dandelion and Burdock we were expecting two bottles and were surprised to be only given one. I can still see that bottle so clearly – it was a very large bottle of Cheethams, which when taken back to the field was shared by about twenty lads.

What wonderfully innocent days they were! We saw the Jubs (Jubilees), Scots, Princess Royals, Coronation (semis) and Brits (Britannias). There were not many Patriots, New Street was better for that, but there seemed to be an hourly express from London to Blackpool.

DAVID J. CHARLTON, MEMBERSHIP No. 197/07

LMS on the main line²

Another superb shot, this time of Stanier Rebuilt Royal Scot No. 46100 Royal Scot crossing the Huntspill River in the Somerset Levels on 27th April 2016.

PHOTO: © NEVILLE WELLINGS/LMS-PATRIOT PROJECT



5551

CLUB

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

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

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

We are looking for **500** people to join at **£55.51**, and when we have reached that figure a draw will take place, and a winner announced.

We currently have had 134 donations raising over £7,000 so far, it's a great way to support the Project.

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

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

JOIN THE 5551 CLUB

WWW.LMS-PATRIOT.ORG.UK/DONATE

CALL 01785 244156/07801 945689

OR USE THE ENCLOSED SPONSORSHIP FORM.

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



TRENT VALLEY MODEL RAILWAY SOCIETY

LICHFIELD 2022

MODEL RAILWAY SHOW

Saturday 17th September 2022

Lichfield Life Church

Netherstowe, Lichfield WS13 6TS

Doors open 10.30am until 4.30pm

- Model Layout Displays • Trade Stands
- Hot and Cold Refreshments

ADULTS £5 • CHILDREN £3 • FAMILY (2+2) £13

If you have a layout you would like to display or you are a trader wishing to attend, please contact:
trentvalleymodelrailwaysociety@gmail.com

Kindly sponsored by:

BAZ'S MODEL RAIL • www.12voltsdc.co.uk



No. 45541 Duke of Sutherland passes through Barrow on Soar and Quorn, Leicestershire with an up mineral goods service on 27th June 1961.
PHOTO: FRANK CASSELL



WORD SEARCH 30

PATRIOT PARTS

ADAPTORS · AIR BRAKES · ASH PAN · BEARINGS · BIG END · BLAST/PIPES · BOGIE WHEEL
 BOILER · BRUSHES · BUFFERBEAM · COAL · COMBINATION LEVER · CRANK AXLE
 CROSS SHAFT BRACKET · CYLINDER · DOORPLATE · DRAWGEAR · DRAIN COCKS
 DRIVING WHEELS · EXPANSION LINK BEARING · FIREBOX STAYS · FRAMES · GAUGE
 GUIDE HEAD FRAMES · HORN GUIDES · LAMP · LOWER SLIDE BAR · LINCHPIN · LUBRICATOR
 OIL · PINDLE CUP · PIPEWORK · PUMP · RADIUS RODS · REACH ROD · REAR DRAG BOX
 REVERSER SHAFT · RIVETS · SAFETY VALVES · SANDPIPES · SAND BOX · SMOKEBOX
 SNIFFING VALVES · SPLASHERS · SPRINGS · STUDS · TEAMWORK · TENDER · THROATPLATE
 TRANSVERSE STAYS · TUBES · TYRES · WATER · WHEEL HUB · WHISTLE

WHAT IS THE RESIDUAL PRODUCT NOT IN THE ASH PAN?

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

WORD SEARCH 29

PRESERVED RAILWAYS AND THEIR LOCATIONS

ALN VALLEY · APEDALE · AVON
 BALA LAKE · BATTLEFIELD
 BODMIN/WENFORD · BO'NESS
 BURE · CHASEWATER
 CHURNET VALL(E)Y · COLNE
 CRICKLADE · DART VALLEY
 DEVON · EAST LANCASHIRE
 EAST/KENT · ESKDALE
 FOREST OF DEAN · FOXFIELD
 FFESTINIOG · GREAT CENTRAL
 GWILLI · ISLE OF WIGHT
 KENT/EAST SUSSEX
 LEIGHTON BUZZARD
 LYNTON/BARNSTAPLE
 MIDLAND RAILWAY
 MID-NORFOLK · NENE (VALLEY)
 NORTH NORFOLK · NORTH
 YORKS · PLYM (VALLEY)
 RAVENGLASS · (VALE OF)
 RHEIDOL · RUDYARD LAKE
 SOUTH TYNEDALE · STAINMORE
 STATFOLD BARN · SPEY
 (VALLEY) · SWANAGE
 TANFIELD · TALYLYN · TELFORD
 THRELKELD · WATERCRESS LINE
 WEARDALE · WENSLEYDALE

CAN YOU FIND LYNTON & BARNSTAPLE'S RAILWAY STATION?

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

RECYCLE YOUR USED INKJET CARTRIDGES TO RAISE CASH FOR THE PROJECT



NEW PROCEDURE TO SEND YOUR EMPTY CARTRIDGES TO RECYCLE4CHARITY

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

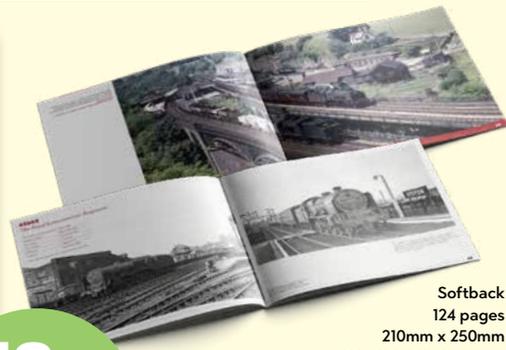
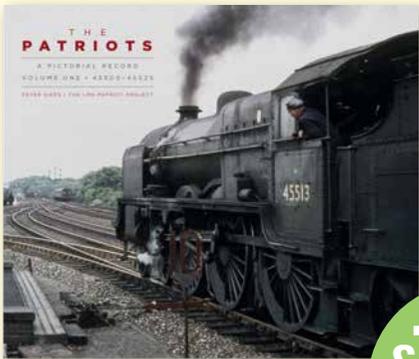
Recycle4Charity will accept ink jet cartridges with a minimum recycle value of £2, and a maximum of £15 per package that you send.

**BUY YOUR COPY
AND SUPPORT
THE PROJECT**

THE PATRIOTS

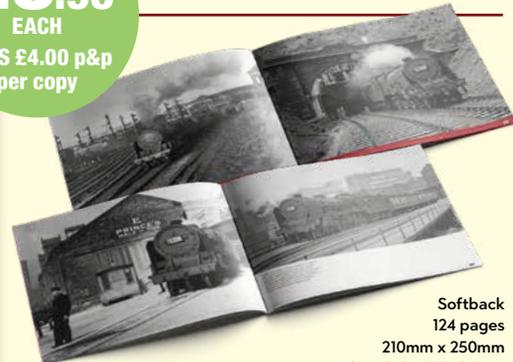
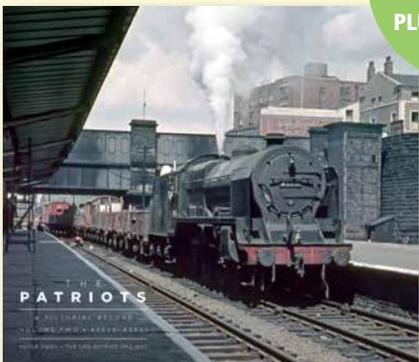
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