

The Warrior

THE MAGAZINE FROM THE LMS-PATRIOT PROJECT



MAY 2024
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2020 AWARD FOR
COMMUNICATIONS

Editorial

As this edition of The Warrior reaches you another chapter in the build of 5551 should be beginning as the frames move inside the Tyseley workshop.

Since the last edition more progress has been made relocating the vast array of parts that were either inside West Shed or stored in our containers. This is due in no small part to the team of volunteers who have worked hard to make the move go as smoothly as possible. Our thanks go to them for making it happen.

We are in the process of planning a long-awaited Members Day, to hopefully take place at Tyseley in September. It requires many things to fall in place but we will announce it through our monthly bulletin and a special mailing to give you reasonable notice for your diaries.

One event that has definitely been arranged is this year's AGM which will take place at a new venue. It will be held on Saturday 9th November at the marquee at Quorn & Woodhouse station. You can find arrangements for this event on page 20, which includes details of discounted travel tickets if you fancy making a day of it.

This edition welcomes a new Sales Director – Roger Bateman – who some of you may already have met over the past few months as he has been out and about at various galas with the sales stand. Finally, by the time you receive this edition of The Warrior our 2025 fund-raising calendar will have been delivered to the Stafford office, we sold out last year so make sure you order yours in good time, see page 21 for details.

Pete Sikes, Editor

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

FRONT COVER:

Bushbury-based Patriot No. 5523, yet to be named, pictured after arrival at Euston in June 1935.

PHOTO: © TRANSPORT TREASURY

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

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

Chairman's Thoughts

MAY 2024

It's May 2024, and our hibernation on the turntable road at Tyseley is coming to an end.

When we were first contemplating a long (and uncertain) wait before Tyseley could accommodate us in the main workshop, it seemed as if the winter months would be devoid of much action. In fact, there was lots to do behind the scenes. The volunteer teamwork necessary to get no less than six road flatbed trailers carrying two containers and a host of other components, materials and our rail van out of West Shed was most impressive: and I would like to thank all our volunteers – new and old hands – for making it all possible. Some might say our recent Members' Monthly Bulletins and Warrior 60 looked more like road haulage magazines, but there was no other way.

That is now in the past, and at the time of writing we have started getting organised at Tyseley prior to moving the chassis into the main workshop in the second half of the month. At our Board meeting on April 27th, there was quite a buzz as we discussed the technical cooperation that is now developing at our regular Tyseley monthly meetings, before a single bolt has been fitted in place. Things are happening at HBSS too, with the boiler moved back inside the workshop to allow work to step up.

I have previously voiced concern about our income trend since the Covid pandemic hit us all in March 2020. So I am delighted that you will be able to read in our financial pages about how, in the financial year just ended, we enjoyed the best result in four years against all reasonable expectations.

As we know from experience, it's very hard – if not impossible – to predict the future, but this time the gods were on our side. Thanks to all of you who have helped make this happen.

Our last Board meeting endorsed the appointment of a new Sales Director – Roger Bateman. Roger has career experience in sales and sales

management and a lifelong interest in railway heritage. We welcome him on board.

Roger was able to step forward because of a change in his circumstances. My own personal circumstances have changed recently in the opposite direction, for family reasons. I was enjoying our sessions at Tyseley and flying the flag on sales stands and at talks, but my on-site involvement has to be limited to our quarterly Board meetings for the foreseeable future. I will still be working from home (as right this minute) and I am confident that the Tyseley team development will go from strength to strength. I will stay closely in touch.

Just going through the current Warrior proofs for our tireless editor today has reminded me of the general history that holds us all together. I had already read the Beyer-Garratt article on page 26 that previously appeared in Midland Times (I'm a keen reader of that publication), but my interest was sparked anew in this issue. Members Corner always provides fresh, individual perspectives; and little did I know when I got up this morning that I would be intrigued by Tony Hewitt's recollections of Royal Ordnance Factories at Swynnerton and elsewhere. I do remember as a railway trainee frequently travelling past the Radway Green R.O.F. between Stoke and Crewe: now, 50 years later, I am better informed.

My best wishes to all our members, and thank you as ever for your support.

Colin Hall

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

Quarter 4 to 31st March 2024
and for the full year from 1st April 2023.

First thought for the quarter: Yet another financial year ends and a new one begins. I am finalising this report the day after our board meeting in Stafford. Personally, I have come away from that with a great deal of confidence in our team/suppliers/contractors to finish the job and deliver the quality product that you, our members/donors expected when you came on board. We do value highly your continued financial support and your confidence in us to get this job done. Please keep the faith and trust us.

Second thought for the quarter: Unusually, my second 'thought' follows on immediately from my first 'thought.' I hope that you did not find it too difficult to locate my report in the last Warrior, but I had been shunted into a siding as the Patriot engineering report was on the through fast with lots of interesting stuff. I hope that you found me eventually in sidings 16-21. Let's see if I get out of those sidings into siding 4 onwards and back to my usual spot in Warrior 61. Now on with results.

INCOME
Total income for quarter 4 was £77,000 with annual income reaching £329,000. We were 131% of the original budget set of £248,000 at the beginning of the year. This forecast was updated verbally at the AGM to £320,000 and included in the AGM report in Warrior 59 as our income exceeded the expected figure for the first two quarters.

BANK BALANCE COMPARISON		
	Q4 (2023/24)	Q4 (2022/23)
Opening Bank Balance – 1st January	£255,682	£367,059
Closing Bank Balance – 31st March	£268,892	£310,317

A VAT refund of £5,400 and a Gift Aid claim of £6,900 are expected which will give us working capital of approximately £281,000 to start the new financial year.

Third thought for the quarter: Our bank balance comparisons show that our cash in hand on 31st March increased by £13,000 over the final quarter. There was very little spent on the locomotive construction in the quarter, but the boiler shows a £23,000 spend but both will ramp up this year. Repayment for the crane from HBSS has seen an increase. Our engineering team will be putting together a work package for Tyseley shortly, so I would expect this balance to be significantly reduced this year.

The following chart compares the final quarters and the full year's figures for 2022/2023 and 2023/2024. No room for the individual budget figures in the chart, but as mentioned previously the original annual budget for 2023/2024 was £248,000. You have a very happy treasurer.

Quarter 4 comparisons including the full financial year to 31st March 2024						
INCOME	*Q4 actual 2023-24	Full Financial Year	% of annual budget	Q4 actual 2022-23	Full Financial Year	% of annual budget
Membership	£5,430	£23,490	94%	£5,413	£25,914	77%
Donations/Legacies	£60,005	£248,522	142%	£53,031	£198,099	102%
Loans	–	–	n/a	–	–	n/a
Sales	£1,909	£14,176	76%	£2,580	£17,706	80%
Other (interest)	£1,641	£6,186	n/a	£1,124	£2,290	n/a
Wheels settlement	£8,250	£35,750	98%	–	–	n/a
Sale of assets	–	£1,037	n/a	n/a	n/a	n/a
TOTAL	£77,235	£329,161	131%	£62,148	£244,008	98%
EXPENDITURE						
Locomotive	£15,534	£256,245	n/a	£58,838	£104,423	n/a
Tender	–	–	n/a	£1,850	£3,258	n/a
Boiler	£23,208	£54,726	n/a	–	£2,345	n/a
Other Engineering	–	£3,617	n/a	£3,978	£5,582	n/a
Crane repayment	(£1,509)	(£2,877)	n/a	–	–	n/a
Sub-total	£37,233	£311,711	184%	£64,666	£115,879	71%
General expenses	£9,699	£46,177	94%	£10,527	£47,318	80%
Loan(s) interest	£625	£7,069	88%	£1,400	£9,931	124%
Loan repayment	£20,000	£20,000	100%	–	–	n/a
TOTAL	£67,557	£384,957	156%	£76,593	£173,128	69%

*Some totals differ by £1 due to rounding

Fourth thought for the quarter: The board agreed an income budget of £240,000 for 2024/2025 at the meeting on 27th April. This is slightly less than the forecast for 2023/2024 and includes the remaining nine months on the two year agreement for the wheels settlement. It excludes any loans which may be converted to donations during the year. I would add my sincere thanks to the members/donors/lenders who did that during the last financial year and to the member who agreed to roll over a £50,000 loan due for repayment in December 2024 until December 2025. We had some income during the year from some very surprising sources which hopefully we have advised you of in our ongoing communications.

INCOME DETAIL

Total membership income for the quarter including Gift Aid came to £5,430 and £23,490 for the year giving 94.3% against budget for the year, slightly down on last year but close to the budget set. The number of members we had at 26th April was 845, but this figure can change on a daily basis.

Donations were £60,005 for the quarter and £248,522 for the year (145.8%) . Last year it was £198,099. Gift Aid on donations for the quarter (including the loan transfers) amounted to £6,610. This included substantial amounts in Gift Aid on the loan conversions.

Regular donations The figure for the quarter was £21,873 and £89,020 for the year. The average amount per donation increased by £0.25 in Quarter 4 to £22.84. Total regular monthly donations coming from 303 donors at the end of March was £7,353. A total of 14 membership subscriptions were paid by regular donation in Quarter 4. See the usual chart below.

Other donations totalled £30,469 for the quarter and £97,563 for the year (195%) . A further factor in increasing other donations are legacies. Most welcome but they are not guaranteed and offset mainly by the loss of some regular donors.

2023/24 Donors				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	1	3	6	£21,873
Q3	1	2	3	£22,313
Q2	0	3	3	£22,238
Q1	1	2	13	£22,596

2022/23 Donors for comparison				
	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

5551 ENGINEERING EXPENDITURE FORECAST	Q4 – 2023/24			Q1 – 2024/25			Q2 – 2024/25		
	March 2024	April 2024	May 2024	June 2024	July 2024	August 2024	September 2024	October 2024	November 2024
	£	£	£	£	£	£	£	£	£
Current Bank Balance	£284,461	£268,892	£264,089	£262,628	£256,267	£222,259	£210,098	£176,089	£142,080
Income (Budget) excluding Gift Aid	£18,831	£18,182	£18,182	£18,182	£18,182	£18,182	£18,182	£18,182	£18,182
New Bank Balance	£303,292	£287,074	£282,271	£280,810	£274,449	£240,441	£228,280	£194,271	£160,262
Other Expenditure (Budget – excludes loan repayments)	£4,096	£4,013	£4,013	£4,013	£4,013	£4,013	£4,013	£4,013	£4,013
Loan Repayments	£20,000	–	–	–	–	–	–	–	–
Engineering Expenditure	£9,467	£20,818	£22,530	£20,530	£48,178	£47,578	£48,178	£48,178	£19,600
Gift Aid Return			£6,900			£4,960			£4,960
VAT Refund (Estimated)		£5,375				£16,287			£25,747
Forecasted Bank Balance	£269,730	£267,618	£262,628	£256,267	£222,259	£210,098	£176,089	£142,080	£167,356
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	£271,800	£269,688	£264,698	£258,338	£224,329	£212,168	£178,159	£144,151	£169,426
Actual Bank Balance (last day of month)	£268,892	£264,089							
Actual Income in Month	£18,568	£25,361							
Actual Outgoings in Month	£35,709	£30,176							

SALES AND EVENTS

Events Sales income was 72.3% against forecast, Quarter 4 was lower than last year with an income of £1,722. There were several pictorial book sales providing a total of £345 income (69.1%) for the year. No sale of raffle tickets in this quarter leaves a total of £5,153 for the year.

In total, the 'Events' section raised £1,909 in the quarter. The year's total was £14,176 (76% of budget set).

Other funding produced £35,750 with interest earned and the wheels settlement figures providing the majority of the income in this section.

Engineering The balance sheet shows a total expenditure of £37,233 spent in the quarter (£311,711 for the year) which includes repayments of £1,509 for the crane which now totals £2,877 for the year. Total spend at the year-end is £3.069m on the locomotive (£689,000 on the boiler) plus £211,000 on the tender and £643 on a support coach.

Overheads Overall, this area is 94% of the total budget set. There are plus/minus variances in each section but a pleasing result. I have not provided the breakdown on overheads this time to avoid information overload but if you email me I would gladly do so. If enough members respond, I will include the breakdown in future reports. There has been more income than expenditure during the quarter, leaving a £9,679 surplus. However, over the full year you will see from the chart that we spent more than we received resulting in a deficit of approximately £56,000.

Finally, there are outstanding invoices for £26,400 due at the end of March, with purchase orders to the value of £134,500 received awaiting invoices, giving a total of £160,900 committed.

My final thought for the quarter: The following was the final comment on my report on the budget set for the last financial year. "Even though we achieved an income of £244,000 this year (2022/2023) the board approved an income budget of £248,000 for 2023/2024. My head will probably roll if we don't make it." Well, I have survived and am still the treasurer!

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

5551
CLUB

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YOURSELF A CHANCE TO WIN
A SEAT ON THE FIRST TRAIN.**

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OR CALL 01785 244156**

PROJECT RESET

PROJECT PROGRESS REPORT

APRIL 2024

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

The main focus has been the moving of containers and various components from West Shed to Tyseley Locomotive Works (TLW). The move has been successfully completed and we are now starting to prepare the space and storage of components in the TLW workshop.

TLW are planning to move the engine into the workshop by the end of May. We are currently discussing the details of the first tasks to be carried out by TLW with the aim of commencing work during June 2024.

LOCOMOTIVE

We are pleased to report that successful resin impregnation and testing has taken place at Impregnation Services Ltd. The cylinders are now at Riley's and machining has commenced. We look forward to reporting further progress with both the cylinders and the wheel set in the coming weeks.

T1. No change February 2027.

T2. Wheel Set subject to change in priority post the move of the frames to Tyseley. After discussion with Riley completion likely June/July 2024.

T3. Frames. To finish drilling for spring hanger brackets. Final inspection and sign off.

T3A. Need 12 off new spring hanger brackets by June 2024.

T4. Final inspection and paperwork/sign off.

T4A. Cylinders currently at I. S. Ltd. Testing to commence week beginning 29th January 2024.

T4B. Timescale for Cylinder(s) completion TBA in conjunction with Riley's.

T5. Final inspection and paperwork to complete.

T6. Axleboxes and Keeps. Schedule with Tyseley with the aim to complete in time with Wheel set completion June/July.

T7. Now looking to recover Dragbox assembly TBA. Currently set for July 2024.

T8. Set Frames on Wheels – provisionally end of September 2024.

T9. Recovery of Bogie. Time frame/plan TBA in conjunction with Tyseley.

BOILER

We are also pleased to report that the riveting of the crown and the fitment of the crown stays have been completed. The fitting of minor pipework is underway as part of the first work package.

Work continues with good progress on the finishing of the riveting of the crown and also the fitting of the crown stays. With the boiler now turned on its side this gives HBSS the opportunity to finish the foundation ring and commence the fitting of the longitudinal stays.

BOILER WORK PACKAGES

TASK 6 to 12

6. Finish all internal pipe work
7. Fitting of the Dome
8. Regulator and Steam Pipe fitting
9. Fit all internal Brackets
10. Fitting of Palm Stay brackets and stays
11. Fitting of Fire Hole Door
12. Finish front Steel Laps
(The boiler will need to be turned at this point)

TASK 13 to 18

13. Finish Foundation Ring
14. Repair Copper Laps
15. Finish welding Backhead pads
16. Drill and Fit Corner longitudinal stays
17. Assemble and fit longitudinal stays
18. Finish Tubeplate

TASK 19 to 24 (to completion)

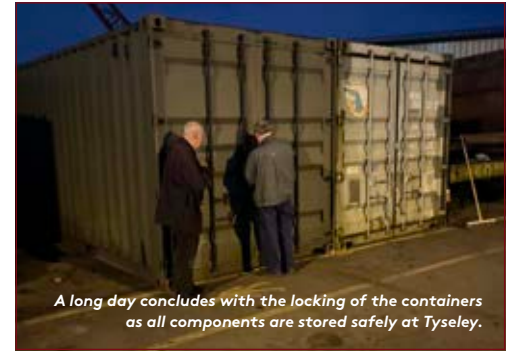
19. Fit tubes and flues
20. Fit washout plugs, mud hole doors and fusibles
21. Produce and fit mounting studs
22. Blanking plates
23. Hydraulic test
24. Steam test

TENDER

Currently under review to establish the next phase of work.

ENGINEERING REPORT

BY KEVIN WEST, DESIGN ENGINEER AND KEITH RICHES, PROJECT DIRECTOR



A long day concludes with the locking of the containers as all components are stored safely at Tyseley.



A happy team at West Shed as the final batch of components are loaded ready for delivery to Tyseley Locomotive Works.
ALL PHOTOS: KEITH RICHES

MAIN FRAME ASSEMBLY

The locomotive chassis remains sheeted over by the turntable at Tyseley, awaiting room in the workshop which is expected to happen by the time you read this edition of The Warrior.

COMPONENT MOVE TO TYSELEY

Following on from the successful operation to move the frames over to Tyseley the project then arranged for the final move of components and our two storage containers from West Shed to Tyseley, this took place on 25th March. As you can see from these pictures there were an awful lot of parts to move with a late finish for all those concerned.

Part of the move involved the separate safe storage of all the smaller brass components while the main move took place. These valuable parts were given short term secure storage in several domestic locations by team members, but have now been relocated to Tyseley.



CYLINDERS

Subsequent to resin impregnation the cylinders have passed pressure testing and are now relocated back to Riley's. The cylinder bores have been machined true, the machining of the liners will commence over the coming weeks. Progress will be reported in the monthly bulletins and The Warrior.

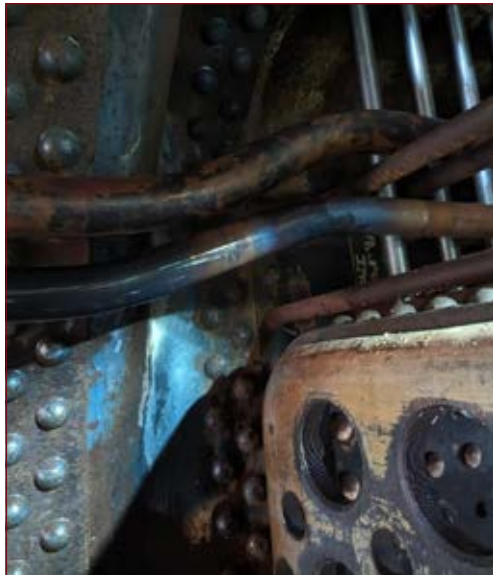
DRIVING WHEELS

The driving wheels are at Riley's and discussions are ongoing with regards to the next phase of work. Progress will be reported in the monthly bulletins and The Warrior.

BOILER

Work is progressing on the boiler at HBSS. The riveting of the crown and fitting of the crown stays are now completed. The boiler is now back in the workshop and work is progressing on internal fitment of the pipe runs and fitting of the palm stays.

The boiler has been laid on its side and this will give HBSS the opportunity to complete the foundation ring and fit the longitudinal stays. The following pictures show the boiler being lifted, some details shots of work in progress and then in position in the workshop.



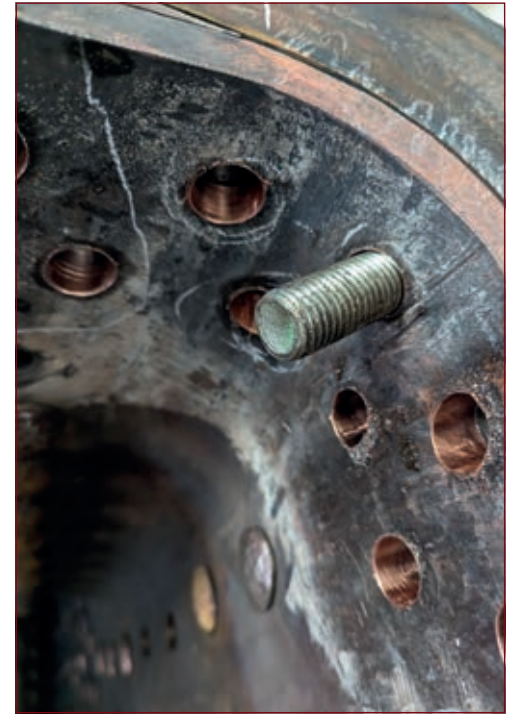
(Top left) The boiler being lifted before moving back into the workshop.

(Top right) Boiler back in the workshop showing the Crown Stays in place.

(Left) Internal pipework installed.

(Above) Palm Stays being fitted.

ALL PHOTOS COURTESY OF HBSS



(Top left and right) Images from inside the boiler showing detail work that has taken place. The boiler in position inside the HBSS workshop.

ALL PHOTOS COURTESY OF HBSS



The Main Line Steam Builders Group was formed and first met in 2022 at CTL Seal (Sheffield) – home of the Clan and B17 projects. Since which time the group has met at various venues including West Shed (Swanwick), Ricardo Rail (Derby), and most recently on 23rd April 2024 at the new Darlington Locomotive Works (home of the A1 Steam Locomotive Trust).

Briefly, the objectives of the group comprise (i) broadening knowledge of the importance of hazard identification and risk assessment in the construction of steam locomotives targeting main line running; (ii) sharing information on sourcing, specification and quality of parts obtained from different suppliers, and (iii) exchange of advice and guidance on a range of technical issues commonly encountered by steam locomotive engineering projects.

The group includes engineering team representatives from eight projects: the A1Steam Locomotive Trust (A1SLT Tornado/P2), the LMS-Patriot Project, the 72010-Hengist (Clan) project, General Steam Navigation (Merchant Navy class) project, King George V Trust, B17 Locomotive Trust, the Class G5 Locomotive Company (0-4-4 Tank Engine) and Railway Preservation of Ireland (RPSI), with guidance to the group from independent assessors Ricardo Rail.

The LMS-Patriot Project has been a leading contributor to the group since its inception, and continues to be so, since building a locomotive to main line standard remains fundamental to our longer term ambitions; our attendees always being two of Colin Hall, Kevin West and David Tuffin.

The latest meeting was hosted by the A1SLT at their new Darlington Locomotive Works facility. The morning session comprised a technical hazard identification and risk assessment update delivered by Graham Nicholas; formerly of and still a consultant to the Rail Safety and Standards Board (RSSB). Graham is a leading author of the key main line heritage rolling stock standard document RIS-4472-RST and the accompanying risk assessment guide RIS-2003-RST. An updated version of the former document has recently been issued.

Graham reminded the group that for a new build heritage project, the starting point should always be RIS-4472-RST, i.e. a standards led approach, with risk assessment work and necessary mitigations complementing this as necessary.

The afternoon session included varied discussions about the process for sharing of supplier information, ways to approach the challenge of converting historical drawings to CAD format, options for how to derive new drawings when originals are missing, discussion of cylinder materials, and feedback on early contact with mainline train operating companies (ToCs).

During lunch, the group was taken on a tour of the new Darlington Locomotive Facility, given an update on the construction of the new 2-8-2 P2 locomotive, and some early

hints about planning for the bicentenary celebration of the Stockton & Darlington line in 2025, which sounded like something to look forward to!



SALES REPORT

SALES@LMS-PATRIOT.ORG.UK
EVENTS@LMS-PATRIOT.ORG.UK

We have had good income from shows and talks since February which has kept our team very busy.

The London Festival of Railway Modelling was indeed a good show for us but that was marginally beaten by an excellent show at Statfold Barn in mid-April. Front and centre of our stand is the newly repaired locomotive collection box (with membership forms attached). Many thanks to Neil Kinsey who has made a lovely job of the box and also a carrying case. The coins just kept on dropping in so we will be utilising that more often now. We were blessed with lovely weather for this venue and it was a busy couple of days, two new members joined at that show as well.

Colin Hall did an evening presentation to RCTS Didcot and due to other commitments he asked me to do one to RCTS in Carnforth. Only a small amount of fright for one woman to present to 15 or 20 men who may have a much broader range of railway knowledge than I, but the reception was warm and the income generous – including another two new members – one on the night and another in the following week which arrived by post.

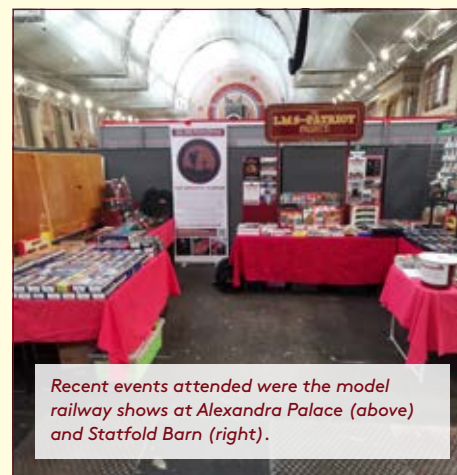
Upcoming shows are shown on the right, with many being confirmed for the months ahead. It is going to be a busy summer!

Finally please welcome aboard to our new Sales Director – Roger Bateman – I am so pleased that the position is finally filled. Both of us can be contacted using the following email addresses sales@lms-patriot.org.uk or events@lms-patriot.org.uk.

KIND REGARDS, JANET ELSON



Event	Date	✓ = Booked P = Provisional
Statfold Barn Summer Steam Spectacular (Micro stand)	Saturday 8th June Sunday 9th June	✓
Swanage Railway – Strictly Bulleid 2	Friday 7th June Saturday 8th June Sunday 9th June	✓
Railx Buxton, Buxton Pavilion Gardens, St. John's Road, Buxton, Derbyshire SK17 6BE	Saturday 6th July Sunday 7th July	✓
Arnhem Day – Staffordshire Regiment Museum, Whittington (Micro stand)	Saturday 3rd August	✓
Soar Valley Model Railway Society Exhibition, Loughborough Grammar School	Saturday 17th August Sunday 18th August	✓
Lichfield Model Show (Trent Valley Model Railway Society)	Saturday 21st September	✓
Stafford Railway Circle, Bingley Hall, Staffordshire Showground	Saturday 28th September Sunday 29th September	✓
GCR Autumn Steam Gala	Thursday 3rd October Friday 4th October Saturday 5th October Sunday 6th October	P
Warley at Statfold	Saturday 12th October Sunday 13th October	P
GCR Last Hurrah Gala	Saturday 16th November Sunday 17th November	P



Recent events attended were the model railway shows at Alexandra Palace (above) and Statfold Barn (right).



2024 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.

Please pay by bank transfer if possible, but we will be happy to accept cheques if you have no alternative means. (See panel opposite for payment instructions.)

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



Finally don't forget that the stubs and form need to be returned to the office address:
LMS-Patriot Company Ltd., Civic Centre, Riverside, Stafford ST16 3AQ

The draw will take place on Saturday, 9th November at our AGM which will take place in the marquee at Quorn & Woodhouse station, Great Central Railway.

THANKING YOU IN ANTICIPATION.
JANET ELSON, PROMOTER.

FROM THE NEW
OFFICE

NEW OFFICE DETAILS

LMS-Patriot Company Ltd.,
Civic Centre, Riverside,
Stafford ST16 3AQ.

01785 244156 or 07801 945689

email: office@lms-patriot.co.uk

Sending out the previous issue of the magazine went really well so fingers crossed for this one as it includes the tickets for this years prize draw – unless you have already let us know that you prefer not to receive draw tickets.

Those of you who have kindly opted to receive *The Warrior* by email will still have the opportunity to buy tickets with a chance to win a cash prize. You will find details of how to do this in the panel below.

It is noticeable that Royal Mail deliver considerably less mail than they did a few years ago. Many of you are opting to use email or the website to contact us and now pay subscriptions and make donations by bank transfer. We are aware though that some members still prefer to send a cheque by post and although the bank does charge a small fee when we pay them in, we are still very happy for you to use this method. You may not realise that however you pay your subscription it only covers the cost of membership administration. If you are able to add a small donation when paying your subscription we would be very grateful.

By the time you receive this magazine, all members (other than life members) will have received the new type

membership card with no expiry date. The cards will continue to remain valid provided the annual subscription is paid. The board decided on this system to help cut our stationery and postage costs and to also reduce the time spent on administration. In future no specific acknowledgment of renewal will be sent when you pay your subscription.

Please don't worry if you lose your card as should that happen we will be able to provide a replacement at any time.

Don't forget that should you need to contact us, our land line phone is available to take your messages 24 hours a day. Just leave a brief message and we will get back to you. Do however bear in mind that it may be a day or two before we do so, especially if you phone at a weekend.

Linda Westerman, Office Manager

2024 GRAND PRIZE DRAW

In the envelope with this issue you will find two books of 10 prize draw tickets. If you decide to buy them all, the total cost is £20.00. Details of how to pay and where to return the stubs can be found on a separate slip which should be completed and returned to us with the ticket stubs.

If you have not received tickets but wish to be entered into the draw please see the following options.

1. Arrange payment by bank transfer to our account – LMS-Patriot Company Ltd – number 00092990 at CAF Bank – sorting code 42-52-40 and quote **DRAW** as the reference. Please also advise the office by sending an email to membership@lms-patriot.org.uk to let us know the amount paid and number of tickets required, please add your membership number and/or URN and telephone number would also be helpful. We will then add your details to the tickets and include them in the draw.
2. Telephone our office on **01785 244156** to pay by debit or credit card.
3. Send a cheque to the office address with a note advising how many tickets you require.

**SAVE
THE
DATE**

2024 EVENT

SATURDAY 9th NOVEMBER LMS-PATRIOT COMPANY AGM

We have a change of venue for this year's AGM. It will be held in the marquee at Quorn & Woodhouse station, Leicestershire on the Great Central Railway. The meeting will commence at its usual time of 2.00pm.

The marquee will be heated and hot drinks will be provided to all members. The bar will be open and we are looking at the possibility of arranging food – but any bar and food purchases will be at your own cost.

As many of you will be aware the GCR run weekend trains throughout the year and we thought that many of you would like to make a day of it. With that in mind we have negotiated a reduced fare 'Privilege' all-day runabout ticket which will cost £14 against the usual fare of £23. However you **MUST** produce your LMS-Patriot membership card to take advantage of this.

You can purchase your ticket on the day at all of the stations on the line: Loughborough Central, Quorn & Woodhouse, Rothley and Leicester North.



REPLICA SMOKEBOX NUMBER PLATES

In the past I have manufactured replica smokebox number plates using the templates shown in the photos. Having moved house a couple of years ago and down-sized considerably I no longer have the facilities to continue.

The plates were either made to order, in which case I would make a donation from the sale to the project, or on a couple of occasions both 45551 and 5551 examples were raffled at members days when they were held at Llangollen. This proved particularly lucrative.

I am prepared to send the number templates to anyone who is willing to have a go at making plates in the future. If interested please contact me on 07999 769849.

NEIL KINSEY

5551

45551

LMS-Patriot Project 2025 Calendar

**ON
SALE NOW**

Featuring coloured monochrome images of LMS locomotives in BR liveries from the David P. Williams Archive

Size: 238 x 238mm (476mm when open)



ONLY
£10
PLUS
£2.50 P&P

TO ORDER YOUR COPY VISIT
WWW.LMS-PATRIOT.ORG.UK/SHOP
OR CALL 01785 244156





BACHMANN MODEL UPDATE

Now that it has been established that *The Unknown Warrior* will be operating initially on heritage lines with a borrowed tender, it has allowed us to proceed with the long-proposed Bachmann 00 Scale Model, which will feature a Fowler-design tender. This will be included in the next batch of 00 scale models that are likely to appear in the next couple of years.

The model will be part of Bachmann's standard range and therefore available through Bachmann stockists. Bachmann have intimated that they will contribute a proportion of the profits from these sales to the Project.

However, if you want something a bit special, we are investigating the possibility of a very limited edition which will only be available through the Project, which would be in a special wooden presentation box and include a special booklet and one or two other special items. It is hoped that the models will be available in DCC Ready and sound-fitted versions. Livery will be the LMS Crimson Lake as carried by No. 5551 when first built, which is not quite the same as shown above.

Over the years about 90 people have expressed interest in the special edition and we will use this as a guide number for the amount we hope to make available. We will update you with the latest information when we get it.

If you would like to register your interest in a model please contact the office on **01785 244156** or email office@lms-patriot.org.uk

JOHN HASTINGS-THOMSON,
DEPUTY CHAIR/EXTERNAL RELATIONS DIRECTOR
hastingsthomson@btinternet.com



Kris Wilson from **Caledonia Works** has produced a Train Simulation computer game that includes all 52 Patriots as well as *The Unknown Warrior*.

The game features realistic 3D graphics of LMS Patriots and includes:

- Numerous camera views
- Period LMS lamps
- Preservation headboards
- Variations and liveries from LMS to preservation
- 3D Nameplates
- Realistic fully functional cab

The LMS-Patriot Project has officially endorsed this game. In return, Caledonia Works has pledged to make a donation from the sale of this game to The LMS-Patriot Project. Priced at £19.99 the Train Simulation game can be ordered from: <https://caledoniaworks.com/product/lms-patriot-class/>

SIGN UP TO EASYFUNDRAISING AND HELP RAISE FUNDS FOR THE LMS-PATRIOT PROJECT

SEE PAGE 42 FOR DETAILS.



Spreading the word at military museums



The Project attended a two day model show at Bovington Tank Museum on 10th/11th February for the first time with our Patriot sales stand. We sold second hand model railway items at this show as well as Patriot branded items. While not primarily a railway event, the Tank Museum hosted a new event aimed at military modelling. Everything from WW2 tanks, Royal Navy ships and model aircraft from all eras, all over the world could be seen in model form as well as a multitude of military tanks which are on display inside the museum.

The aim of attending this show was to bring the Project to a different audience at events with military connections, fulfilling our remit as the National Memorial Engine, and creating awareness and interest in the Project and gaining new members and donors.

Colin Hall and myself met the new Director of the Tank Museum, Chris Price, who was previously the CEO at the North Yorkshire Moors Railway and has now been at the Tank Museum for around eight months. Chris was supportive of the Project and expressed his desire to see the *Royal Tank Corps* nameplates from Patriot No. (4)5507 attached to 5551 to recreate the original engine. The original nameplates were donated to the Museum by British Railways after 45507 was withdrawn in 1962. These are now on permanent display at the Bovington museum.

On Saturday 11th May Janet Elson, LMS-Patriot Project Director and Andrew Laws attended the Staffordshire Regiment Museum at Whittington Barracks near Tamworth with our mini-stand.

Janet's husband, Jeff Elson, is head of research at the Staffordshire Regiment Museum and is an ex-serving member of the Regiment, he is now a military historian and author. So thanks to Jeff's association with the Staffordshire Regiment Museum we have been pleased to attend several events at the museum.

The latest event we attended was the *Gallipoli and Wider Great War Day*. The trenches at the museum were configured to how they would have looked in Turkey in 1915. Re-enactors were also in attendance wearing period military uniforms.

The museum has a great collection of military vehicles including an Iraqi Armoured Personnel Carrier which was requisitioned by the British Army during the Gulf War. Around 10,000 exhibits are on display at the Museum.

Further information about the Bovington Tank Museum and Staffordshire Regiment Museum can be found at: www.tankmuseum.org and <http://staffordshireregimentmuseum.com>

LMS Patriot 4-6-0 No. 5523 at Leamington Spa Avenue in 1936, the engine was named Bangor in 1938. Situated on the coast of north Wales coast Bangor is the oldest city in Wales and one of the smallest cities in the United Kingdom.

Photo: © Gordon Coltas Trust/Manchester Locomotive Society



THE LMS BEYER-GARRATT 2-6-0+0-6-2

Beyer-Garratt No. 47982 pictured at Kettering on 7th May 1955.

PHOTO: DAVID P. WILLIAMS © THE TRANSPORT TREASURY



As Britain's economy grew rapidly in the Victorian and early Edwardian era the need to transport raw materials and finished goods in bulk to all parts of the country meant the railways were relied upon to provide this service. In the case of the Midland Railway one of the reasons it existed was to transport vast quantities of coal from the mines of Nottinghamshire and Derbyshire south to the capital leading to a heavy flow of coal traffic on a daily basis.

After Grouping, the LMS initially continued the Midland Railway's 'small engine policy' of hauling trains often using two locomotives of moderate power coupled together. This led to most of the Toton (Nottinghamshire) to Brent (London) coal trains being double-headed by 0-6-0 locomotives, a practice that was understandably uneconomical.

The LMS sought to address this problem by introducing a Garratt locomotive, designed by Fowler, and initially three were ordered from Beyer, Peacock and Company of Gorton, Manchester, with a remit that they would be able to haul around 1,500 tons at 25 mph. However, the LMS Derby design office insisted on, amongst other changes, the fitting of their standard axleboxes to the design. These axleboxes were barely adequate for the LMS Fowler Class 3835 0-6-0 (later referred to as 4F) locomotives, on which they frequently overheated, and as the Garratts were much larger, they unsurprisingly became a major weakness, they were also built with an out-of-date valve gear arrangement and were heavy on coal and maintenance.

The first three locomotives (Nos. 4997-4999) were built in April 1927 and were fitted with vacuum brakes, the remaining 30 (Nos. 4967-4996) were built in the period from August to November 1930. All were built with straight sided bunkers but from 1931 all except the first two of the 1927 trio were fitted with revolving coal bunkers. These were

conical in shape and were revolved and oscillated by means of a small 2-cylinder steam engine. The revolving bunkers reduced coal dust from entering the cab and the oscillation facility made them self-trimming, but it was reported that they were still unpopular to drive bunker-first due to dust, and that covers were unsuccessful.

In 1938 the class was renumbered, becoming 7967-7999 in order to make way for the new Stanier 'Black Fives'.

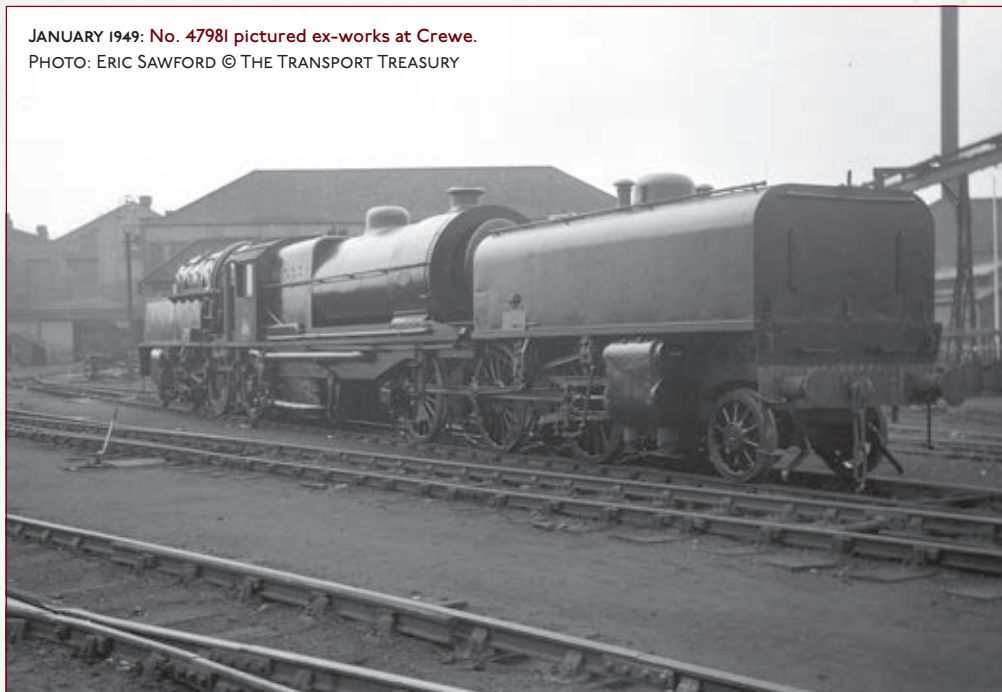
The roundhouses at Toton MPD had to have extra length Garratt roads to accommodate them with others allocated to Wellingborough (where 15 locomotives were located in the 1950s) and Hasland near Chesterfield. As new locomotives were introduced by Stanier they began to be used on other duties including Manchester-bound freights which were generally routed along the Hope Valley Line, the Garratts normally came off their trains at the Gowhole freight sidings just south of Chinley. A few would work the Ambergate to Pye Bridge Line using the north curve at Ambergate, but only as far as Rowsley, where the train would be split. This was normal for goods trains because of the danger of couplings breaking on the climb to Peak Forest.

In addition, although they had ample tractive effort to climb the gradient, in the days before goods wagon trains had continuous brakes there were problems on the way down into Chinley. On an early attempt, one of the class was inspected at Heaton Mersey and it was found that all of its brake blocks had melted.

All of the class made it into British Railways service but withdrawals commenced in 1955 as more of the Standard 9Fs became available to replace them, with 47985 the first to go in June of that year, the rest of the class followed quickly and by March 1958 the class had disappeared with the withdrawal of No. 47994 from Hasland shed, meaning that none of them had completed 30 years service.

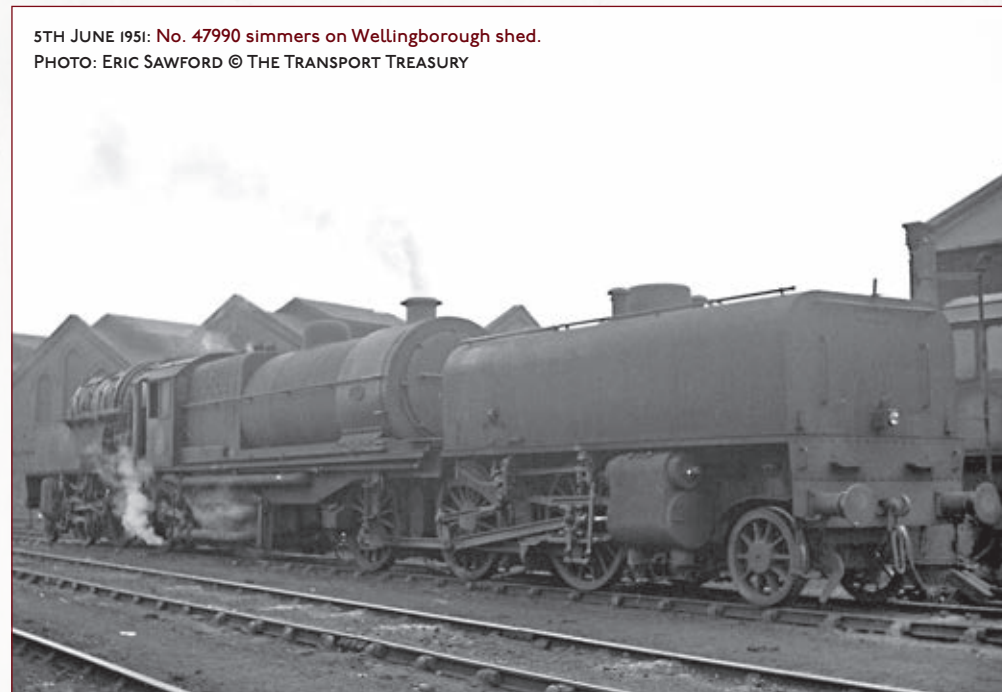
JANUARY 1949: No. 47981 pictured ex-works at Crewe.

PHOTO: ERIC SAWFORD © THE TRANSPORT TREASURY



5TH JUNE 1951: No. 47990 simmers on Wellingborough shed.

PHOTO: ERIC SAWFORD © THE TRANSPORT TREASURY



No. 47988 pictured at Cricklewood, date unknown.

PHOTO: ALEC SWAIN © THE TRANSPORT TREASURY

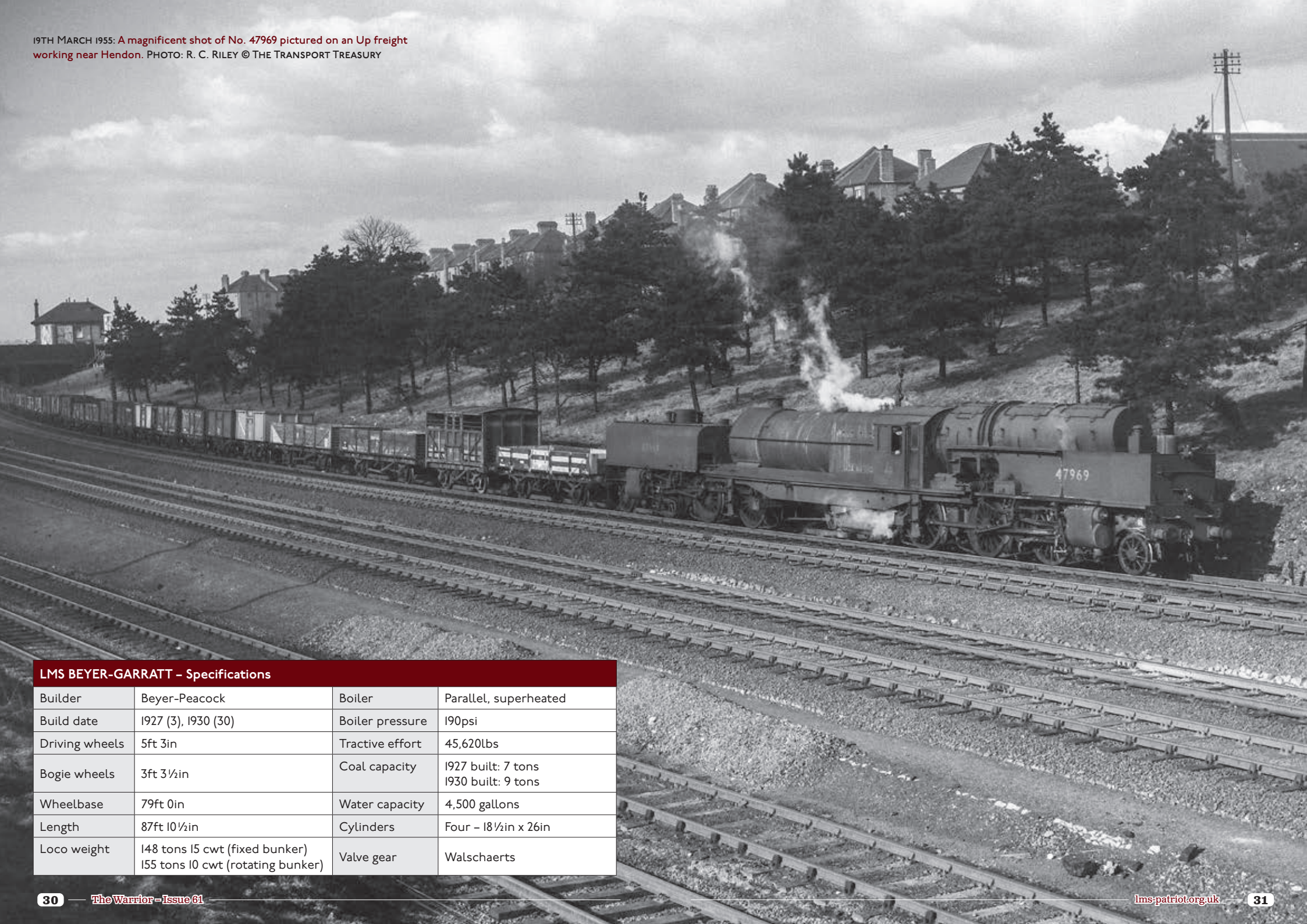


13TH OCTOBER 1956: No. 47973 on a southbound freight passing through Church Fenton.

PHOTO: MIKE MITCHELL © THE TRANSPORT TREASURY

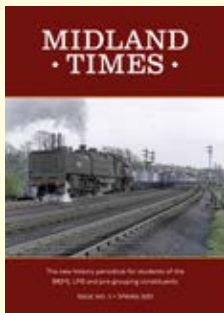
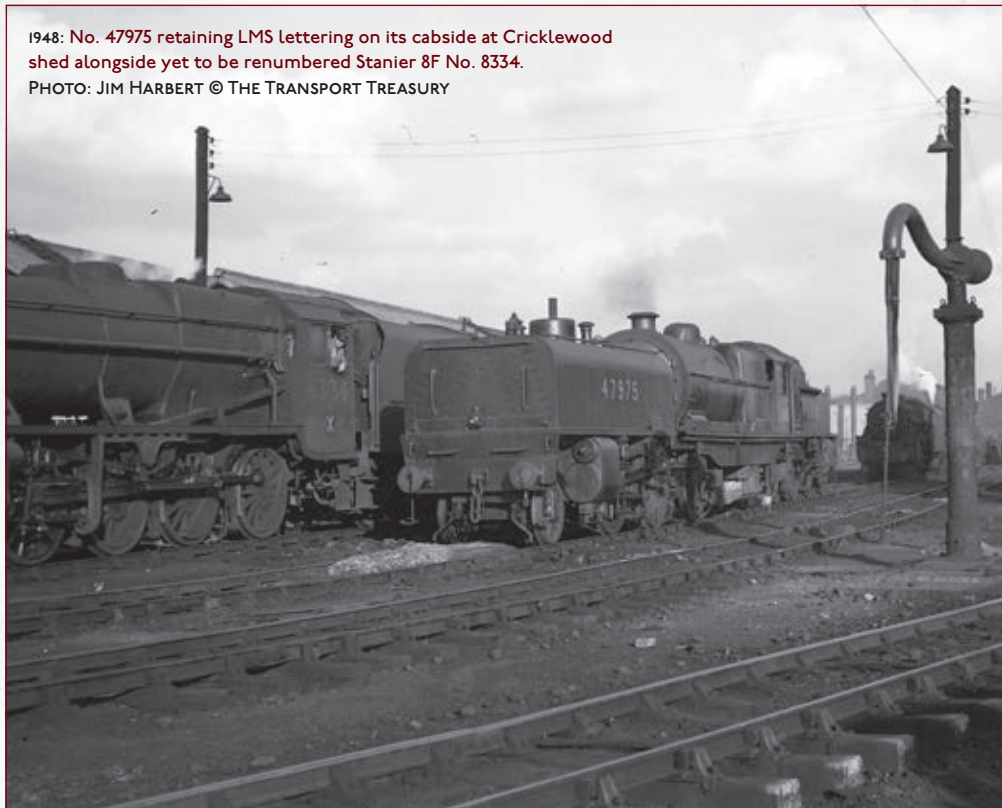


19TH MARCH 1955: A magnificent shot of No. 47969 pictured on an Up freight working near Hendon. PHOTO: R. C. RILEY © THE TRANSPORT TREASURY



LMS BEYER-GARRATT – Specifications			
Builder	Beyer-Peacock	Boiler	Parallel, superheated
Build date	1927 (3), 1930 (30)	Boiler pressure	190psi
Driving wheels	5ft 3in	Tractive effort	45,620lbs
Bogie wheels	3ft 3½in	Coal capacity	1927 built: 7 tons 1930 built: 9 tons
Wheelbase	79ft 0in	Water capacity	4,500 gallons
Length	87ft 10½in	Cylinders	Four – 18½in x 26in
Loco weight	148 tons 15 cwt (fixed bunker) 155 tons 10 cwt (rotating bunker)	Valve gear	Walschaerts

1948: No. 47975 retaining LMS lettering on its cabside at Cricklewood shed alongside yet to be renumbered Stanier 8F No. 8334.
PHOTO: JIM HARBERT © THE TRANSPORT TREASURY



THE BEYER-GARRATT ARTICLE ORIGINALLY APPEARED IN MIDLAND TIMES, ISSUE 2, A PERIODICAL PUBLISHED BY TRANSPORT TREASURY PUBLISHING, EDITED AND PRODUCED BY WARRIOR EDITOR, PETE SIKES. PUBLISHED THREE TIMES A YEAR COPIES ARE AVAILABLE FROM OUR WEBSITE WWW.LMS-PATRIOT.ORG.UK/CATALOGUE/OVERVIEW/BOOKS

MIDLAND TIMES IS ALSO AVAILABLE DIRECTLY FROM TRANSPORT TREASURY PUBLISHING WWW.TTPUBLISHING.CO.UK. A SUBSCRIPTION SERVICE IS ALSO AVAILABLE.

LAST FEW LMS BESPOKE NUMBERS REMAINING

For a donation of £80 change your membership number to one of the remaining Patriot LMS loco numbers.

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. The LMS numbers available are shown below.

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 as per the examples shown below.

5500

5524

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

Call the office on

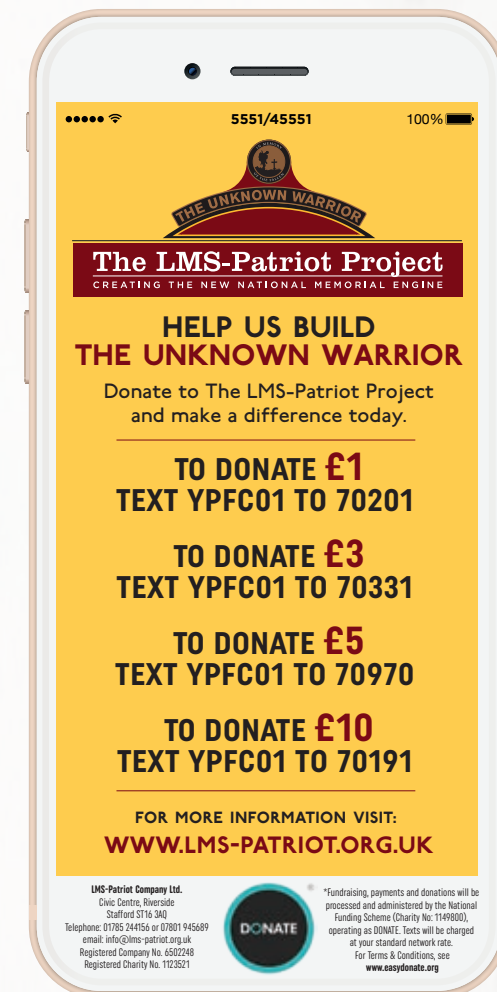
01785 244156
to order your bespoke number

DONATIONS BY TEXT

We have recently reintroduced a facility for individuals to donate by text. Those members/donors who have been with us a while might remember this facility being available in the early days. Unfortunately, the organisation that provided it ceased to operate but we have now enrolled with the National Funding Scheme whose website is:

<https://www.nationalfundingscheme.org/>

We are hopeful that it will increase our income when placing advertisements in the railway press although anyone can access this with an internet enabled mobile phone.



Texts will cost your donation amount plus your standard network message charge.

MEMBERS' CORNER

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

HAWKINS' FAVOURITES

Dear Pete

I am writing to you to congratulate you on another wide-ranging and enormously informative and interesting issue of The Warrior, not I hasten to add, because you published a letter of mine.

On this occasion, I am writing of great admiration for the work of Philip Hawkins FGRA, reproductions of whose work often figures on the Railway Children Charity Christmas cards.

Recently I was given a copy of his book depicting a number of his paintings, **Tracks on Canvas**. I already had a copy that I purchased many years ago and had looked at the pictures many, many times. However, scanning the second copy, I started at the introduction and I thought some of the members might be interested to read the following quote – "of all the locomotive types to cross 'my bank', my favourites were the Patriots. Though not as glamorous as the Scots, their straightforward, no-nonsense demeanour topped off by that odd pinched-in chimney appealed to me and I always think of them as *proper engines*."

Three pictures of Patriots figure in the book, 45506, 45509 and 45511 which is also on the Railway Children Christmas card and reproduced below).

ALL BEST WISHES, JOHN RIDER, MEMBERSHIP NO. 195/07 – 3RD MARCH 2023



Thank you to all who contributed their articles that appeared in Warrior 60, 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 Ltd., Civic Centre, Riverside, Stafford ST16 3AQ.

OBSESSION WITH STEAM

Dear Pete,

I have often wondered what triggered people like me to get hooked on steam railways for life. The great article on Big Bertha reminded me.

As an 11 year old living in Redditch in 1945, my pal and I were bored and didn't know what to do next. His dad said get on your bikes and ride to Vigo, part way up the Lickey bank, which we did. Very impressed with the all-out effort, particularly by the Jinty bankers, but when it was Bertha's turn that was an eye opener.

Eventually a Bristol train heading north hauled by Jubilee Ontario tackled the bank which was the first time I discovered that engines had names. A week later my pal found out about the Ian Allan ABC's. That was it.

Excursions to Birmingham New Street, followed by Tamworth and then Crewe and Derby Works. I joined the British Locomotive Society run by dear old Pop Norris, anyone remember him? Then serious shed bashing began by coach but later by car with friends when I could drive. It was an obsession as in some classes there were not significant differences in any of them but I HAD to see them all. I finally finished when I had special permission to visit Lowestoft Sleeper Depot to see my last elusive engine, Departmental Sentinel No. 40, ex-68173 in July 1963, photograph attached.

I have nearly 3,000 photographs I have taken which, together with my geographical knowledge learnt covering the whole country brings back many memories, so it has been worth it. I still enjoy steam on the West Somerset Railway and main line excursions.

I intend to live long enough to enjoy my ride behind **The Unknown Warrior**.

DAVID PHILLIPS,
MEMBERSHIP
NUMBER 0020/09

*Civil Engineers
Departmental
Locomotive
No. 40 at
Lowestoft
Sleeper Depot
in July 1963.*





First Public viewing of the new National Memorial engine.

"THE UNKNOWN WARRIOR"

The new National Memorial steam locomotive, LMS Patriot class 'The Unknown Warrior' to Visit the National Memorial Arboretum on route to the Warley National Model Railway Exhibition.

The new build national memorial Steam Locomotive 'The Unknown Warrior', will travel from its current build home in Llangollen to the NEC on 21st November 2013 to take its place as the centrepiece display at the Warley National Model Railway Exhibition to be held on 23rd and 24th November.

The 'under construction' locomotive will travel first to the National Memorial Arboretum where a service will be held to bless its first showing to the public.

Over 90% of the locomotive is being manufactured in the Midlands and it is therefore especially important to the local economy.

Servicemen from all major services including Submariners, the Army and the RAF will be in attendance on Thursday 21st November between 12.30 & 3pm at the service held in honour of the locomotive and all railway servicemen at the Arboretum, Alrewas, Derbyshire. DE13 7AR

All Service people and members of the public are welcome to attend this unique event.

Following the service and unveiling to the public, the locomotive will continue to the NEC where it will be the first exhibit to enter hall 5 for its place at the centre of the 21st annual Warley National Model Railway Exhibition which takes place on Saturday 23rd and Sunday 24th November 2013.

The engine will be joined by 2 narrow gauge locos from World War 1, a loco and coach from the Corris railway and 86 model railway layouts for the UK's largest and premier model railway exhibition.

During the NEC Exhibition it is expected to have Cab painted and lined, Green on one side, Maroon on the other.

LMS Patriot project website www.lms-patriot.org.uk

WMRC November 2013

WITH THANKS FROM THE WARLEY COMMITTEE



Left and above: The letter and plaque presented to Roger by Warley Model Railway Club to commemorate our appearance at the NEC, Birmingham in November 2013. Below: The loco as it appeared at the Warley Model Show.



While working on the sales stand at Statfold Barn a gentleman from Warley Model Railway Club came up to me on the stand and handed me a framed letter and plaque.

He said that the Warley Show Committee were so impressed with the efforts of the Patriot team with their endeavours to build **The Unknown Warrior**, they agreed it deserved a thank you for arranging to get it to their exhibition. They decided to mark this with a plaque and framed letter for us to keep as a mark of their appreciation of the work and dedication of the members of the LMS-Patriot Project. He also expressed his thanks to the transport crew for their care in manoeuvring the loco into position under difficult circumstances.

ROGER BATEMAN, SALES DIRECTOR

ROYAL ORDNANCE FACTORY, SWYNNERTON, STAFFORDSHIRE

The Royal Ordnance Factory (R.O.F.) at Swynnerton was one of the largest underground munitions factories in Britain. It was so well camouflaged that there was no attempt to bomb the site in WW2.

It had two railway branches, one for materials, the other for staff. The Cold Meece terminal was the busiest non-timetabled station in the county with trains arriving from north and south. It had four platforms, six roads and was used from March 1940 until June 1967. It was used by an average of 8,000 passengers a day which equates to three million per year.

The complex had seven accommodation sites, all named after British Admiral's – Frobisher, Drake, Duncan, Beatty, Howard, Nelson and Raleigh. There was an eighth, Jefferson, this accommodated U.S.A.A.F. crew who were flown into R.A.F. Seighford just south of Cold Meece, part of the Central Crew Replacement Centre at Stone (1942-45).

It was a 35 mile round trip for my grandfather who was a Steam Plant engineer and cycled from Hanford to where he was needed during the Second World War. Nelson was used by the Staffordshire County Council as its Teaching Training College until 1980. Drake Hall is still in use as a women's prison and young offender institution. Raleigh became a small industrial estate and Howard, Duncan and Beatty were taken over as a G.P.O. Communications Training College until rebuilding took place around 1990. Frobisher was the village hall for Swynnerton village until it was demolished in the late 1970s, being replaced by a purpose-built community hall.

R.O.F.s OF STAFFORDSHIRE

Swynnerton was the most recent and largest R.O.F. built during the Second World War, Lord Stafford lost many acres of his baronial estate in mid-Staffordshire. The core of the R.O.F. is still Ministry of Defence property, used as a training area, although much of the underground space was used for landfill until recently.

The last R.O.F. to remain operational was at Radway Green on the Kidsgrove-Alsager railway, it was working until the end of the 20th century but has since been demolished.

Although there were many factories that turned to 'war work', such as Michelin, Rootes Cars and English Electric the county was home to two aircraft manufacturers; Boulton Paul at Pendeford and Bristol at Blythe Bridge, both adjacent to L.M.S. lines.

Featherstone, north of Wolverhampton was the other R.O.F. also built by a main railway line to allow for easy movement of materials and completed shells. Unlike Swynnerton it wasn't largely underground. It is now HMP Brinston.

One of the largest munitions stores was at R.A.F. Fauld near Tutbury. At 11:11 am on Monday, 27th November 1944 thousands of tons of bombs exploded in the underground munitions storage depot. It was one of the largest non-nuclear explosions in history and the largest on UK soil. The site is monitored by R.A.F. Stafford.

The U.S.A.A.F. had munitions stores at Bramshall near Uttoxeter, with a line off the Stoke-on-Trent to Derby line. Limited ammunition bunkers were at R.A.F. Lichfield, Hixon and Seighford, all bases with Bomber Operational Training Units.

ARTICLE AND WORDSEARCH 37 BY TONY HEWITT,
MEMBERSHIP NUMBER 0540/00

WORD SEARCH 37

ROYAL ORDNANCE FACTORY, SWYNNERTON

ANKERTON · BEATTY (HALL) · BLOCKBUSTERS · BOMBS · COLD MEECE · COLD/NORTON
COTES · COTES HEATH · CORDITE · COKES · CODE · CRANBERRY · CREWE · CYCLE
DRAKE · DUNCAN/HALL · FACTORY/STATION · FIRING RANGE · FIRST · FIVE PLATFORMS
FROBISHER (HALL) · GREAT BRIDFORD · HANFORD · HEWITT · HIDDEN · HOWARD (HALL)
KEELE · LORD/STAFFORD · LAKES · LEEK · MIDLAND RED · MILL MEECE · MUNITION(S)
NELSON (HALL) · NORTON BRIDGE · ORDNANCE · POTTERIES MOTOR BUS (TRACTION)
RALEIGH (HALL) · RIVER MEECE · R.O.F. (x6) · SECOND/WORLD/WAR · SHELLS · STAFFORD
STAFFORDSHIRE · SHALLOWFORD · STEAM/PLANT · SLINDON · STANDON BOWERS
SILVERDALE · STURBRIDGE · STOKE-ON-TRENT · STONE · SWYNNERTON/PARK · TNT (x5)
TRENT/VALLEY/LINE · UNDERGROUND · WEST COAST/LINE · YARNFIELD · YELLOW/SKIN

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

*All eyes are on No. 45544 as she is seen between duties at
Liverpool Lime Street on 16th July 1955.
PHOTO: R. J. BLENKINSOP. © THE LMS-PATRIOT PROJECT.*



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



The LMS-Patriot Project

CREATING THE NEW NATIONAL MEMORIAL ENGINE

PLEASE CONSIDER MAKING A REGULAR DONATION AND HELP US FINISH THE UNKNOWN WARRIOR

You can sign up for either a short or long donation period by filling in the start and finish date of your contribution on the form below.

Standing Order Mandate for Regular Donations

TO THE MANAGER

(YOUR BANK'S NAME)

YOUR BANK'S ADDRESS

POST CODE

YOUR ACCOUNT NAME

ACCOUNT NUMBER

SORT CODE

Please pay CAF Bank Ltd., 25 Kings Hill Avenue, West Malling, Kent ME19 4JQ,
Sort Code 40-52-40 for the credit of 'The LMS-Patriot Company Ltd.', Account Number 00092990 the sum of

£

ON

AND THEREAFTER AT MONTHLY INTERVALS UNTIL

(or until I cancel this Standing Order Mandate with my bank).

QUOTING REFERENCE – URN (if known)

SIGNED

DATE

**Please return this form to: LMS-Patriot Company Ltd.,
Civic Centre, Riverside, Stafford ST16 3AQ. or call 01785 244156/07801 945689.**

Your name, address and membership details will be held on computer for mailing purposes only and will not be sold or distributed to any other third parties or organisations. The LMS-Patriot Company is registered with The Information Commissioner's Office and complies fully with the current Data Protection Act 2018 (GDPR).

Registered Company Number 6502248 · Registered Charity Number 1123521

VAT Registration Number 978 8801 48.

Registered Office: LMS-Patriot Company Ltd., Civic Centre, Riverside, Stafford ST16 3AQ..

www.lms-patriot.org.uk · e-mail: office@lms-patriot.org.uk

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FOR OFFICE USE:

MEMBERSHIP NO.

URN

SPONSOR A PART OR MAKE A DONATION

This is just a small section of parts available, www.lms-patriot.org.uk/sponsorship for the full list.

If your chosen part is not available we will choose an alternative for you.

Rivets (thousands required)	£5 each
Tender Rivets – supply and fit (2,854 available)	£25 each
Copper Pipe (3 metre lengths)	£36 per length
Transverse Stays (14 available)	£300 each
Axle Box Castings (4 available)	£625 each
Stretchers 3 - Casting (1 available)	£637
Stretchers 2 - Casting (1 available)	£1,375
Stretchers 4 - Casting (1 available)	£2,500
Tyres (4 available)	£3,500 each
Machining of outside Cylinders (2 available)	£5,000 each
Crank Axle (1 required – available in donations of £100)	£10,000

I WOULD LIKE TO MAKE A DONATION OF:

£10 ☐ £25 ☐ £50 ☐ £75 ☐ £100 ☐ £250 ☐ £500 ☐ £1,000 ☐

OTHER (PLEASE STATE) £



I WOULD LIKE TO JOIN THE 5551 CLUB FOR A CHANCE TO WIN A SEAT ON THE FIRST TRAIN:

£55.51 ☐

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

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

AND ENCLOSE A CHEQUE FOR £

NAME:

MEMBERSHIP NUMBER/URN:

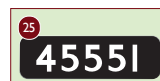
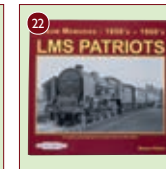
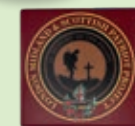
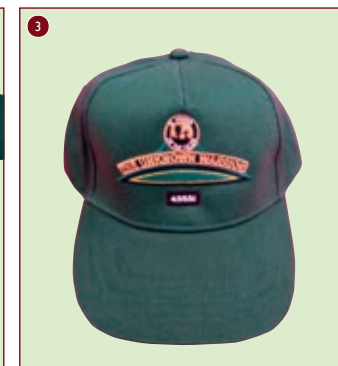
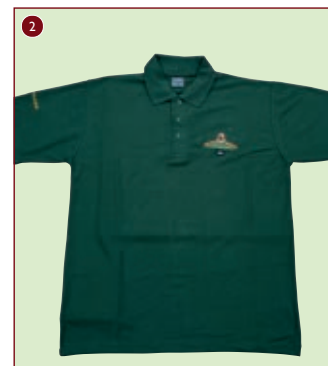
ADDRESS:

POST CODE:

TELEPHONE/MOBILE:

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

Please make cheques payable to 'LMS-Patriot Company Ltd' and return this form to our office:
LMS-Patriot Company Ltd., Civic Centre, Riverside, Stafford ST16 3AQ. or call 01785 244156/07801 945689.



THE LMS-PATRIOT PROJECT – SALES ORDER FORM

Item No.	Item Description	Size	Quantity	Cost £	P&P £	Total
1	NEW 2025 Calendar			10.00	2.50	
2	Green Polo Shirt with crest and BR number (S, M, L, XL, XXL)			20.00	4.50	
3	Crest and BR Number Cap – Green			10.00	4.50	
4	Crest and BR Number Beanie Hat – Green			9.00	2.50	
5	Greetings Card – 'Ready to Go' – pack of 3			5.00	1.50	
6	Greetings Card – 'Arnside Double-header' – pack of 3			5.00	1.50	
7	Patriot Isle of Man Mug – Green			6.00	4.50	
8	Patriot Isle of Man Coaster – Green			3.00	2.50	
9a	5551 Loco Profile Black Mug			6.00	4.50	
9b	5551 Loco Profile Black Coaster			3.00	2.50	
9c	Patriot Project In Memory of the Fallen Red Mug			6.00	4.50	
9d	Patriot Project In Memory of the Fallen Red Coaster			3.00	2.50	
10	Crest Polo Shirt – Burgundy (S, M, L, XL, XXL)			20.00	4.50	
11	Crest Sweatshirt – Burgundy (S, M, L, XL, XXL)			25.00	4.50	
12	Crest Fleece – Burgundy (S, M, L, XL, XXL)			35.00	4.50	
13	Crest Backpack – 19-litre capacity			30.00	4.50	
14	Crest Cap – Burgundy/Black			10.00	4.50	
15	Crest Beanie Hat – Burgundy/Black			9.00	2.50	
16	LMS-Patriot 5551 'Spinning' Keyring			4.50	2.00	
17	The Unknown Warrior CD by Alf Tubb (Basel Festival Orchestra)			10.00	2.50	
18	The Patriots – A Pictorial Record. Volume 1, 45500-45525			18.95	4.00	
19	The Patriots – A Pictorial Record. Volume 2, 45526-45551			18.95	4.00	
20	RCTS 'A detailed history of LMS Patriot 4-6-0s' – 224 pages			24.95	5.00	
21	The Book of the Patriot 4-6-0s – Graham Onley			12.95	3.50	
22	Steam Memories – LMS Patriots			9.99	2.50	
23	Claughton & Patriots 4-6-0s Book – G. Toms and R. J. Essery			16.95	3.50	
24	5551 Pin Badge			4.50	1.75	
25	45551 Pin Badge			4.50	1.75	
26a/26b	'The Unknown Warrior' Profile Badge – LMS Red or BR Green			4.50	1.75	
27	LMS-Patriot Project Tea Towel			5.00	2.00	
28	New Crest and Nameplate Pin Badge			4.50	1.75	
29a	5551 Socks – 1 pair PRICE REDUCED			4.00	1.50	
29b	5551 Socks – 3 pairs PRICE REDUCED			10.00	2.50	
				TOTAL		

Ordered by: _____

Delivery Address: _____

Post Code: _____

E-mail Address: _____ Tel. No: _____

Garment colour and size: _____ Membership No./URN _____

Please indicate size required when ordering garments. Make cheques payable to: **LMS-Patriot Company Ltd.** and send to: **LMS-Patriot Company Ltd., Civic Centre, Riverside, Stafford ST16 3AQ or call 01785 244156/07801 945689.**

W60/29.02.2024

LMS-Patriot Company Limited

Creating the new National Memorial Engine

Patron Simon Weston, CBE



Company Registered in England and Wales No: 6502248

Registered Office: LMS-Patriot Company Ltd., Civic Centre, Riverside, Stafford ST16 3AQ.

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

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

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Financial volunteer: Mike Archer-Smith

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Email: info@lms-patriot.org.uk

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

Website: www.lms-patriot.org.uk

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The Warrior

No. 45539 E. C. Trench waits to depart
Preston with the 4.15pm Manchester
to Glasgow service on 11th June 1960.

PHOTO: W. A. BROWN
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THE LMS-PATRIOT PROJECT.

