

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



MAY 2023
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2020 AWARD FOR
COMMUNICATIONS

Editorial

Thank you to everyone who responded to Colin with their views on The Warrior and how you would like to see it produced going forward.

As you may have expected the views differed and there is a brief article on page 21 to explain why we ended up with the format you are reading now. It is worth noting that I have moved the Sponsorship and Merchandise pages to the back of the magazine, if you don't want to cut out these pages when donating or ordering we are happy to receive copies.

We are in the early stages of planning a couple of events with Saturday 9th September being pencilled in for a long-awaited Members Day at West Shed. Also in the planning is our Annual General Meeting which appropriately this year will be on Remembrance Day, Saturday 11th November, but we are yet to make a decision on where this will be, if you have any thoughts where you think this could take place please contact me on the email address below.

One event that will hopefully interest a great number of you is a 'Behind the Scenes' day at the premises of HBSS in Huyton, near Liverpool on 15th July. We were approached by HBSS to see if we would be interested in taking our sales stand there and have project representatives present to talk to supporters and visitors. We were extremely keen to do this and you will be able to get close-up to our boiler (and many others) to see at first-hand progress on its construction. For full details see page 29 and, of course, we hope to see many of you there.

Pete Sikes, Editor

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

FRONT COVER:

Ex-LMS Patriot class 4-6-0 No. 45500 Patriot waits to leave Leeds City with a slow train for Manchester.

PHOTO: KENNETH FIELD © RAIL ARCHIVE STEPHENSON

Chairman's Thoughts

MAY 2023

I got up early this morning to get to work on my thoughts for this Warrior issue; only to find that our part of town was without power. We take so much for granted. Happily that is now sorted.

The last months have been testing times for our Project, in every sense of the words. Readers will remember that we committed to testing of our chassis components to address the historic gaps in our quality documentation. By March this testing was complete and a course of action agreed with our Certification Body. There is plenty to do: our Engineering Report explains where we are up to with the action required, and shows that reassembly has started with the completed new front buffer beam with its air brake fittings.

Our patience has been tested on the wider progress front. Regular checks with our Driving Wheels supplier have revealed continuing slippage in the forecast delivery date which, frankly, we are not in a position to control, however hard we try. The latest detail and forecast is in our Engineering Report. However we can perhaps console ourselves that the amount of tricky work needed will get us where we need to be in the end, with a quality product. The chassis frame repairs are proving elusive, too, for reasons explained in the same report.

The professional project management tool that we use to chart progress starkly reveals the impact of slippage against even medium term forecasts.

All of this has consequences, and we are entering into a significant review of how we take the project forward.

On a more positive note, we have now renegotiated the 2022 driving wheels settlement with Boro Foundry, to take account of changes in the company's capacity. We are satisfied with the outcome, and I would like to thank the negotiators from both parties for what has been achieved.

Meanwhile, our income in 2022/23 was very close to our budget forecast, as our Treasurers Report shows, and retail sales have bounced back after the barren two years caused by Covid.

We are trying to do more. Last month we carried out a mailing to a targeted military/remembrance audience with new presentation material and I await the results with interest. We are also taking advice provided on a voluntary basis by a career fund-raising professional.

Lastly, some breaking news. I have just learnt while writing this that our present Stafford office premises tenancy will end in September this year. Linda's Office Report says more about this.

Thank you for your continued support – we are doing our best to ensure our progress is maintained, step by step of the way.



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

TREASURER'S REPORT

Quarter 4 to 31st March 2023 and the full financial year.

NEIL COLLINSON, TREASURER

First thought for the quarter: Another financial year ends and a new one begins.
This means that you get two lots of statistics for the price of one. Well, three actually as I am reporting on the quarterly and annual results, plus a treasurer's bonus of the forecasted budget for 2023/2024.

INCOME

Total income for quarter 4 was £62,140 with annual income almost reaching a quarter of a million pounds. Total income for the full year was £244,000. This was 97.9% of the budget set. This was achieved with the help of two legacies totalling £35,000. More on that later. £20,450 Gift Aid was also claimed although £5,520 for the last quarter will not be received into our bank account until the new financial year.

THE FINANCIALS AT A GLANCE – Quarter 4 including the full financial year to 31st March 2023							
		Q4 2022/23	Year to date	% of budget	Q4 2021/22	Year to date	% of budget
INCOME	Membership	£5,413	£25,914	77%	£8,818	£29,547	84%
	Donations/Legacies	£53,031	£198,099	102%	£70,618	£223,744	90%
	Loans	–	–	n/a	–	–	n/a
	Sales	£2,580	£17,706	80%	£3,605	£17,710	93%
	Other (interest)	£1,124	£2,290	n/a	£21	£34	n/a
	TOTAL	£62,148	£244,008	98%	£83,062	£271034	90%
EXPENDITURE	Locomotive	£58,838	£104,423	n/a	£23,584	£81,912	n/a
	Tender	£1,850	£3,258	n/a	–	£2,807	n/a
	Boiler	–	£2,345	n/a	£1,120	£12,413	n/a
	Other Engineering	£3,978	£5,852	n/a	–	£7,123	n/a
	Sub-total	£64,666	£115,879	71%	£24,704	£104254	47%
	General expenses	£10,527	£47,318	80%	£16,981	£52,444	101%
	Loan(s) and interest	£1,400	£9,931	124%	£825	£8,809	110%
	TOTAL	£76,593	£173,128	69%	£42,510	£165,506	55%

The budget for the year agreed at the board meeting in April 2022 was £249,000 so we fell £5,000 short on income. However, Included in the donation figure of £198,000 were the two legacies

totalling £35,000, one for £25,000 in quarter 3 and an interim payment of £10,000 in quarter 4. We await the balance of this latter legacy when the estate is finally wound up.

Second thought for the quarter: You will see from the following 'Bank balance' chart that our cash in hand at 31st March reduced by £57,000 over the final quarter. This time last year I referred to the balance in the bank increasing substantially over the previous two years. It has this year but I expect further significant progress on reducing the cash in hand over the next 12 months. Expenditure on the actual locomotive has doubled over the past 12 months whilst expenditure on the tender and boiler has been steady.

BANK BALANCE COMPARISON		
	Q4 (2022/23)	Q4 (2021/22)
Opening Bank Balance – 1st January	£367,059	£210,916
Closing Bank Balance – 31st March	£310,317	£244,202

A VAT refund of £10,700 and a Gift Aid claim of £5,500 are expected which will give is working capital of approximately £326,000 to start the new financial year.

Third thought for the quarter: We have decided to rename 'one-off donations' as 'other donations' as they do include legacies. These are not budgeted for. Sadness that we have lost two members/donors but grateful that they have remembered us in their wills.

MEMBERSHIP

Total membership income for the quarter, including Gift Aid, came to £5,413 and for the full year was £25,900 which was 77% against budget for the year. Renewals have held up well, but we are let down by the new member section. 13 membership subs were paid by regular donation in Quarter 4. Congratulations to our volunteer, Neil Jarvis, who has achieved some good results in chasing up lapsed memberships.

Total donations for the quarter were £53,000. A legacy of £10,000 is included in this figure, as already mentioned this is only an interim payment from the estate. A further payment should be due this financial year. Gift Aid on donations amounting to £4,712 is also included even though we do not receive the actual funds until after the quarter end. Donations and legacies for the full year is £198,000 – 102% of the budget set. However, legacies are not included in the forecast so knock it off the £35,000 if you wish to arrive at the true percentage.

Regular donations The quarterly figure is £22,966. Total regular donations for the full year was £92,238 which was 94.88% of budget. The average amount per donation in Quarter 4 was £23.43. Regular monthly donations coming from 327 donors at the end of March was £7,662. We are losing regular donors due to the economic climate and disillusionment on the part of a few others.

Fourth thought for the quarter: Please do not be disillusioned as we are now making good progress in achieving the aim. Quality of construction is the key phrase in driving us forward. Your continued financial support is vital.

Other donations amounted to £14,780 for the quarter (our best this year) and £50,550 (61.3% for the full year.)

Bespoke numbers are still doing well at £900 for the full year. That’s 12 sales against a budget of 8.

The usual chart below now gives a full three year comparison.

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
Q4	3	0	9	£22,966
Q3	3	5	5	£22,845
Q2	0	3	5	£23,201
Q1	2	6	14	£23,226

2020/21 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	3	2	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: As I continually mention, regular donors are the backbone of the income we receive. Whilst it is encouraging that we still have a trickle of new donors and some existing regular donors increasing their amounts, numbers are falling.

SALES AND EVENTS

Sales income Actual sales income excluding the peripheries was £11,797 (78.6% against forecast). Quarter 4 was lower than last year with an income of £2,580.

The Patriot Pictorial book sales did not show any sales in the quarter but sold well for the full year, they seem to go well on the sales stands. Raffle tickets have seen a return of £5,386 for the year. Last year the raffle earned us £6,457, over £1,000 down. Total sales raised £17,706 for the year making 79.9% income against budget.

Interest and other sundry income £2,290 for the year. A significant rise in each quarter this year. I predicted that we would do well if we achieved £1,000 by the year end. Rising interest rates have helped. We only received £34 in the last financial year.

I have been reviewing the ongoing interest rate that we get from CAF during the year and comparing it with other providers who accept charity accounts. There are two main reasons for this.

- a) Can we do better?
- b) Holding a large balance is a possible risk when the Financial Service Compensation Scheme guarantees that only £85,000 is protected.

5551 ENGINEERING EXPENDITURE FORECAST	Q4 – 2022/23			Q1 – 2023/24			Q2 – 2023/24		
	January 2023	February 2023	March 2023	April 2023	May 2023	June 2023	July 2023	August 2023	September 2023
	£	£	£	£	£	£	£	£	£
Current Bank Balance	£367,059	£371,188	£352,951	£310,318	£329,981	£329,997	£201,517	£175,547	£147,159
Income (Budget) excluding Gift Aid	£23,715	£23,715	£23,715	£18,831	£18,831	£18,831	£18,831	£18,831	£18,831
New Bank Balance	£390,774	£394,903	£376,667	£329,149	£348,812	£348,828	£220,348	£194,378	£165,990
Other Expenditure (Budget – excludes loan repayments)	£4,338	£4,338	£4,338	£4,096	£4,096	£4,096	£4,096	£4,096	£4,096
Loan Repayments									
Engineering Expenditure	£9,910	£30,362	£56,567	£18,439	£14,719	£143,215	£41,039	£43,123	£64,567
Gift Aid Return	£4,212			£4,960			£4,960		
VAT Refund (Estimated)	£190			£18,408			£31,315		
Forecasted Bank Balance	£380,928	£360,204	£315,762	£329,981	£329,997	£201,517	£211,487	£147,159	£97,327
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	£382,998	£362,274	£317,832	£332,051	£332,067	£203,587	£213,558	£149,229	£99,397
Actual Bank Balance (last day of month)	£371,188	£352,951	£310,318						
Actual Income in Month	£24,637	£10,938	£25,310						
Actual Outgoings in Month	£18,818	£34,175	£64,034						

After spending the best part of the last four to five months carrying out this exercise I decided that a) the interest rate we get is quite competitive and b) the hassle and aggravation I have had in trying to open what would be three more accounts with different organisations was not worth it for varying reasons. A lot of hurdles to jump, a lot of paperwork involved and just when I thought that we were reaching the winning post in one case they declined us because we were perceived to be a limited company, rather than a charity. Say no more!

Engineering Expenditure The balance sheet shows total expenditure of £64,666 in the quarter to the end of March 2023. £58,000 was spent on the last day of March settling 11 invoices from PRCLT. The total spend at the year-end was £2.79m on the loco of which £602,825 was on the boiler, plus £211,000 on the tender. £477 has been received towards the cost of the crane.

Sixth thought for the quarter: We continue to monitor our expenditure on overheads closely by the valued use of volunteers on membership, office and financial issue in an effort to keep our costs down.

OVERHEADS

Overall, the spend is under the figure for the budget set at £47,318 (80%).

Marketing and publicity expenditure in quarter 4 was zero (year-to-date was 112%).

Membership expenditure is £2,566 for the quarter and £11,257 for the year (75%) which includes stationery and printing of The Warrior. Postage for renewals and mailings to members is recorded under company administration except where there is a Warrior mailing.

Primary sales expenditure, including cost of postage and packaging as well as cost of sales purchased was in total £4,351 (73%). Other expenses as detailed were event fees, volunteer expenses and prize draw expenses which came to £4,891.

Finance finished the year at 84%.

Company Administration finished the year at 78%.

Loan interest repaid for Quarter 4 was £1,400 and £9,931 for the year (124%). A significant portion of this is donated back, so thank you to those lenders.

Overall, there has been more expenditure than income during the quarter, leaving a £14,450 loss for the quarter but a £70,880 surplus for the full year.

There were outstanding invoices of only £22,000 due at the end of March. Purchase orders are under review with expired ones being deleted. We do have sufficient funds currently to settle any invoices that come in.

The final thought for the quarter: Even though we achieved an income of £244,000 this year the board approved an income budget of £248,000 for 2023/2024. My head will probably roll if we don't make it.

This was the finance sub-committee's recommendation which met a little opposition from our Chairman prior to the meeting but we have a new income stream. All will be revealed in the results at the end of quarter 1 unless someone else, elsewhere in this publication, lets the cat out of the bag.

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

PROJECT RESET

PATRIOT PROJECT OVERVIEW

MAY 2023

Although we continue to move forward with the reset recovery plan we have continued to suffer significant delays that has resulted in task timelines being extended. As this edition of The Warrior goes to press we are now expecting the delivery of the main wheelsets in the first half of June. This is considerably later than previously expected. The wheelsets will then be relocated for machining and final assembly. We are estimating six months for this work to be completed.

Delays have been encountered on all current tasking for the usual reasons i.e. long delivery times for materials, manpower resources particularly if specific trades and expertise are required. These delays have particularly affected the progress of recovering the frames, however I'm pleased to report that we are very close to completing this task which will have a very positive impact on progressing the build.

Despite the above mentioned difficulties the build is progressing with the centre cylinder, outer cylinders and buffer beam assembly all approaching final fitting. I am sure we can look forward to reporting further positive progress.

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

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

45551 AT WEST SHED

Many members may recall that some years ago Colin Wright produced a painting of 45551 in steam at Llangollen shed. With the Project now firmly established at West Shed near Ripley in Derbyshire, Colin thought it was about time to revise the setting to reflect this as well as changing the crest above the nameplate, the wonderful result can be seen below.

Colin is an associate member of the Guild of Railway Artists.



ENGINEERING REPORT

BY KEVIN WEST, DESIGN ENGINEER

Work on The Unknown Warrior has continued over the period since the last report.



The Chassis of 5551 at West Shed in April 2023. PHOTO: COLIN HALL

MAIN FRAME ASSEMBLY

Work continues on the main frames where parts are finally being reattached following testing and repair as required. We are still experiencing delays due to the unavailability of the certified welder from Tyseley Locomotive Works to undertake the work required on the frames. He is fully occupied with work on the Vintage Trains vehicles and getting a release for our work has not been possible despite several promises. Everything is ready at the West Shed including all the plugs having been made ready for welding into position. Simon Scott continues to try

and get this work completed as soon as possible as we will soon be approaching the time when any further delay will impact on the reassembly of components.

The assembly of the Front Buffer Beam including the brackets required for air braking has been completed. The Inside Cylinder has been refitted after passing all required inspections and the required fitted bolts have been manufactured and supplied. Fitting these bolts will follow shortly.

The Brake Hanger Brackets and the Horn Guides are also being reattached to the main



frames after also passing all required tests and inspections. Once again the fitted bolts have been manufactured and are in the process of being fitted.

Of the other parts removed from the chassis they have all now been hardness tested and MPI inspected for casting defects and those requiring repair have been sent to Ian Riley & Sons for quotations to cover the required work. The first batch of costings for this work is now to hand and we are looking at the best way forward. In some cases the cost of repair quoted looks almost as much as making new, so comparative costs are being sought before decisions are made on individual items.

Repair of the Axlebox Horn Ties has been signed off as these were a low cost repair.

LEFT: A view of one area that requires welding work on the Frames. The plugs have been made and are inserted ready for welding in position. PHOTO: COLIN HALL



Front Buffer Beam. PHOTO: KEITH RICHES



Away from the West Shed the new Dragbox is ready for assembly and welding at Tyseley following delivery of all the profiled plates, although this is will follow on from the welders visit to West Shed to carry out the frame work detailed above.

Design work relating to the mounting of the Air Pump required for the air brake system continues.

MOTION

Machining of motion fittings continues as time allows.

LEFT: Brake Hanger Brackets being fitted.

PHOTO: COLIN HALL

BELOW: The engineering team inspect the Motion Girders following hardness and MPI tests.

PHOTO: COLIN HALL





Kevin West and Simon Scott discuss details of the Main Frame drawings at West Shed. PHOTO: COLIN HALL

CYLINDERS

The Outside Cylinders have moved to Ian Riley for replacement of the liners which were disturbed during the Port Bar welding work. This was anticipated during the planning for the cylinder work.

DRIVING WHEELS

William Cook Cast Products report that they continue to experience issues with equipment and resources to complete the amount of work necessary in the final stages of their production process.

Three of the wheels are awaiting dimensional

inspection prior to stress relieving.

The remaining five are undergoing surface and dimensional upgrading, prior to dimensional inspection and then stress relieving.

Last weeks forecast said that they should all be completed by 12th June.

BOGIE

The Bogie Wheelsets have been reassessed as part of the design review. The original set of wheels and axle obtained from 8F No. 48518 has now been declared unfit for further main line use as the parts are out of specification for use on a Patriot-design bogie. We are

investigating possible short term use of this wheelset for heritage line use whilst a replacement wheelset is manufactured.

The new wheelset also requires major work as the drawing used to manufacture the axle has now been declared as unsuitable for use on a Patriot. The bearing journal is a smaller size than specified on the bogie used on the Patriot and Jubilee classes so will turn faster than the correct larger size at speed with possible heating of the journal. There are also questions regarding the weight carrying capacity of the smaller journal which would have to be proved as being of no issue before allowing use on the main line. We did obtain independent engineering advice free of charge to help us decide the way forward on these issues. Sourcing a new axle is in progress.

BOILER

HBSS continue working on our boiler to an agreed programme. We are planning a 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.

TENDER

Following on from the planned revised Tender Body design that was explained in the last Warrior, we need to consider the increase in weight implications on the chassis and running gear. In the light of this work we have agreed a freeze on any further work on the chassis with Leaky Finders.

The Tender Wheelsets have been inspected by an independent body and the report has raised a number of issues which we need to consider before making any decisions.

LMS MAIN LINE LOCOS

Stanier Jubilees Nos. 45690 Leander and 45596 Bahamas pictured heading away from Haworth in picture postcard conditions during the Keighley and Worth Valley Gala on 10th March 2023.

PHOTO: © CHRIS AINSCOUGH



2023 GRAND PRIZE DRAW

Dear Members,

Once again we will be running our Grand Prize Draw to raise funds for
The Unknown Warrior.

In recent years the draw has raised significant sums towards the build so I would kindly ask that those of you who receive tickets with this publication please buy or sell as many as you can. You do of course have a chance of winning a cash prize with each ticket purchased.

Further instructions on how to proceed are included in the 'From the Office' article on page 20 of this magazine.

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
(venue yet to be announced).**

THANKING YOU IN ANTICIPATION.
NEIL KINSEY, PROMOTER.

MAIN LINE STEAM BUILDERS GROUP

On 13th March we hosted at West Shed the third meeting of the Main Line Steam Builders Group.

Eight companies were represented, listed below, including for the first time the Railway Preservation Society of Ireland.



GROUP MEMBERS

Brian Hall	B17 Spirit of Sandringham
Graham Nicholas	A1/P2 Company
Alistair Leach	Ricardo Certification
Colin Hall	The LMS-Patriot Project
David Tuffin	The LMS-Patriot Project
John Hind	72010 Hengist
Geoff Turner	72010 Hengist
Tony Hammond	General Steam Navigation
Jeff Chambers	General Steam Navigation
Norman Raine	G5
Terry McMenamin	King George V Trust
James Friel	Railway Preservation Society of Ireland

The spirit of cooperation was epitomised on the day by the visiting members carefully synchronising their arrival by car to simplify their admission through the padlocked double entry gates at the Swanwick site. I have never seen a queue like that there before.

Most of the meeting involved a lot of discussion and detailed information-sharing on the documentation required for main line running (which we covered in Warrior 56). This built on the attendance at the second meeting of Giles Turner, Senior Vehicles Engineer at the Office of Road and Rail, the UK safety regulator.

However the Group also worked on information sharing on technical and supplier issues, with various follow-up sessions to plan. One of these was the equipment and space requirements for on-board fitting of Network Rail's European Train Control System, which is intended eventually to replace lineside signalling on the UK network. Graham Nicholas offered to facilitate a visit to take a close-up look at the installation of this equipment in the tender of No. 60163 Tornado. This will be invaluable to help us decide the way forward.

Over the lunch break the Group received an impromptu presentation from Colin Hall on the status of our Project, against the background of the chassis frames and the component testing in progress on the day on site.

Future meetings will be held in September and March each year.



Left to right: Graham Nicholas, P2 Locomotive Company; David Tuffin, Colin Hall, LMS-Patriot Project; Alistair Leach, Ricardo Certification; Brian Hall, Spirit of Sandringham (John Hind from Hengist is reflected taking the photo, above the 5513 Patriot model which was entrusted to us in 2022). Apologies to those group members who don't feature in the shot.

LAST FEW BESPOKE NUMBERS REMAINING

Change your membership number to one of the Patriot loco numbers remaining – 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. Numbers available are shown on the right.

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 as per the examples shown.

Call the office on

01785 244156

to order your bespoke number

5500

5524

5505	5528	5539
5508	5529	5540
5510	5530	5545
5512	5531	5546
5515	5532	5547
5517	5533	5549
5521	5534	
5523	5535	

45519

45551

45530	45540	45542
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FROM THE OFFICE

OFFICE PHONE NUMBERS

01785 244156
07801 945689

In the last magazine there was a number of articles asking for ideas to help further reduce our administration costs. A number of you made contact agreeing to have the Warrior sent by email. As more of you decide on that option it will not only cut the cost of postage but also of actually producing hard copies of the magazine. Of course many of us still like to read from an actual book or magazine rather than via a screen.

We have also looked at the cost of administering annual membership. One of the members suggested we could make a saving by not sending out new membership cards each year. Instead a card would be issued upon becoming a member and would remain current providing the annual subscription is received. Many other societies now do this and following a discussion, the board have now agreed to abolish annual cards. Over the next 12 months all existing members will receive a permanent card when they next renew. It is generally only needed when attending events such as members days so most of the time can be kept safely at home.

Included with this issue you will find 20 draw tickets (unless you have previously opted not to receive them). You will see that there are several ways to buy the ticket. Please make sure that you complete the form enclosed indicating the number of tickets purchased, how you have paid and if any donation is included. The form should be returned to the office address along with the ticket stubs to ensure they go into the draw. If you have any questions please do not hesitate to get in touch.

IMPORTANT NEWS JUST IN

As I write this we have just heard that our tenancy at The Hub is to finish in September and we will have to move out. We don't have the specific details yet but VAST, the organisation who lease the building, have lost a number of tenants resulting in a significant drop in their income. They are aware that many charities who previously used offices in the building have found a new way of working since the Covid pandemic and have decided they can work from home or use other options. We not only rent our office from VAST but also have some basement storage. It is also our registered company address so any change will mean updating all of our documents etc. Richard Sant, our company secretary is now actively looking at our options. The best we can hope for is that another company takes over the property lease and allow the existing tenants to stay. This may not happen and finding somewhere else at a reasonable rent will not be an easy task. Once we know what is happening and have a new address, we will let you know. We will likely be posting out the next magazine, Warrior 58 from a different address.

Linda Westerman, Office Manager

WHAT HAVE WE DONE WITH OUR WARRIOR MAGAZINE

In the last Warrior we asked you for feedback on receiving the magazine digitally in the interest of cost reduction, and invited comment on the options for reducing costs in this area.

The responses were interesting and conflicting, ranging from “leave our Warrior alone” to “reduce the number of issues or pages if you have to”. A very small number of you even volunteered to pay more for the same product. No single course of action stood out – beyond that the magazine is enjoyed by many readers.

We were pleased that a small number of you offered to go digital, which saves about £2.75 per copy. We can only encourage others to do the same. We have now found a way of administering this without too much difficulty, so please get in touch if you have not already done so.

For the time being, we will stay with four issues per year. But we have also looked at how the magazine is produced, and have come up with a cheaper printing specification without sacrificing print quality. Last but not least we believe that reducing the number of pages by 25% is doable without seriously affecting the content (just increasing our Editor’s quarterly challenge). All this saves nearly £2,000 per year, starting with this issue.

We look forward to hearing your views.

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

**SAVE
THE
DATES**

2023 EVENTS

SATURDAY 15th JULY

HBSS ‘Behind the Scenes’ Event (for details see page 29)

SATURDAY 9th SEPTEMBER

LMS-Patriot Project Open Day at West Shed
(details to appear in Warrior 58)

SATURDAY 11th NOVEMBER

LMS-Patriot Company AGM (venue to announced in Warrior 58)

KEEPING THE NAMES ALIVE

THOUGH THE YEARS HAVE PASSED, NEITHER THE GLORY NOR THE MEMORY OF THOSE WHO FOUGHT AND DIED FOR THEIR COUNTRY HAS FADED.

More than 100 years have passed since the start of the First World War. Since then a second global conflict saw death and destruction on a far greater scale. There have been other wars in many parts of the world in more recent times. Yet the desire to remember the men and women who lost their lives has not diminished and has even evolved and adapted as society and technology has changed.

We still see the marches in towns and cities around the UK and abroad on Remembrance Sunday. The two minutes' silence remains as poignant today as it ever did. Most elements of 'Poppy Day' remain little changed from the past, though the array of medals on the veterans' breasts are of more recent vintage.

It is possible, that as the years passed since 1918 such scenes of remembrance might have disappeared just as the survivors of the First World War grew fewer in number, had it not been for the Second World War which gave Britain and the Commonwealth another generation to offer their collective gratitude to. Remembrance, therefore, has continued to have relevance throughout the decades.

CARVED IN STONE

The most permanent, and personal, reminder of individual loss is, of course, that person's grave. While the memory of their deeds might not have faded, the headstones marking their final resting place often have – the passage of time, the attrition of the elements, and accidental and intentional damage all taking their toll. In all its

forms, nothing is more important in terms of remembrance than keeping the headstones and the memorials of the killed and missing in legible condition – quite genuinely keeping their names alive.

From the very outset, the inscriptions on the CWGC headstones and memorials was intended to be a 'monumental inscription... designed to be a record for those who care to search for it rather than an announcement to the world'.

According to the standards set by the CWGC itself, inscriptions should be legible from a distance of two paces from the headstone, and the badge should be recognisable from a distance of two paces and legible from one pace. Monumental inscriptions 'should be capable of being read in reasonable light conditions, with normal vision, and at a reasonable viewing distance by persons who care to pause and reflect'.

In the run-up to the centenary of the First World War, the CWGC found that a great many of the inscriptions no longer met such criteria. This presented the CWGC with the immense task of bringing thousands of them back up to the required standard – a process that will take an estimated twenty-eight years and cost in the region of £15 million. This process starts by sanding down the entire headstone followed by the re-engraving of the inscription and any insignia by hand, using a fine drill that is powered by compressed air. To finish, a fine sanding machine is used to smooth down the whole headstone. To achieve this, the Commission has fourteen stone masons who, between them, restore headstones at a rate of around six per day.

Such a phenomenal undertaking demonstrates the importance which is still attached to maintaining the memory of those lost in the First World War. As the Commission's spokesman, Peter Francis, made clear: 'We believe that an eroded inscription is a brave man or woman forgotten and that is unacceptable. Indeed, if just one name is allowed to disappear or fade into obscurity, we will all have failed in our debt to the fallen.'

Time, on the other hand, has had the beneficial effect of allowing the establishment of other permanent reminders of the sacrifices of the past. The magnificent National Memorial Arboretum is an outstanding example of this. There have been other inventive creations which have also made their mark, possibly the most notable in recent times has been the ceramic poppy display 'Blood Swept Lands and Seas of Red' (pictured below) which was unveiled at the Tower of London in 2014. Around the world, amongst the combatant nations, remembrance projects have blossomed, with the showing of

films, the creation of photographic databases, the collection of memoirs and archives, and an online commemoration by the Royal British Legion the name of which exemplifies all that the act of remembrance signifies, 'Everyone Remembered'.

This year, 2018, Remembrance Day will see ceremonies on a grand scale. The traditional march past will be extended to include a 'People's Procession', applications to participate in which were long ago filled, such was the demand from the general public to demonstrate their support. An appeal has also been made for bells to be rung throughout the world to celebrate the moment when the guns finally fell silent – just as they did in 1918.

So, as the evocative notes of the Last Post reverberate around cenotaphs and memorials throughout the length and breadth of the UK and across the world on the eleventh hour of the eleventh day of the eleventh month of 2018, the words uttered and echoed in every tongue 'We will remember them' will be no idle claim.

A Yeomen Warder walking amongst the ceramic 'Poppies of the Blood Swept Lands and Seas of Red' installation at the Tower of London on 28th September 2014. The installation was created by artist Paul Cummins to mark the centenary of the outbreak of the First World War. © CHRIS DORNEY | DREAMSTIME.COM



No. 45510 at Bell Busk on the Settle & Carlisle line working the
1.54pm Leeds-Morecambe service on 26th June 1961.
PHOTO: DEREK CROSS © DAVID CROSS



It has been an interesting and exciting last 12 months with our event stands exhibiting at various galas that have not been open to us in the Covid era. Our sales in 2022-2023 were 70% higher than in the previous year. I want to thank each and every volunteer for making this possible, as it adds considerably to our income, and therefore to the success of the build. It is also important to make ourselves known to the wider public to attract more members and donors.

Most especially I want to thank Neil and Karen Kinsey for organising the group who volunteer to ensure we have good coverage each day, and that we are able to venture out with merchandise and donated items for sale to bolster our income. Karen also organises the fulfilment of our web sales – ensuring that stock is posted in good time to keep customers satisfied, while Neil ensures that the webshop is updated along with the events calendar.

PLEA FOR HELP

It is therefore with much sadness that after 15 years of valiant service, both Neil and Karen now wish to step back from their sales roles. They will be sorely missed, but have each said they will continue to work for as long as it takes to find more willing workers to help us out. **COULD THAT BE YOU?** We would like to have more volunteer workers in place by the end of the summer and this could be for planning work and/or helping to take our gala event stands out to shows nationwide. Please consider giving us a hand in any way you can by donating your time in any large or small way. It will be gratefully appreciated.

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

Thank you.

KIND REGARDS, JANET ELSON

Event	Date	✓ = Booked P = Provisional
Great Central Railway 50th Anniversary Celebrations (stand will be in Quorn Yard)	JUNE 17th – 18th	✓
Buxton Model Railway Show	JULY 1st – 2nd	✓
Soar Valley Model Railway Show Loughborough Grammar School	AUGUST 12th – 13th	✓
Gauge 0 Guildex Show Bingley Hall, Stafford	SEPTEMBER 2nd – 3rd	P
Stafford Railway Circle Model Show Bingley Hall, Stafford	SEPTEMBER 23rd – 24th	✓
Great Central Railway – Autumn Gala	OCTOBER 5th – 8th	P

NEW PATRIOT MERCHANDISE

ON
SALE NOW



1. Green Polo Shirt with Crest and BR number (Sizes: S, M, L, XL, XXL)
2. Crest and BR Number Cap
3. Crest and BR Number Beanie Hat
- 4a. Patriot Isle of Man Mug
- 4b. Patriot Isle of Man Coaster



TO ORDER YOUR NEW GREEN MERCHANDISE

VISIT WWW.LMS-PATRIOT.ORG.UK/SHOP,

USE THE FORM ON PAGE 46 OR CALL 01785 244156

TALKING TO A DIFFERENT AUDIENCE

On Tuesday 12th April Colin Hall attended a meeting of the Redditch Branch of Parkinson's UK to give an illustrated talk on our project aims and progress to date.



Our Redditch member Martin Jones (pictured left) – who himself has to live with Parkinson's – made the talk possible by responding to a call in an earlier Warrior for suggestions of local audiences that could be interested in our project. Colin stepped in when John Hastings-Thomson, who had planned to be there, needed major surgery early in 2023.

This was something of a departure from our usual audiences – with only one or two people apart from Martin having any railway connection. However the event went well, as described in this extract from Martin's own write-up

"Colin held a question and answer session after his talk, and he got quite a few pertinent

questions to answer. Following that, he spent some time at his sales table, and several sales were made. When the raffle was drawn Colin volunteered to call the numbers in place of Betty who was on holiday in France. This led to an amusing couple of minutes when three of my raffle tickets were called in short order, leading to good-natured comments that they had been pre-arranged.

All in all, it had turned out to be an interesting afternoon, we learnt quite a bit, and it was obvious that Colin was enjoying himself as well. We shall have to ask him back to finish the story when the locomotive is completed and in steam."

If any members have suggestions for possible audiences, please get in touch.





Behind the Scenes Event Saturday 15th July 2023



10.00am to 4.00pm
20 Stretton Way, Huyton, L36 6JF
Free car parking available

Join us behind the scenes at our workshop and get a close-up look at the boilers.
Trained boilermiths will be on hand to answer your questions.

There will be stalls from engine owners including:
North Yorkshire Moors Railway • East Anglia Railway Museum
The Maunsell Trust • The LMS-Patriot Project
The Daniel Adamson Preservation Society and more.

ADULTS £5.00 • CHILDREN FREE

For more details follow our Facebook page

MEMBERS' CORNER

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

Hello Colin,

Many thanks for the copy of the latest 'Warrior', I have attached a couple of photographs taken by a friend of my late father, Edwin Ashworth who lived in Lytham St Annes and died quite young in the early 1960s. His collection of photographs from the 1920s to around 1939 were left to my father.

You are of course more than welcome to add them to your collection and use them as wish. I would think they were taken after June 1938 as there is a photograph of 6227 taken the same day and she entered traffic in June 1938.

KIND REGARDS, RON HERBERT



Above: Jubilee 4-6-0 No. 5559 *British Columbia* and Patriot No. 5511 *Isle of Man* arrive at Crewe.

Right: Patriot 4-6-0 No. 5522 *Prestatyn* pictured alongside Jubilee No. 5601 *British Guiana*.



Thank you to all who contributed their articles that appeared in Warrior 56, 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.**

PETER DAVIES

This news was included in an email from Paul Kampen, the Editor of the Friends of the Settle and Carlisle Railway Journal regarding the death of LMS-Patriot Project member Peter Davies. The extract below is from him and is reproduced here with his permission.

RICHARD SANT

FoSCL members will be very saddened indeed by the death of Peter Davies; Peter was a very popular member of the committee and, for 18 years, he undertook the onerous role of FoSCL Membership Secretary. He was also a highly regarded guided walks leader and he volunteered in our Settle shop for several years. Other activities included being co-ordinator for our series of 'Shanty Town Walks' at the Ribbleshead site and he was one of our team of 'magazine packers' which met in Baildon to post the magazines to you four times per year.

This was not all however; he was an active campaigner in the fight to save the S&C during the early 80s – even before FoSCL was formed. I remember very well being in the S&C archive with him when he was thrilled to find, preserved for posterity, a report which he had produced on usage of the small stations when these were reopened as an experiment during the time when the line was under threat. He was then mortified to find a spelling error at one point; this illustrates his meticulous approach which served FoSCL so well.

Peter was born in 1945 and was the only son of Flying Officer Charles Davies, one of the very last members of RAF Bomber Command to be killed in World War 2. On Peter's living room wall there was a painting of his father in uniform to which Peter added a poppy every Remembrance Sunday. The painting was thought to be the work of his mother, Alice Davies, a talented artist. On his mother's side Peter was descended from the Woodiwiss family of Cullingworth – his great uncle being Sir Abraham Woodiwiss who was contractor for the building of the S&C between Dent Head and Kirkby Stephen. Thus he had the S&C in his blood quite literally. In July 2019 he attended the 'In Search of Mr. Woodiwiss' event held at the Dales Countryside Museum at Hawes and was delighted to meet many relatives from the extended Woodiwiss family. Peter spent most of his working life as a local government officer in West Yorkshire, apart from a short period in Bath, Somerset. Coincidentally, the Woodiwiss firm had built bridges and restored the Pump Room in Bath during the 19th century. Peter's interest in walking led him to be Footpaths Officer for Brighouse Civic Trust at one time and he devised the 'Brighouse Boundary Walk' for them. He had been a Peak District National Park Warden and also served as a West Yorkshire Police lay visitor. Railway activities included being Chairman of the Railfuture Yorkshire branch from 1998.

Peter Graham Davies 1945–2021

Hi Pete,

I found the double VC story in latest edition very interesting. What an amazing guy Charles Upham was. Always like these war history articles, which compensate for some of the disappointment incurred at times of building our engine.

The picture of Midland Compound and Jubilee Leander reminded me of my haulage behind these two locos in Spring 1980.

The tour started in the south with diesel haulage to Carnforth where the double header took over to Sellafield, then we had V2 No. 4771 Green Arrow on the return journey so an excellent tour all round. The picture below was taken at Grange Over Sands for a photo stop.

The participants annoyed a local man by running over the flower beds on the left and treading on the plants. I was very careful where I trod by the way! Feel free to use picture in a future Warrior if you want.

JOHN BARROWDALE, MEMBERSHIP NO. 45505/10



GIGGLESWICK FIREMAN

Dear Sirs,

Please find enclosed a photo of No. 45538 *Giggleswick* which you may like. The fireman is Brian Goodall, based at Northampton shed (2E). He is still alive and lives locally. When the depot closed he transferred to Rugby shed and retrained to drive diesels which he did until retirement.

REGARDS, RAY WAKE, MEMBERSHIP NO. 606/11



THE WARRIOR MAGAZINE

Thanks for the latest edition of The Warrior which I have enjoyed reading. It is an excellent magazine and, as you say in your 'Chairman's Thoughts' the editor Pete Sikes does a superb job. I enjoy each edition not only for the latest news about the project but also for the excellent photos of Patriots in action. Personally I would like to see the magazine stay exactly as it is – featuring the same material, on the same quality paper and published four times a year – and I would like to continue receiving it by post please. However I appreciate that this approach does not save you any money!

My only suggestion, which does not save money but raises revenue, would be to make receiving the magazine digitally the default position, but ask members who feel as I do to pay a small supplement (say £5 a year) to their subscription to cover the additional costs of printing and postage. This would, however, discriminate against members who do not have email addresses and therefore could not receive the magazine digitally.

Keep up the good work with the project and I look forward to being able to visit the West Shed and see the loco when appropriate.

REGARDS, MARTIN NIELD, MEMBERSHIP NO. 929/11



THREE-IN-ONE!

'Jubilee' No. 45699 Galatea, masquerading as 45627 Sierra Leone by name and front smokebox number, but with 45562 Alberta number on the cabside, accelerates away from a pause at Standish Junction towards Haresfield at Standish on Saturday 18th February 2023 with 1Z42, the 07:00 London Paddington to Worcester Shrub Hill Railway Touring Company rail tour.

JOHN STRETTON, MEMBERSHIP NO. 079/00

THE FIELD OF REMEMBRANCE

EVERY YEAR SINCE 1928, IN THE LEAD-UP TO REMEMBRANCE DAY, A FIELD OF REMEMBRANCE IS OPENED IN THE GROUNDS OF WESTMINSTER ABBEY.

Like so many of the now well established acts of commemoration, the Field of Remembrance was inspired by the actions of one individual, Major George Howson MC.

It was Major Howson who was responsible for opening the Poppy Factory in 1922. Determined to help wounded and disabled ex-servicemen, Howson had persuaded Earl Haig that the Disabled Society should supply the poppies sold in the UK. The first Poppy Appeal in 1921 used artificial poppies made by women and children in devastated areas of France. Haig agreed to Howson's suggestion and, with the assistance of a grant of £2,000, the latter opened a small factory off the Old Kent Road. At the time it was staffed by five ex-servicemen and was where the first 'British' poppies were manufactured.

Within ten years, the name had changed to The Poppy Factory and Howson was employing over 350 disabled veterans to make the poppies. The factory moved to Richmond in 1925. Three years later, Howson and a small group of disabled veterans gathered around a simple wooden cross in the grounds of St Margaret's Church in Westminster. Armed with a tray of poppies and a collecting tin, they invited passers-by to plant a poppy beside the cross. Though only a handful of poppies were planted, the first Field of Remembrance was born.

On 1st August 1932, a new element to the Field of Remembrance was enacted at the Thiepval Anglo-French Cemetery. The cemetery is located beside the Thiepval Memorial, which was unveiled on the same day. The Edinburgh Evening News of 29th July gave the following

description: 'One minute's silence will be observed, and the [Thiepval Memorial's unveiling] ceremony will conclude with the French and British National Anthems, after the sounding of the Reveille. Permission has been granted for ashes of crosses planted in the British Legion field of remembrance at Westminster Abbey to be scattered in the Anglo-French cemetery adjoining the memorial, and arrangements have been made for this duty to be undertaken during the unveiling ceremony by one of the disabled ex-Servicemen who made these crosses.'

The ashes, which were referred to as the 'Ashes of Remembrance' in some quarters, were all that remained of the crosses from the previous year's Field of Remembrance, the crosses themselves having been 'recently cremated at the British Legion Poppy Factory at Richmond'.

The following year the ceremony was repeated, but this time at Faubourg d'Amiens Cemetery in Arras on 6th August 1933. In a special 'declaration of war ceremony', led on this occasion by Major-General Sir Fabian Ware, ashes were scattered across the cemetery. It is worth noting that in 1933 it was reported in the papers that poppies were being planted in the Field of Remembrance at an average rate of 200 per hour.

On 4th August 1935, the ceremony was enacted at Vlamertinghe Military Cemetery a couple of miles west of Ypres town centre. Veterans attending the former Western Front to mark the anniversary of the outbreak of war were

A display of poppies at Westminster Abbey ready for remembrance day 2018 to honour the fallen troops.
PHOTO: © GLENYS KILL | DREAMSTIME.COM



once again invited to participate in scattering ashes across the cemetery.

As the scattering ceremony continued to grow in scale, by 1939 individual British Legion branches that had their own fields of remembrance were also sending their crosses to Richmond to be cremated. That year the ashes were scattered at Cabaret-Rouge British Cemetery on 7th August. Situated between two war cemeteries, one French and the other German, Cabaret-Rouge British Cemetery lies south of the town of Souchez in France.

The cemetery contains more than 7,650 burials of servicemen of the British Empire in the First World War. The name Cabaret Rouge was taken from a small café, a brick building with red tiles that was distinctive in the village where most of the houses were thatched. It stood less than a mile south of Souchez and was destroyed by heavy shelling in May 1915.

Still organised by The Poppy Factory, the Field of Remembrance has developed over the years into an impressive undertaking that encompasses 350 plots for regimental and other associations that are laid out in the area between Westminster Abbey and St. Margaret's Church. Remembrance crosses are still provided so that ex-servicemen and women, as well as members of the public, can plant a cross in memory of their fallen comrades and loved ones. The Field is opened every Thursday before Remembrance Sunday and stays open for a further ten days.

Thanks to Roger Mortimer of Key Publishing Ltd. for permission to reproduce the text for this article and the article on pages 22-23, both of which originally featured in *Remembering the Fallen*, a special publication from the publishers of Britain at War magazine, which is available from shop.keypublishing.com or WHSmith and other leading newsgagents.

RECYCLE YOUR USED INKJET CARTRIDGES TO RAISE CASH FOR THE PROJECT

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.



There are three easy steps:

- Go to **www.easyfundraising.org.uk**, search 'LMS Patriot Project' and sign up for free.

Now you have your account and you have chosen what good cause you are supporting you can do the second thing.

- Start shopping. Every time you shop online, head to **easyfundraising** first. They have over 3,000 retailers on board, so simply pick the one you want to visit and start shopping.
- Now the third and best thing, after you've checked out, the retailer will make a free donation to the project and it won't cost you a penny extra!

All you need to do is remember to go back to **www.easyfundraising.org.uk** before you shop to keep collecting donations, or you may find it easier to download the Easyfundraising Donation Reminder from their website and a reminder will pop up automatically on the shopping website you are using.

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

Donate to The LMS-Patriot Project the easy way

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

www.easyfundraising.org.uk/causes/lmspatriotproject

WORD SEARCH 33

PRINCESS CORONATION CLASS

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Q	U	E	E	N	M	A	R	Y	B	R	E	D	L	E	I	F	F	E	H	S	W	I
W	O	R	L	D	S	P	E	E	D	R	E	C	O	R	D	H	O	L	D	E	R	S



Patriot Class 6P 4-6-0 No. 45510 pictured light engine on Camden bank on 3rd October 1959, and with a tender full of coal and the tail lamp on the front is probably waiting to back down to Euston ready to take a train north. One of the 10 Patriots to remain unnamed, records show that on the day this photograph was taken No. 45510 was transferred from Willesden (1A) to Carnforth (24L), there were further moves in the north west to Carlisle Upperby and Lancaster, from where it was withdrawn in June 1962 eventually being scrapped at Crewe Works in August 1962.

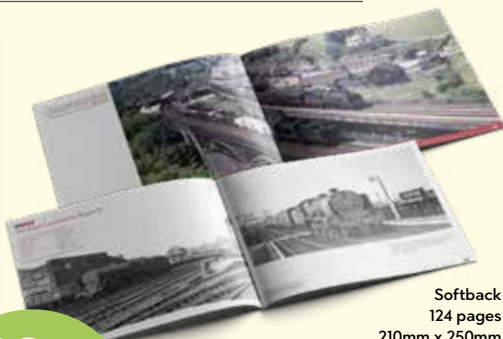
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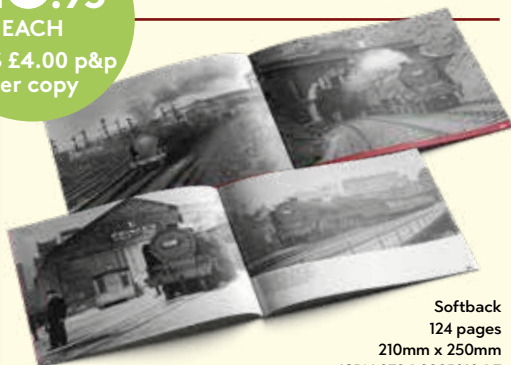
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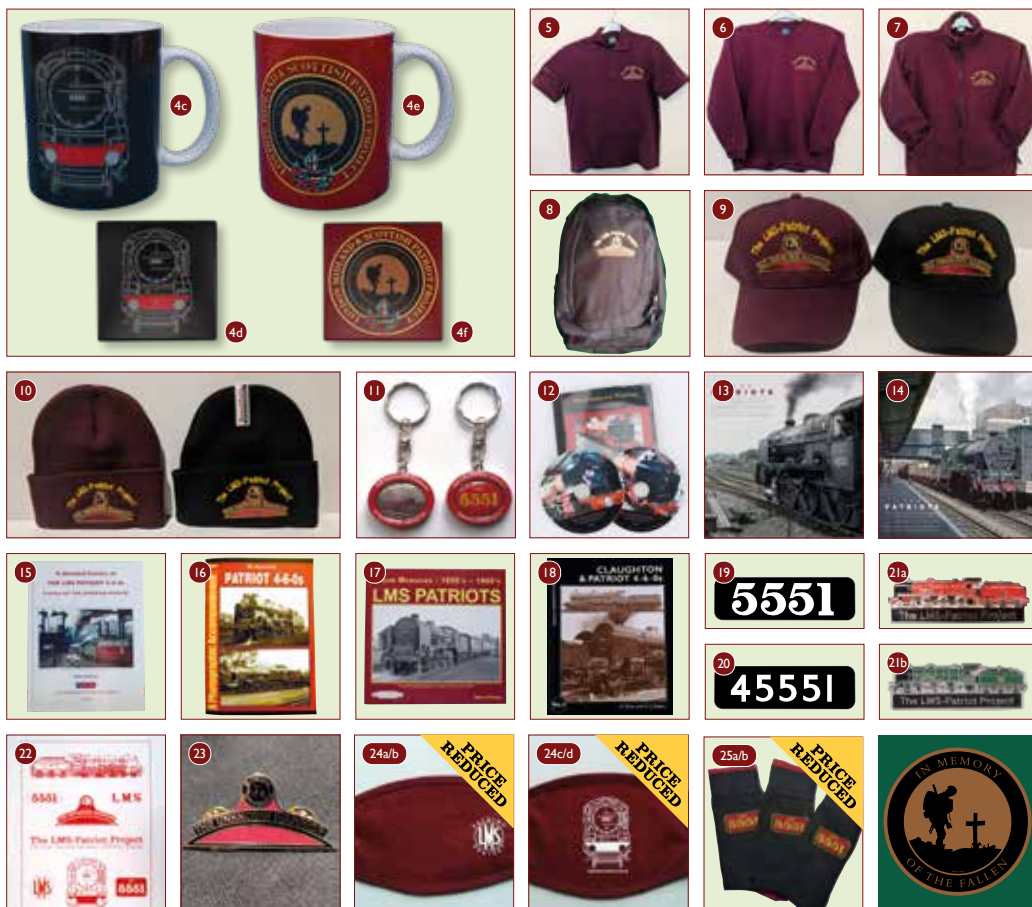
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No. 45533 Lord Rathmore is pictured at Lancaster, date unknown.

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