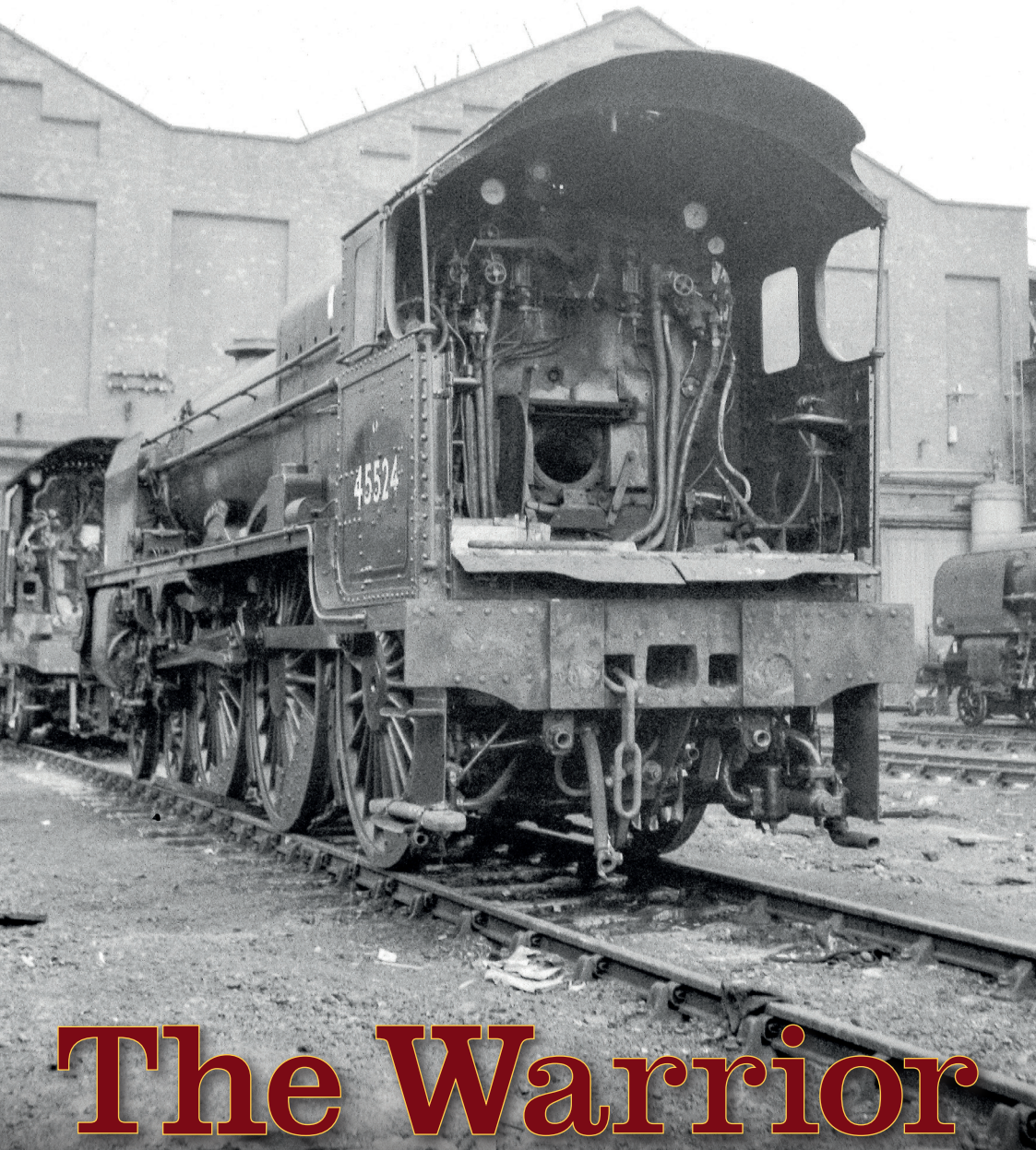




NOVEMBER 2024
Issue 63 • £4.00



The Warrior

THE MAGAZINE FROM THE LMS-PATRIOT PROJECT



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2020 AWARD FOR
COMMUNICATIONS

Editorial

Welcome to your latest edition of *The Warrior*. In this issue we cover two events where we got the chance to meet and talk to our members face-to-face. It was great to see many of you at Tyseley for our first Members' Day for five years and at Quorn & Woodhouse for our AGM.

Neither of these events would go ahead without the support of our volunteers, who let's not forget are also members themselves. It is with a sense of pride that we have so many people who are prepared to give of their time to make these events happen, and they turned out in good numbers to make sure that everything could run as smoothly as possible.

Although visual progress on the locomotive would lead you to believe that not much has been done over the past year, we think it has been one of considerable progress, not to mention hard work. From the time that we left West Shed almost a year ago some of the Directors must feel as though they had returned to full-time work, with many hours committed to organising the removal and transportation of parts, liaising with manufacturers, getting drawings approved, finance, sorting out agreements and insurance, risk assessment – I'm sure the list could go on!

It is this unseen work on behalf of our members and supporters that will ensure the eventual success of this project. Thank you to everyone who works so hard.

And finally, we would like to wish you all a Merry Christmas and a very happy new year.

Pete Sikes, Editor

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

FRONT COVER: Fowler 'Patriot' Class 6P 4-6-0 No. 45524 Blackpool at Crewe Works on 24th April 1960.

Photo: Robert Anderson © The Transport Treasury

Chairman's Thoughts

NOVEMBER 2024

I'm writing this hot on the heels of our 2024 AGM on 9th November. I had to tell our members who made the journey to Quorn and Woodhouse on the Great Central Railway, that our enthusiasm at the move into the Tyseley workshop area in July had been tempered by the lack of decisive progress since then. Autumn is firmly with us, the clocks have gone back, but we are still not in the main workshop where we need to be for work to start. You can read about that and other issues which are holding up work starting at Tyseley in our Engineering Update on page 10. Patience is a virtue, and there is some hope that, by the time you read this, things will have moved on.

Thanks to those of you who made it to Tyseley in September for our first Members Day in five years. On balance the feedback was positive, although one or two felt the catering logistics could have been better. We will think carefully about that next time around: for my part, I very much hope we can get better access on the day to 5551, when it is in its final assembly position in the main workshop.

I hope you saw the article about us in Steam Railway in November. Steam Railway are our friends, and the article was a very fair statement of our situation. We had in fact provided a lot of input to the article. However, my eyebrows raised a little when I read in their last sentence "that *The Unknown Warrior* may ultimately be around 10 years overdue when it does eventually steam". I have previously said that we no longer set unrealistic target steaming dates, as they all too easily become the basis for the project being 'overdue'. I reminded our AGM attendees that completion in 10 years by 2018 was always an enthusiastic, rather than a realistic, timetabled aspiration: the new build completions this year – and heartfelt congratulations to them, by the way – took at least twice as long.

From 2021 I committed to giving long-range forecasts instead, but looking back I think I was naïve about this.

We've come a long way – abandoning unsupported and misleading targets, introducing cash flow forecasting, assembling and updating a work programme, properly tracking project progress

– but we can't escape the realities of the heritage world we work in.

This is not a normal, commercial, contractual environment. Resources and competencies are not freely available to be bought in as required.

We need trust and understanding to find our way through when key partners have competing priorities, or straightforward resourcing setbacks (as has happened with Riley & Son this year).

We have started to experience this with Tyseley – until we have really started work there, our 'settling in' cannot be complete, and our expectations of them cannot be backed by experience.

So, you won't hear any more long-term forecasts from me until we have got going properly at Tyseley, and maybe not even after that.

Meanwhile, I could describe our finances as being in rude health. I said in *Warrior 62* that I hardly dare hope that our strong financial performance last year could be repeated this year. The first quarter was very encouraging, and now, as we have moved into the Autumn, another legacy donation has made an even better year ending March 2025 a distinct possibility.

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



COLIN HALL, CHAIR

chairman@lms-patriot.org.uk

TREASURER'S REPORT NEIL COLLINSON, TREASURER

Quarter 2 to 30th September 2024

First thought for the quarter: The results for quarter 2 do not match the results for quarter 1 but you will see that the figures for the quarter are proportionately on target with the annual budget set. The excellent Quarter 1 results coupled with the figures for Quarter 2 mean that we have almost achieved the budget figure set at the beginning of the financial year

INCOME

Total income in Quarter 2 is £77,000 (£88,000 in 2023) including expected £5,400 in Gift Aid. This is not included in the figures in the chart below as the funds are not received until the month following the quarter end. Total restricted funding was £155. This gives approximately £236,959 or 98.3% overall against the budgeted figure for the financial year.

Second thought for the quarter: In an effort to provide up-to-date and relevant information I have tweaked the chart on the right to include both quarters and a year-to-date figure. How extending it to quarters 3 and 4 is another matter. I will need to raise this with Pete Sikes, our editor, as he has to squeeze it into the magazine so I can't have any more columns than those illustrated. I can combine Quarters 1 and 2 next time. I could leave out the annual comparisons. It's your magazine/newsletter, what would you like to see? Any suggestions gratefully received by email to treasurer@lms-patriot.org.uk.

If you do require any further information on the figures please do email me at the address shown in the previous paragraph.

5551
CLUB

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

SEE PAGE 42 FOR DETAILS.

Quarters 1 and 2 comparisons

	Annual budget 2024-25	Q1 actual 2024-25	Q2 actual 2024-25	YTD actual 2024-25	% of annual budget	Annual budget 2023-24	Q1 budget 2023-24	Q2 budget 2023-24	YTD actual 2023-24	% of annual budget
INCOME										
Membership	£24,776	£5,138	£5,773	£10,911	44%	£27,519	£5,184	£5,697	£10,882	39.5%
Donations/Sponsorships	£168,301	£145,178	£38,910	£184,087	109.4%	£169,522	£71,074	£79,124	£150,198	88.6%
Compensation	–	–	£8,566	£8,566	–	–	–	–	–	–
Sales/Events	£20,500	£4,049	£8,627	£12,676	61.8%	£18,650	£3,191	£4,828	£8,019	43%
Other (interest)	–	£1,791	£2,427	£4,218	n/a	–	£1,185	£1,751	£2,936	n/a
Wheels settlement	£27,500	£8,250	£8,250	£16,500	50%	£33,000	£8,250	£11,000 *£1,037	£19,250 *£1,037	59.3%
TOTAL	£241,078	£164,405	£72,254	£236,959	98.3%	£248,692	£88,884	£103,437	£192,321	77.3%
EXPENDITURE										
Locomotive	£94,927	£2,816	£12,585	£15,411	16%	£128,442	£43,835	£83,439	£127,274	99%
Tender	£1	–	–	–	–	£5,000	–	–	–	0%
Boiler	£40,000	£23,548	£49,210	£72,758	182%	£30,000	£5,173	£552	£5,725	19%
Other Engineering	£1,000	£128	–	£128	13%	£8,000	–	–	–	0%
Crane repayment	–	-£822	-£612	-£1,433	n/a	n/a	-£541	-£79	-£590	n/a
Sub-total	£135,928	£25,669	£61,194	£86,863	64%	£171,542	£48,467	£83,942	£132,409	77%
General expenses	£48,150	£13,587	£15,906	£29,493	61%	£49,150	£8,801	£16,822	£25,623	52%
Loan(s) interest	**£57,000	£520	£1,255	£1,775	25%	£28,000	£445	£1,205	£1,650	6%
TOTAL	£241,078	£39,777	£78,354	£118,131	49%	£248,692	£57,713	£101,969	£159,682	64%

*The figure of £1,037 in quarter 2 of 2023-24 relates to the sale of assets.

**Includes loans of £50,000 (2024-25) and £20,000 (2023-24 due for repayment in December/January (not included in the percentage figure).

The £20,000 was refunded to the member in January 2024.

NB: Minor discrepancies of £1 or so will occur in the calculations due to rounding up or down.

Bank Balance Comparison

	Q2 (2024/25)	Q2 (2023/24)
Opening Bank Balance – 1st July	£359,161	£354,875
Closing Bank Balance – 30th September	£363,230	£228,937

Our bank accounts show a balance of £363,000 at the end of September 2024, with an additional £4,500 VAT and £11,000 initially expected Gift Aid claimed to the end of the quarter. That gives us a total of approximately £375,000 to take forward to Quarter 3.

Just a reminder that the significant reduction in the balance for 2023–2024 was a payment to Cook’s for the wheels and a payment to Riley’s for various corrective actions.

Total Membership income for the quarter, including Gift Aid, came to £5,773 (£10,911 for the year) giving 44% against the annual budget, a slightly higher percentage than last year. Membership numbers are down slightly at 824.

Total donations/sponsorships amounted to £38,910 for the quarter (£184,087 for the year) which is 109% of the budgeted income.

Regular Donations The total amount from regular donors fluctuates from quarter to quarter. The average amount per donation in Quarter 2 was £24.78. Total regular donations coming from 294 donors at end of September were £7,127. 32 membership subs were paid by regular donation in Quarter 2.

Other donations totalled £11,035 for the quarter (£37,157 for the year-to-date) against the annual budget set of £50,000.

Other income in this section totalled £1,121 and Gift Aid of £4,336 is included in the total figure. The amount of the overclaim in the previous quarter was approximately £2,500 which has now been adjusted.

The usual comparison table is as follows:

2024/25 Donors

	New Donors	Lost Donors	Total (£) for Quarter
Quarter 2	2	3	£21,706
Quarter 1	2	3	£22,462

In comparison to 2023/24

	New Donors	Lost Donors	Total (£) for Quarter
Quarter 4	1	6	£21,873
Quarter 3	1	3	£22,313
Quarter 2	0	3	£22,238
Quarter 1	1	13	£22,596

In comparison to 2022/23

	New Donors	Lost Donors	Total (£) for Quarter
Quarter 4	3	9	£22,966
Quarter 3	3	5	£22,845
Quarter 2	0	5	£23,201
Quarter 1	2	14	£23,226

5551 ENGINEERING EXPENDITURE FORECAST	Q2 – 2024/25			Q3 – 2024/25			Q4 – 2024/25		
	July 2024	August 2024	September 2024	October 2024	November 2024	December 2024	January 2025	February 2025	March 2025
	£	£	£	£	£	£	£	£	£
Current Bank Balance	£359,162	£407,824	£409,352	£363,231	£385,501	£380,607	£362,803	£355,014	£322,120
Income (Budget) excluding Gift Aid	£18,182	£18,182	£18,182	£18,182	£18,182	£18,182	£18,182	£18,182	£18,182
New Bank Balance	£377,344	£426,006	£427,534	£381,413	£403,683	£398,789	£380,985	£373,196	£340,302
Other Expenditure (Budget – excludes loan repayments)	£4,013	£4,013	£4,013	£4,013	£4,013	£4,013	£4,013	£4,013	£4,013
Loan Repayments	–	–	–	–	–	–	–	–	–
Engineering Expenditure	£7,994	£11,078	£65,750	£9,600	£19,063	£31,973	£36,463	£47,063	£54,800
Gift Aid Return	£36,741			£5,396			£4,960		
VAT Refund (Estimated)	£4,521			£12,305			£9,545		
Forecasted Bank Balance	£406,599	£410,915	£357,771	£385,501	£380,607	£362,803	£355,014	£322,120	£281,489
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	£408,669	£412,985	£359,841	£387,571	£382,677	£364,873	£357,084	£324,190	£283,559
Actual Bank Balance (last day of month)	£407,824	£409,352	£363,231	£393,006					
Actual Income in Month	£69,211	£19,288	£21,326	£46,076					
Actual Outgoings in Month	£20,549	£17,811	£69,748	£16,501					

Sales and events income amounted to £8,627 for the quarter (£12,676 for the year to date). This represents 61.8% against forecast. On actual sales, Quarter 2 is higher than last year with an income of £4,717. There were £340 worth of pictorial book sales generated. Raffle tickets have seen a further return of £2,026 to the end of the quarter and £4,416 for the year so far.

A new section has been created for commission sales. This is an initiative set up to sell railwayana on behalf of those who wish to sell but not directly donate. We take 10% of the proceeds for members or 20% for non-members. We have also just received some model railwayana where we are taking 50% of the sale proceeds. More information on this area of our operation will be provided next quarter. The Robert Reidy collection handled by David Hughes through the Great Central Railwayana auction house has produced £3,532 so far this year with a few items still to be sold. Members' Day sales brought in another £1,404.

Other funding Worth noting this quarter is interest received at £2,427 and £8,566 from the Llangollen liquidators. The interest figure is a lot higher than that shown in Quarter 1, mainly because our balances continue to rise. As a result of this and mindful of the maximum compensation figure of £85,000 should CAF bank go belly up, I am further investigating alternative investment vehicles, but mindful of the need to keep our funds liquid. I am very confident that this will not happen to CAF and consider the risk to be low.

Engineering The balance sheet shows total expenditure of £61,200 in the quarter and £86,863 for the year to date. Total spend amounts to £3.13m on the loco £680,756 on the boiler, £213,000 on the tender and £643 on the, as yet, non-existent support coach. £1,433 has been received towards the cost of the crane this year.

General expenses or overheads (administration costs) for the year are running at 61%.

Third thought for the quarter: A good quarter and I am pleased to read that we are probably one of the best financially supported projects of its type. There will be further financial news at the AGM which, as I write this, is only two days away. I will make a brief comment on the financial side revealed at the AGM in the next monthly newsletter, with more detail in Warrior 64.

There are outstanding invoices for £3,100 due at the end of September, with Purchase Orders to the value of £143,000 received awaiting invoices, giving a total of £146,000 committed.

Final thought for the quarter: I might not be me writing this in future as I am up for re-election at the AGM. I have volunteered to stay on for at least another three years, because like you, I want to have an active part in seeing this locomotive running.

Best wishes and thank you most sincerely for your ongoing support of the project.

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

P.S. Since preparing the draft report for this Warrior, Pete Sikes, our editor, has produced a proof copy to be checked. The AGM has come and gone and as there were no other nominations for treasurer, I am back.

LMS-Patriot Project 2025 Calendar

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PATRIOT NO. 4015 CARRBOROUGH AT PRESTON
© David P. Williams Archive

MAY 2025

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
		1	2	3	4	
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



PATRIOT CLASS 47 1-17 '61' SOUTH OF BRISTOL IN '61
© David P. Williams Archive

SEPTEMBER 2025

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					



PATRIOT NO. 4015 CARRBOROUGH AT PRESTON
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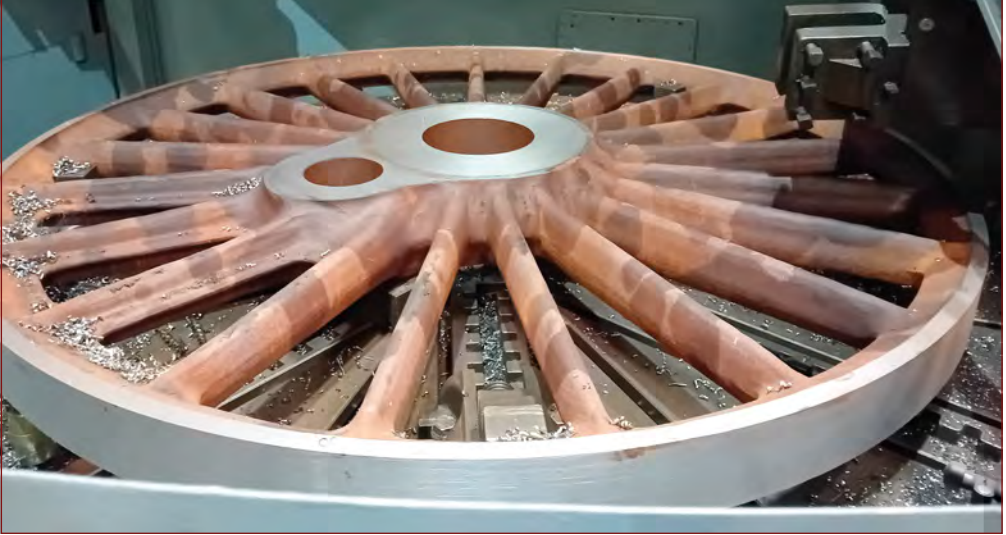
NOVEMBER 2025

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

ENGINEERING REPORT

BY KEITH RICHES, PROJECT DIRECTOR AND THE ENGINEERING TEAM

Work starting on the wheelset assembly. There will be more of this as work ramps up over the next few weeks. Photo: Keith Riches



Cylinder Machining in progress at Riley's. Photo: Keith Riches

Our move from West Shed to Tyseley is continuing to impact on the overall progress of the build. We reported our July move inside the Tyseley workshop area in the last Warrior. Since then, as well as the obstacles to getting our engine into a position where work could start on the frames, there have been other unforeseen issues at play.

In particular, the need to ensure that we have the appropriate insurance in place for our assets and volunteer staff, has resulted in further delay in the Service Agreement discussions and also our ability to use our enthusiastic Patriot Volunteer Warriors. The volunteer days are on hold for the time being until the aforementioned insurance is sorted, at the time of writing this is making good progress. However, prior to the delays our volunteers were able to spend some time cleaning and painting a good number of our components and we all are looking forward to getting back on the job as soon as possible. In the meantime we have now taken delivery of a heavy-duty work bench that will provide for much easier working than directly on the floor.

MAIN FRAME ASSEMBLY

After an initial forecast for the engine to be inside Tyseley Works by the end of May it finally made it inside on the morning of the 17th July from the turntable road where it had been stored under tarpaulin. We were hopeful the engine would be in the allocated position by July – Road 1 in the workshop – but this was not possible due to delayed works within the shed.



*New workbench in situ.
Photo: Keith Riches*

We were also hopeful that some work on the frames could commence in its temporary position but this has not proven to be possible for reasons previously stated. We have since been given assurance that frames will be in the final build position this November and we continue to liaise with Tyseley on an expected start date. In parallel we are continuing to seek agreement on our Service Level Agreement and Tyseley’s own Terms and Conditions, which are being revised.

The Reset plan (see page 12) has been amended to reflect the current forecast.

We reported previously that Riley’s resourcing situation had improved considerably. Work was carried out in August and September on fitting the cylinder liners to the outside cylinders. These were delivered to Tyseley free of charge at the end of September by our new volunteer, Alan Owen, using his HIAB truck and trailer. Unfortunately, belated checks have revealed that further machining work at Riley and Son is needed, which will now be arranged.

All six new wheels have been machined ready for pressing onto axles. Axle machining is the next stage in the process. Close liaison is taking place between our team, Tyseley and Riley’s to ensure that the specifications and detailed drawings for successive stages of the wheelset reassembly work package are agreed between the parties. This is a complex process. The first stages of the wheelset reassembly work started in September, this involved machining the wheelpans.

We have also received notice that our replacement spring hanger brackets have been cast and tested. These will be required

as part of the first scope of work to be carried out at Tyseley Locomotive Works once the frames are in situ.

BOILER

Good progress is continuing to be made on the boiler work packages. Along with items mentioned in Warrior 62, work has commenced on fitting the main steam pipe and regulator system. The order for the third and final work package of boiler assembly is in place, and delivery of the tubes is expected around the end of the year.

A plan is under preparation which may see the completion of the boiler up to the initial testing stage in 2025.

BOILER WORK PACKAGES

TASK 6 TO 12

6. Finish all internal pipework (in progress)
7. Fitting of the Dome
8. Regulator and Steam pipe fitting
9. Fit all internal Brackets (in progress)
10. Fitting of Palm Stay brackets and stays
11. Fitting of Fire Hole Door
12. Finish front Steel Laps
(Boiler in shed and turned)

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 FINISH)

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

Nothing further to report.

PATRIOT RECOVERY PLAN

KEY

T1) Recovery and Rebuild

Now moved to August/September 2027

T2) Wheelset assembly

Moves to February 2025 (includes TLW Christmas Holidays, returning 6th January 2025)

T3) Frames

To finish drilling for spring hanger brackets. Final inspection and sign off. This will be done once located in TLW Shed. Currently looking like December 2024/January 2025

T3A) Frames fixed

Changed to
December 2024/January 2025

**T4) Final inspection and paperwork/
sign off**

T4A) Removal of centre cylinder – Done

T4B) Cylinder(s) completion

Now estimated March 2025

T4C) Fit new valve liners. To be completed by TLW time scale currently March 2025

**T5) Final inspection and paperwork
to complete**

T6) Axle boxes and keeps

Schedule with Tyseley to be reassessed when scoping work packages

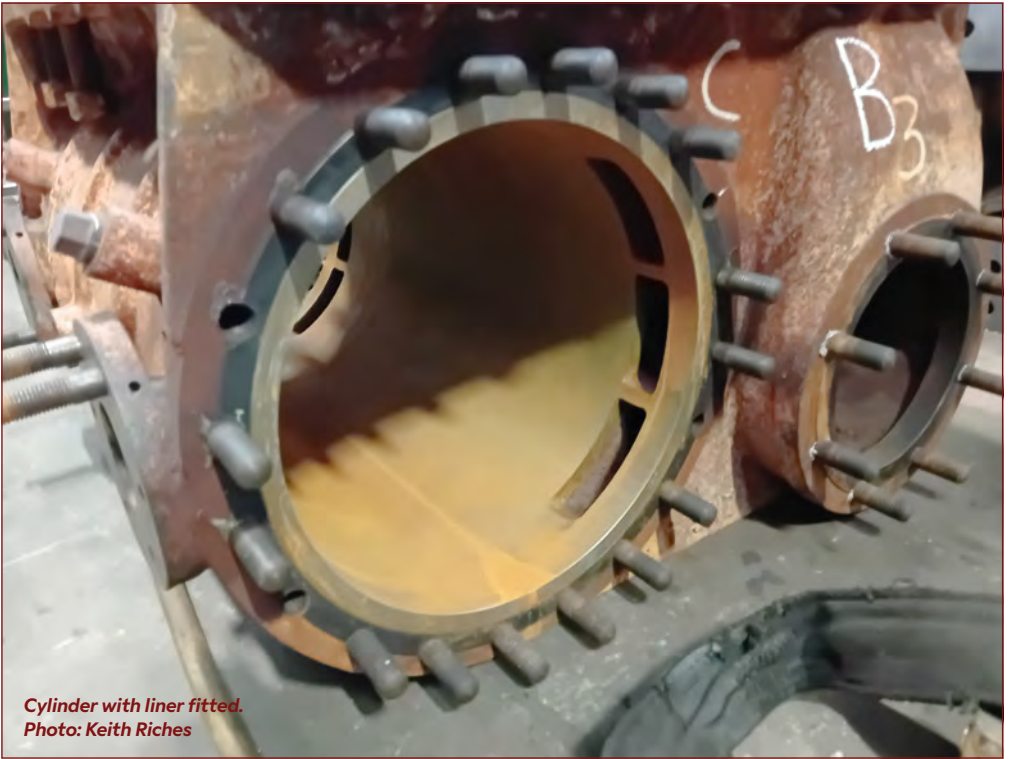
T7) Dragbox

Inspect and recover, assembly – TBA.

T8) Fit frames on wheels – TBA

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

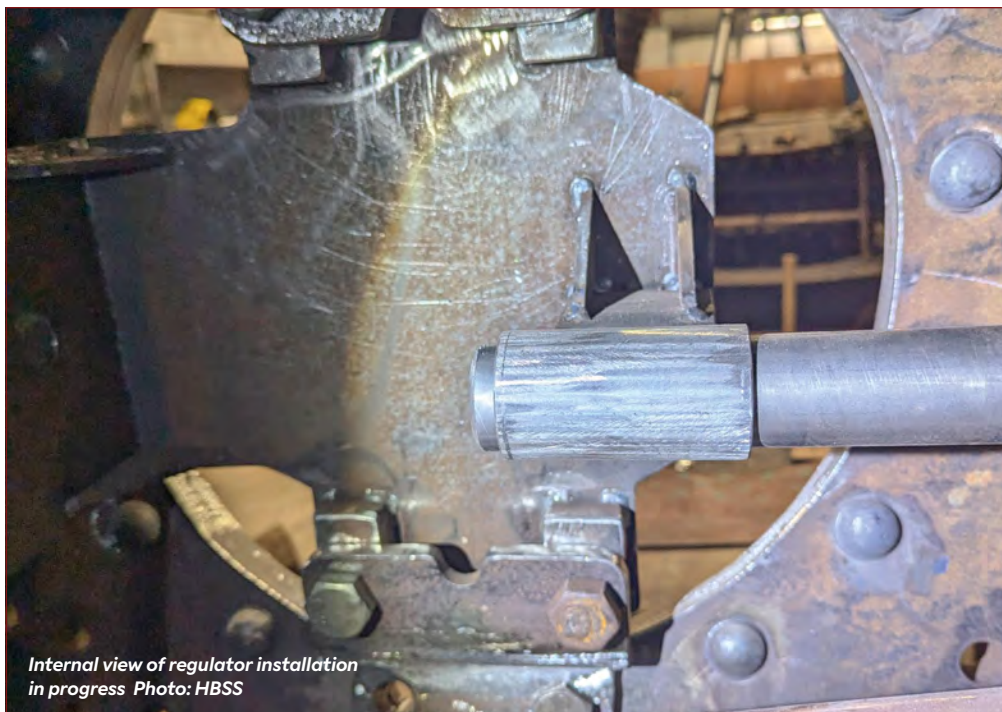
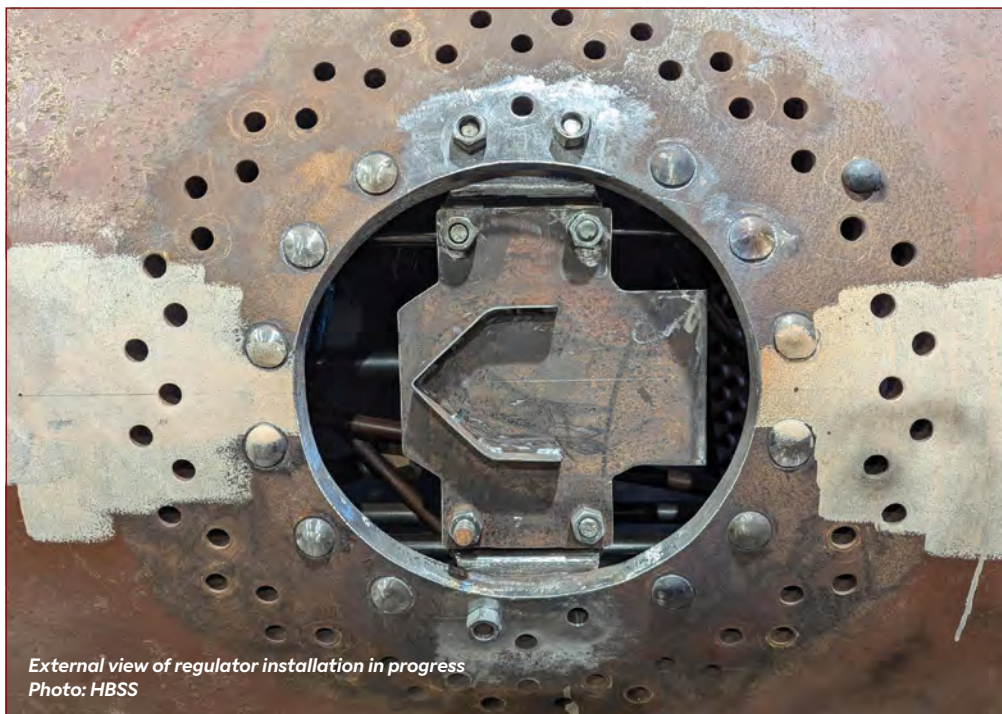
T10) Bogie wheels and axles – as for T9



*Cylinder with liner fitted.
Photo: Keith Riches*



*Cylinder with liner fitted and having bore
skimmed parallel. Photo: Keith Riches*





The cylinders and liners arrive at Tyseley thanks to the use of Alan Owen's HIAB truck and trailer. All Photos: Keith Riches

A bit of a tight squeeze as members gather around the frames of 5551. Keith Riches with head underneath the frames gives an update of work planned.



MEMBERS' DAY REPORT

WORDS AND PHOTOS BY PETE SIKES

21st September 2024 saw the Project hold its first Members' Day in five years at Tyseley Locomotive Works.

The day comprised four tours, undertaken by the Friends of Tyseley tour guides, commencing at 10.00am. Members had the chance to see *The Unknown Warrior* in its new home inside the Works. Prior to the day 5551 was in a prominent position inside the running shed with plenty of space around it. Unfortunately by the time Members' Day came around it had been moved to a less than ideal place without any notification, we do realise though that it is a working environment and TLW have to move vehicles around to suit their work needs.

Our 'Patriot Volunteer Warriors' were on hand in the carriage shed and by our storage containers to explain what they had been up to during the summer months with many of the parts on display.

Back inside the LMRCAs Social Club hot drinks and biscuits were available throughout the day, we had our sales stand set up, with a couple of displays which comprised the 3½ inch gauge model of 'Patriot' No. 5513 and John Hastings-Thomson's commissioned painting titled 'A Brush with the Past' by Colin Wright to promote our upcoming OO gauge model of 5551.

At the conclusion of the final tour a cold buffet lunch with dessert was served at 1.15pm, with very little food remaining at the end of the lunch period. In my opinion, I thought the food was of a very high quality.

Finally at around 2.00pm Chair, Colin Hall, gave his usual excellent and honest update on the status of the Project and took several questions from the floor.

All-in-all we mainly received positive feedback from the day, although we do realise that there was quite a bit of waiting around for people that attended the earlier timed tours. Obviously we want to continue with Members' Day and will get our heads together at upcoming Board Meetings to see what we can do better or differently.



Linda and David Westerman welcome the first members to arrive and have tour lanyards ready to be given out, great organisation.



Janet Elson and Roger Bateman organise the setting up of the sales stand.



Our 3½ inch gauge model of Patriot No. 5513. We are going to renumber this loco to No. 5551 and have The Unknown Warrior nameplates and crest manufactured and fitted. If you can help sponsor the cost of this then please get in touch at sales@lms-patriot.org.uk or call 01785 244156.



Anthony Pilkington and Barry Mathews at one of our containers await the arrival of a tour party in the September sunshine.



David Tuffin (in orange jacket) talks to members in the carriage shed and talks about the work undertaken there.



The superb lunch organised by the Tyseley catering team.



Colin introduces himself to the membership after lunch and prior to his presentation.



The presentation in full swing before Colin took questions from the membership.

HIGH LEVEL RISK ASSESSMENT

BY DAVID TUFFIN

Our application of risk assessment principles does not just apply to engineering (technical) risk in the locomotive build. During this year, the LMS-Patriot Project Board has also completed a ‘high level’ review of the whole spectrum of activities we undertake, in an attempt to identify and analyse areas of risk, and improve performance. This exercise is proving valuable and had not previously been attempted in quite this way.

The first step was a brainstorm to identify those key areas which it was felt required attention, followed by more detailed discussion to define the risks, i.e. the likelihood of their occurrence and the impact. We looked at mitigations (how can we reduce the risk), and agreed actions accordingly. In summary, we have agreed to focus on ten action areas as follows:

TRUSTEE BOARD

- i. Search available information on how other charity boards operate and to ensure Board members are familiar with good practice guidance from relevant organisations such as the Charity Commission.
- ii. Better understand the importance of and how to approach succession planning for key positions in the project.

FINANCIAL

- iii. Ensure savings vehicles used to invest project funds via CAF bank are low risk.

ENGINEERING TEAM

- iv. Put in place adequate asset insurance covering both the locomotive and parts (against damage, fire, and theft); and liability insurance covering the project and protecting our volunteers who work on the locomotive (against accidental injury).
- v. Documentation of our own Health & Safety standards, practices and COSHH (Control of Substances Hazardous to Health) rules, to fit with Tyseley Locomotive Works’ own arrangements.
- vi. Consider how we can better ‘control our own destiny’ in our work with contractors and suppliers.

TRADING COMPANY

- vii. Review business plan in light of change in internal strategy (heritage vs. main line running) and the external heritage steam and Train Operating Company environment.
- viii. Lead an exercise on identifying options for the future operating base for the engine.

COMMUNICATIONS

- ix. Make sure the Trustee Board and Trading Company Board agree guidance for all posting on Social Media.

ADMINISTRATION HEALTH & SAFETY

- x. Ensure all drivers involved in sales stand events/transporting merchandise check they are properly covered in personal vehicle insurance policies. Put in place Lone Working arrangements at our new office location (Stafford Civic Centre).

Some of these are more challenging than others: we will report how we are getting on in future editions of The Warrior.



OFFICE DETAILS

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

01785 244156 or 07801 945689

email: membership@lms-patriot.org.uk

It is now more than a year since we moved to our office in the Civic Centre. When we heard the news that we had to move we were filled with dread but although it hasn't been without challenges we are very pleased with our new premises. We have been made to feel very welcome by the Council's staff. The only drawback is that the technology available sometimes lets us down which can be frustrating.

Do please note however, that it is not now possible to visit us in the office. We are situated on the third floor of the Borough Council Building which is only accessible with a photo pass. Also, we only have volunteers to man the office one or two mornings a weeks so the likelihood of one of us being there is slim.

If you are thinking of coming to Stafford to hand deliver your membership renewal or donate some model railway equipment please let us know in advance so that we can make arrangements for the best time and place to meet.

Cash Payments. It is now three years since the Stafford branch of HSBC (along with many others)

removed their counter service. Until then we were able to use HSBC to pay in both cash and cheques for our account at CAF Bank. We now have to ask CAF to provide special envelopes which enable cheques to be paid in via the Post Office. Unfortunately we are not able to pay in cash using this facility. When sending payments to our office address please remember that we can only accept cheques or postal orders so please do not include any cash. Of course if you visit one of our sales stands at gala's and events around the country, cash can still be used.

*Linda Westerman,
Office Manager*

2024 Grand Prize Draw

Congratulations, the winners are:

1st prize - £500.00 - J. Sansom, Nottinghamshire

2nd prize - £250.00 - A. Bryne, Yorkshire

3rd prize - £100.00 - A. Brown, Essex

4th prize - £50.00 - C. Tasker, Cheshire

5th prize - £50.00 - D. Collier, Leicestershire

6th prize - £50.00 - M. Parker, Gwynedd

After payment of prize money the draw has raised approximately £4,000 for the Project.

Thank you to everyone who bought tickets.

JANET ELSON, PROMOTER.

The second quarter of this financial year saw us attend several events, these being Buxton Railex, GCR, Soar Valley MRS in Loughborough, Guildex, Members' Day at Tyseley and Stafford Railway Circle at Bingley Hall as well as Whittington Barracks, Staffordshire for the Arnhem Military Open Day.

In addition to these shows, Gavin Shell attended the Leigh Railway Show and Taunton Model Railway Show. These shows produced sales of over £8,300. This is an increase of 58% over the same period last year.

We were fortunate that we were chosen to sell a railwayana collection belonging to the late Robert Reidy, who nominated us despite never being a member of the Project. Stock sold at auction so far has raised £3,500, and we are very grateful to this generous supporter whose estate has also paid us a further large legacy.

As in previous reports, donated railway models and books have contributed greatly to our sales figures. New donated stock has arrived recently and also one collection from Manchester which is being sold on commission for Norman Burgess.

If you have any stock you would like to sell through The LMS-Patriot Project, please make contact at sales@lms-patriot.org.uk or call the office on **01785 244156** and leave a message – we will return your call.

The events team continues to review the merchandise stock to refresh it and have recently added a new grey beanie hat and a grey polo shirt. The shirt is modelled by sales volunteer, Gavin Shell on the right.

We are now working on the 2025 events programme and will be actively searching for sales volunteers to help us for the upcoming events. If you would like to volunteer at any of the events in the chart opposite please don't hesitate to get in touch. Travelling expenses can be paid to members who come and work a day or two with us, so please consider helping us.

See the events chart opposite for the first three months of 2025. These shows are provisional upon volunteers giving their time to help man the stands. Please make contact on events@lms-patriot.org.uk if you can offer some of your time to help us out.

KIND REGARDS,
ROGER BATEMAN/JANET ELSON
sales@lms-patriot.org.uk



Event	Date	✓ = Booked P = Provisional
Winter Warmer Steam Gala, Battlefield Line, Shackerstone, Leicestershire	Saturday 11th January Sunday 12th January	✓
GCR Winter Steam Gala	Thursday 23rd January Friday 24th January Saturday 25th January Sunday 26th January	P
The Festival of British Railway Modelling 2025, Doncaster Racecourse, Bawtry Road	Saturday 8th February Sunday 9th February	P
Statfold Barn Steam Enthusiasts Weekend	Saturday 15th March Sunday 16th March	P
London Festival of Railway Modelling, Alexandra Palace, London	Saturday 15th March Sunday 16th March	P
Keighley & Worth Valley Railway Spring Gala	Thursday 20th March Friday 21st March Saturday 22nd March Sunday 23rd March	P

ARE YOU LOOKING TO SELL YOUR MODEL RAILWAY?

If you are thinking of selling your model railway, or you are a member of a model railway club and know of others who are, then why not consider selling it to us?

Model railway sales have been a great source of income for the Project on our sales and publicity stand. While we are extremely grateful and love the fact that many of you have made generous donations over the years we have decided that we are also happy to give quotes to buy collections.

All profits from the sale of models go directly to The LMS-Patriot Project.

PLEASE GET IN TOUCH AT
sales@lms-patriot.org.uk or call 01785 244156



*Stanier Jubilee 4-6-0 No. 45643 RODNEY and the final member of the Fowler Patriot 4-6-0 Class, No. 45551, at Bolton Trinity Street station on 14th May 1960.
Photo: Brian Hilton © Transport Treasury*

LSL CREWE DEPOT VISIT

BY LINDA WESTERMAN

Early in October, Marketing Director Andrew Laws was able to arrange a visit to Locomotive Services Ltd., which was to be only two weeks later. This was a fund-raiser for the Project with only 10 attendees allowed. I was asked to administer the bookings and decided that initially due to the short notice, it would be best to contact members living within a few miles of the venue. The tour was soon fully booked.

For those of you who are not aware of LSL, the owner is Jeremy Hosking and the company overhauls, maintains and operates heritage railway stock. They are also a Train Operating Company (TOC). Under the Saphos Trains, Midland Pullman, Statesman Rail and InterCity Trains banner, their stock is often seen on the main line, but the chance to look behind the scenes is a rare opportunity.

We met at the entrance to Crewe station from where Andrew had intended to lead everyone to the depot. Unfortunately Andrew's employers had different ideas and needed him to work so I was asked to take over. It was on a sunny Autumn morning that we headed to the depot and managed to negotiate the various security gates and find our way to meet LSL's representative, Adrianna. Once in the office building we all signed in, donned our high-viz vests and waited for our guide. There was already so much to see that we didn't know which way to look. Numerous items of railwayana could be seen on the walls along with large murals of various locomotives and chairs from Pullman cars used as seating alongside office desks.

Our guide was Paul Glaister, the Group Head of Compliance and Service Delivery. We soon learned that he had been with the company for seven years and had a vast knowledge of the business. He told us that it had become apparent that in order to make sure the locomotives and rolling stock are in top condition they should avoid using outside contractors. The majority of the work is now done by their own staff and apprenticeships are in place to make sure skills are not lost. Since taking on the Crewe site they have added extra buildings with the best possible facilities. We were all very impressed that everywhere was so clean and tidy despite everything that was going on. Towards the end of the tour we had a glimpse of the stores which holds stocks of everything they might need from replacement glass for locomotive windows to bottles of wine for the Pullman dining service.

We were able to see numerous locomotives from an immaculate 'Bubble Car' unit to No. 60532 *Blue Peter* which was still warm from its test trip the day before. One of the other highlights was the 'Brighton Belle' unit which looked very smart. They are hoping that it will be running sometime next year so we will keep a look out for news on that.

Although we were given permission to take photographs it was on the understanding that they should not be shared. However, we are able to publish a group photo (opposite) taken outside one of the sheds at the end of a very enjoyable 1½ hour tour.

ADVANCE NOTICE

The fund-raising team led by Andrew Laws is now looking at other similar places of railway interest which we may be able to visit. A return to LSL is a possibility for 2025 for those who missed the opportunity this time. If you would be interested or have contacts at other venues which may be of interest to members do please let us know.



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.

Numbers are sold on a first-come, first-served basis, those that remain are listed below. BR numbers in Locomotive Green or Lined Black and LMS numbers are available in either Crimson Lake or Lined Black as per the examples shown below.

Any bespoke numbers that become available through non-renewal will be offered for sale again. It is also allowed to pass your bespoke membership number on providing the person you pass it onto remains a member and renews their membership.

45509	5534
45532	5535
5505	5539
5508	5540
5516	5545
5523	5547
5530	5549
5531	5550

45519

5500

45551

5524

Call the office on **01785 244156** to order your bespoke number



Chair Colin Hall summarised the achievements of the year presented in the Report and Accounts. He highlighted the best income since March 2020, and how we rose to the challenge of PRCLT ending their involvement with the Project.

He celebrated the successful relocation of the chassis and truckloads of components to Tyseley with the crucial help of our volunteers. He congratulated the Stafford office volunteers on finding, moving into and settling into our new office premises with just four months notice in September 2023.

The AGM then moved on to the accounts where Richard Stonier told the members that the company was in a good financial position with nothing of any consequence to worry him. Richard then took questions from the floor after which the motion was put forward to reappoint Deans of Stafford to hold office until the conclusion of the next Annual General Meeting. The nomination was put forward and seconded and Deans re-elected.

Next on the agenda was the reappointment of four directors, Neil Collinson, Colin Hall, Keith Riches and David Tuffin plus the appointment as director of Roger Bateman (who had been co-opted to the Board in April 2024).

All of the aforementioned directors were appointed for a further three year term. Before the presentation the raffle draw took place, the winners are listed on page 21.

Colin then presented to the AGM on the current status of the project. He described the excellent work done in the summer by our growing band of volunteers – The Tyseley Volunteer Warriors – and described the issues slowing the start of assembly work on site since 5551 moved inside the workshop area in July (the Engineering Report on page 10 says more about this and about progress with the boiler).

He explained how and why it was not possible to figure out a completion date forecast for the locomotive, but put the whole idea of project delay into a wider context by highlighting the long completion time scales for other successful new build projects in 2024 (see slide at top of opposite page).

He ended on a high note by presenting more good news on the money front in this current



**2099
Lady of Legend**
First proposed: 1974
Restarted: 1999
Completed: 2019
Duration: 45 (20) years



**60163
Tornado**
Started: 1990
Completion: 2008
Duration: 18 years



**6880
Betton Grange**
Started: 1998
2016 Completion
Forecast: 2018
Actual Completion:
2024
Duration: 26 years



**32424
Beachy Head**
Started: 2000
2019 Completion
Forecast: July 2020
Actual Completion:
2024
Duration: 24 years

NEW BUILD STEAM DELIVERY

financial year (see slide on page 30).

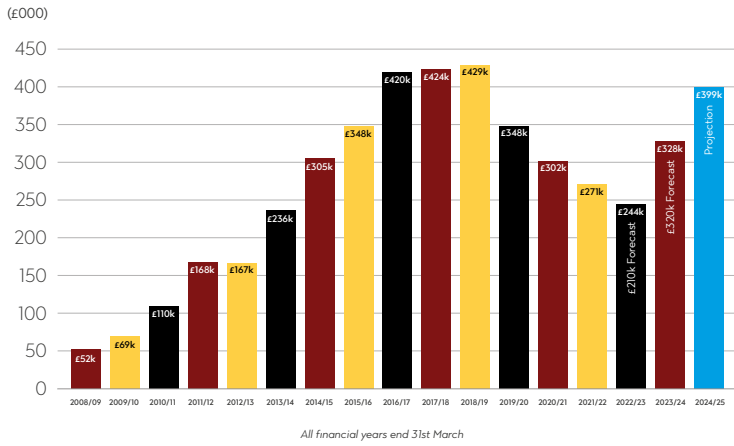
This year, there was a change of venue for the AGM. Members and volunteers gathered at Quorn & Woodhouse station on the Great Central Railway where we were housed in the marquee and Tin Shed. There was an attendance of approximately 50 members, who took advantage of complimentary tea, coffee and biscuits, heating was provided but some people did mention that they felt it was quite cold. We would like to place on record our thanks to Richard Patching and Andrew Devine of the GCR for their warm welcome and hard work setting the room out and serving the drinks throughout the day. Privilege fare tickets for travel on the day were offered by the GCR and we hope that members were able to take advantage of this.



Inside the marquee at Quorn, Colin Hall conducts the official AGM business before his presentation.



Roger, Janet and Ian man the sales stand.



INCOME BAR CHART



SALE

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A PICTORIAL RECORD

VOLUME ONE 45500-45525 • VOLUME TWO 45526-45551



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Published by: The LMS-Patriot Company Ltd.

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

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

To order online go to
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or call the office on 01785 244156

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£6.00 for two

LMS ON THE MAIN LINE

A beautiful shot of ex-LMS Rebuilt Royal Scot No. 46100 *Royal Scot* heading towards Arnside over the Kent Estuary with *The Lakelander* on 15th August 2020.

Photo: © Chris Ainscough



MEMBERS' CORNER

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

MEMBERS' DAY – DISAPPOINTING

Dear Linda

It was nice to meet you in person on Saturday when my Father; Laurence Ridler and I visited to undertake the LMS-Patriot Members' Day Tour at Tyseley.

The reason for my contacting you is in respect of the arrangements in relation to the provision of the lunch which I honestly found quite baffling even though I will admit I had read it in the invite letter to this event that it would be served following the completion of the last Tour. I thought this might be an oversight as the last Tour wasn't due to finish until approximately 1.00p.m.

I say this because as you may recall we were booked on Tour B – departing at 10.30a.m. – which arrived back at the LMRCA Social Club at 11.40a.m. and before arrival the Tour Guide when advising the Tour had 'finished' that we could return to the Social Club "for a drink and nosh" which we assumed meant the lunch was ready. Therefore you can imagine our surprise when a member of staff was questioned as to the time it was being served said that it was 1.15p.m. This would have meant us "hanging" around for nearly 1½ hours.

What I wondered is why the lunch could not have been prepared for each Tour and be available upon their return? I wouldn't have thought this would be too onerous a task and it would surely mean less food wastage as I imagine that the majority of people who were on Tours A and B did not hang around after their Tours because of the time it meant sitting doing nothing.

Also on another note I would like to give some feedback on the whole Event which I know, as per the invite letter, was only for 1 hour but I honestly expected to see more as part of this Tour apart from the Locomotive Shed during which we were only able to see the engine *Rood Ashton Hall* and the 'carcass' of *The Unknown Warrior* plus a couple of other engines whose names I forget, then a brief showing of the turntable before the tour continued to another Shed that contained two Carriages that were in the process of being worked on, and that was it.

To say I was disappointed would be an understatement as I honestly expected to see more of the 'workings' of the area. I will finish by reiterating that to say we were wholly disappointed was an understatement not only from the lack of 'things to see' as part of the Tour but also the lack of what I perceive to be co-ordination in relation to the serving of the lunch.

I have to question whether I was the only one who thought this but know that generally people prefer not to raise an issue but let it be but how can things be improved if feedback not given?

KIND REGARDS, MANDY WILSON.

Editor: Hello Mandy, and thank you for your correspondence regarding Members' Day, I'm sorry that you and your father were disappointed with the arrangements for the day. I must say though that there was no oversight with the timing of the lunch, in all correspondence sent out to Members and posters that were put up in the social club on the day, the time for lunch was always stated as being

Thank you to all who contributed their articles that appeared in Warrior 62, 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.

1.15p.m. for lunch. The reason for this is that the catering company prepared the food fresh on the day and the earliest it could be delivered was 12.00 noon. What was unfortunate was the Tour Guide stating that on return to the social club there would be "a drink and nosh", whereas it probably should have been "for a hot drink and biscuits". As for the tour itself, certain areas of Tyseley Locomotive Works are out of bounds due to it being a working environment so we could only go where we were allowed on the day. As mentioned earlier in this magazine when 5551 is moved to its correct place in the workshop accessibility will be vastly improved. We will take your comments on board and hopefully arrange a Members Day that is more suitable next time.

MEMBERS' DAY— EXCELLENT

In reply to your request for feedback from the members day at Tyseley. I felt that the members day visit to see the progress of The Unknown Warrior at Tyseley was superb, a great day out. The buffet provided was of a very high standard and was absolutely excellent. The members' day was everything, and more of what I expected. I do hope there will be another members' day at this location in future.

Tyseley was very easy to get to by train and/or bus. I arrived at Tyseley by train from Moor Street, and on the return journey just for a change I went back to Birmingham by bus. I had a three night stay at the Premier Inn above New Street station I think they now call it Grand Central, I thought I would do this as I have never stayed in Birmingham before, always passing through, but never staying there. I was blown away at the number of very good pubs Birmingham had on offer. As a member of CAMRA (Campaign for Real Ale) and chairman of my local branch it was very nice to try different beer and pubs that I had never visited before, I do hope I can do this again.

Unfortunately the AGM at Quorn and Woodhouse is a little complicated to get to, so I will not be joining in on the AGM this time, It is a pity the AGM could not be held in the building at Tyseley which is so easy to get to.

Many thanks for a great day out, every one I met were very friendly and kind.

REGARDS, PHILIP J. WILSON, MEMBERSHIP NO. 36/09

Hello,

The article on Princes Street station in Edinburgh (W62) brought back happy memories of when I lived in the city in the early 1960s. The Birmingham train mentioned ran during the summer months only and was due in at 5.55pm I think. Unusually it travelled direct to Princes Street station via the chord at Carstairs and hence often had a Jubilee from the Midlands, a rare sight there. It was worthwhile therefore to trek down Princes Street from Waverley having seen the ECML expresses arrive from 4.00pm onwards. All could be fitted in after the end of the school day!

KIND REGARDS, JOHN PARKER, MEMBERSHIP NO. 1289/09

A Patriot Steams in 2024

The enclosed photograph shows unnamed 'Patriot' No. 5547, in LMS crimson lake livery, on the move at the head of a train of maroon coaching stock. Before you get too excited, I should explain that the engine is a Gauge 1 model owned and run by a railway modeller friend of mine, Frank Price.

The model was built in the 1980s by Tom Barrett, who was a prolific model engineer and built a large number of model engines. For those interested in the technical aspects, Gauge 1 is on a scale of 10mm to the foot (about 1:30) with a track gauge of 45mm. The locomotive is fired by methylated spirits and runs at a pressure of around 50 psi. It has two inside cylinders and will steam for up to 30 minutes on a full load of water and fuel. In operation the locomotive is capable of hauling 6-8 coaches quite easily on level track.

The engine can be seen running at various Gauge 1 tracks in the south of England in the summer months.

GORDON MASSEY, MEMBERSHIP NO. 0903/00



RAILWAYS AND THE MILITARY

BY LMS-PATRIOT MEMBER AND FORMER SOLDIER, COLIN HUGHES

Railways were part of my life from the moment I was born; my grandfathers were platelayers and carters, two uncles were carters, another uncle was a passenger guard and both my father and brother worked in the Signal and Telegraph department (S&T).

When I was old I would sometimes accompany my father to work and visit signal boxes from Liverpool Lime Street to Ditton. I also visited Acton Bridge box where I was allowed to pull off the levers for a Euston to Glasgow Express. Having lived not far from 8A (Edge Hill) my school shirt was always black either from linesiding or shed bashing. I was also fortunate to be able to visit exotic locations such as Crewe, Wigan, Doncaster, London, etc.

I also had leanings towards a military life. I had an Uncle and a brother who were both drummers with the TA (Liverpool Scottish). I joined the cadets when I was old enough and later the TA when I turned 17. Parental influence prevented me from joining the Army after school and I was steered towards a career on the Railway.

I had hoped to go on to the traction side, particularly as the bright blue 'Sparkies' had arrived in the area. Sadly this was not to be although I could have gone into the S&T. I eventually started work as an apprentice at English Electric, at both Merseyside factories, but after some 18 months I decided that working in a factory was not for me so I took The Queens shilling and embarked on a new career. My family tried to persuade me to take a trade in the Army but I only wanted to be an Infantryman.

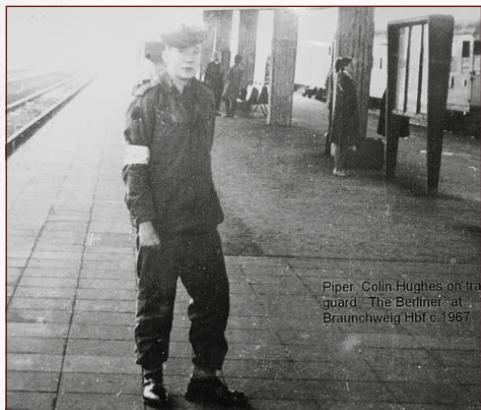
I left home at 17 and travelled by train to Aberdeen from Liverpool Exchange. Training was tough, marching chest high with full kit on in The North Sea and our final exercise in The Grampian Mountains in a snowy October. Drill, kit



Above: Colin at Edinburgh Castle in 1969, ready to play at Holyrood for a Royal Banquet.

inspections, were part of everyday life. I finally got through and passed out on a sunny 6th November 1965. After a spot of leave it was back to Aberdeen and after a day or two it was down to Gatwick and a flight to RAF Gutersloh and an Army bus to Osnabruck; I was still only 17. I was only in Osnabruck a few months when The Battalion moved to Berlin for what turned out to be a busy two years.

Berlin is an interesting city, more so in the 1960s in the middle of the Cold War. Spandau Prison was about a mile from our barracks, Albert Spier had just been set free and Rudolph Hess was still resident. Prison guard duties were shared between The British, Americans, French and Russians



Piper Colin Hughes on train guard 'The Berliner' at Braunschweig Hbf c.1967

Above: Piper Colin Hughes on train guard 'The Berliner' at Braunschweig Hbf c.1967.

Below: Colin (front left) playing the pipes while in Osnabruck from 1971-74.



although I never had the opportunity to do Prison Guard. Call Outs (Rocking Horse) were a feature of Berlin life and never during the day, only in the middle of the night, and usually when it was freezing cold. Load wagons up with ammunition and coils of barbed wire and off to somewhere in Berlin. I recall lying prone with an Light Machine Gun on a dual carriageway with people passing on their way to work. Allied Military Trains crossed

East Germany daily and I was fortunate to have travelled on the British, French, and American trains, and acted as Guard on basic military training on Remembrance Sunday 1967. Throughout my nine years as a Regular Soldier, I was a member of the Pipes and Drums Platoon and I played at my first Edinburgh Tattoo in 1966. I did about four or five Edinburgh Tattoos over the years.

After two years in Berlin it was back to Edinburgh for public duties including the 1970 Commonwealth Games. I was privileged to play at Turnhouse Airport to welcome in the Queens Message to The Commonwealth; she was in Canada at the time. Public duties in Edinburgh were much the same as what happened in London with Castle Guards and Guards at Holyrood Palace. During our stay in Edinburgh we did a nine month tour in the Middle East in a place called Sharjah. Sharjah was a small fishing town and the Garrison was larger than the town. Another town was located 14 miles way and that also was a fishing town, albeit a little larger, that town was called Dubai. Apart from the usual military duties, the Pipe Band were fortunate to go away for a few weeks to Hong Kong, Tokyo, and Tehran and meeting up with people such as Princess Margaret, Miss Tokyo – who I had the privilege of peeling a banana for – and Geoff Capes. On 14th February 1970 we flew back to UK, landing at a -6 degrees Prestwick Airport. It was 88F when we left Dubai!

When we came back off leave it was back to public duties, trouble had been brewing in Northern Ireland whilst we were away and we started doing training in accordance with what might be needed should we need go over the water.

In the meantime it was back to Osnabruck in early 1971 as part of the British Army of the Rhine (BAOR). I followed the Battalion over to Germany as I had been sent on training at Keogh Barracks, Ash Vale, to be trained as a Medic. More people needed to be trained as it was likely that there would be blood shed on the streets of Northern



Sharjah, 1969-70

Ireland. And so it was that later that year our Company was sent to Belfast as Battalion Reserve whereas the Battalion were on Brigade reserve. We did get called out in support of another company in East Belfast. At one time I was in a sangar (a temporary fortified position) guarding Mount Pottinger police station. It was pitch black and I saw the silhouette of a young lady who was crying. I asked her to come over and tell me what was wrong but she never did so. I radioed in and a policeman answered so I advised him of the situation. He asked if I had switched my light on and I said I hadn't. His response was, "that's good as there is a sniper waiting for you to put your lamp on." For the next few years it was Osnabruck and Northern Ireland for me, I experienced the wrong end of a weapon on two occasions, and witnessed a store being bombed. It was in 1974 that we suffered our first fatality due to a gun shot wound. My last tour of Northern Ireland was in 1972, initially as a Section Commander based in Broadway, which was a road leading off the Falls Road. I finished that tour working with intelligence and spent a short time attached to the 2nd Battalion Scots Guards.

I finished regular service at the end of 1974 and joined the reserves, spending two years with 4 PARA where I earned my wings. The rest of the time I was with 1/51 Highland Volunteers as training NCO.

I was with the Royal British Legion for a number of years including 10 years as a Branch Chairman during which time I was privileged visit Buckingham Palace and meet Her Majesty The Queen, Prince Charles, Prince William and Prince George. I later also went to the home of Captain Tom to meet him, I was interviewed on Breakfast TV, and interviewed again on live TV as part of Remembrance Day.

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Belfast 1974 – 2nd Scots Guards, Intelligence.



Former Queens Own Highlander and project member, Colin Hughes, looks the part at the recent Arnhem Day event at Staffordshire Regiment Museum.

*Looking in pristine condition No. 45551 is pictured
at Willesden shed on 17th May 1961.*

Photo: Roy Hobbs © The Transport Treasury



WINTER WARRIOR CHRISTMAS CARDS



3 pack can be a combination of designs, please state which you require.

6 pack contains two cards of each design.



ORDER ONLINE AT
WWW.LMS-PATRIOT.ORG.UK/SHOP OR CALL
01785 244156



For more Christmas gift ideas see the merchandise sales sheet on page 45.



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/lmpatriotproject

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.



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
Reverser Nut Machining (50 available) – Total cost £2,200	£44 each
Crank Axle (100 available) – Total cost £10,000	£100 each
Transverse Stays (12 available)	£300 each
Drain Cocks (6 available)	£400 each
Axle Box Castings (4 available)	£625 each
Longitudinal Stays (10 available)	£2,200 each
Expansion Links (6 available)	£2,350 each
Tyres (4 available)	£3,500 each

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 £

MEMBERSHIP NUMBER/URN:

NAME:

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**

1
NEW



2
NEW

3
NEW



4

5



6



7



8



9



10



11



12a



13a



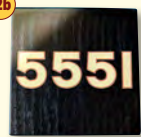
14a



15a



12b



13b



14b



15b



NEW



17



18



19



20



24a

24b



SALE



25

26



27

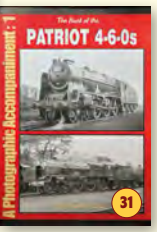


SALE

29



30



31

THE LMS-PATRIOT PROJECT – SALES ORDER FORM

Item	Item Description	Size	Quantity	Cost £	P&P £	Total
1	NEW Grey Beanie with In Memory of crest			10.00	2.50	
2	NEW Grey Polo Shirt with In Memory of crest (S, M, L, XL, XXL)			20.00	4.50	
3	NEW White Polo Shirt with In Memory of crest (S, M, L, XL, XXL)			20.00	4.50	
4	Green Polo Shirt with crest and BR number (S, M, L, XL, XXL)			20.00	4.50	
5	Crest and BR Number Cap – Green			10.00	4.50	
6	Crest and BR Number Beanie Hat – Green			9.00	2.50	
7	Crest Polo Shirt – Burgundy (S, M, L, XL, XXL)			20.00	4.50	
8	Crest Sweatshirt – Burgundy (S, M, L, XL, XXL)			25.00	4.50	
9	Crest Fleece – Burgundy (S, M, L, XL, XXL)			35.00	4.50	
10	Crest Cap – Burgundy/Black			10.00	4.50	
11	Crest Beanie Hat – Burgundy/Black			9.00	2.50	
12a	5551 Sans Serif Mug – Black			6.00	4.50	
12b	5551 Sans Serif Coaster – Black			3.00	2.50	
13a	Patriot Isle of Man Mug – Green			6.00	4.50	
13b	Patriot Isle of Man Coaster – Green			3.00	2.50	
14a	5551 Loco Profile Black Mug			6.00	4.50	
14b	5551 Loco Profile Black Coaster			3.00	2.50	
15a	Patriot Project In Memory of the Fallen Red Mug			6.00	4.50	
15b	Patriot Project In Memory of the Fallen Red Coaster			3.00	2.50	
16	NEW 2025 LMS-Patriot Calendar			10.00	2.50	
17	In Memory of... Crest and Nameplate Pin Badge			4.50	1.75	
18	'The Unknown Warrior' Profile Badge – BR Green			4.50	1.75	
19	5551 Pin Badge			4.50	1.75	
20	45551 Pin Badge			4.50	1.75	
21a	Greetings Card – 'Ready to Go' – pack of 3			5.00	1.50	
21b	Greetings Card – 'Arnside Double-header' – pack of 3			5.00	1.50	
22	LMS-Patriot Project Tea Towel			5.00	2.00	
23	LMS-Patriot 5551 'Spinning' Keyring			4.50	2.00	
24a	SALE 5551 Socks – 1 pair			4.00	1.50	
24b	SALE 5551 Socks – 3 pairs			10.00	2.50	
25	The Unknown Warrior CD by Alf Tubb (Basel Festival Orchestra)			10.00	2.50	
26	Crest Backpack – 19-litre capacity			30.00	4.50	
27	Cloughton & Patriots 4-6-Os Book – G. Toms and R. J. Essery			16.95	3.50	
28	SALE The Patriots – Volume 1, 45500-45525*			10.00	4.00	
29	SALE The Patriots – Volume 2, 45526-45551*			10.00	4.00	
30	Steam Memories – LMS Patriots			9.00	2.50	
31	The Book of the Patriot 4-6-Os – Graham Onley			12.95	3.50	
*If you buy both Patriot volumes postage will total £6.00					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.**

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

Website: www.lms-patriot.org.uk

Tyseley Patriot Volunteer Warriors

Roger Bateman, Anthony Brookes, Ian Kinsey, Neil Kinsey, Barry Mathews, Anthony Pilkington, Keith Riches (Supervisor), Pete Sikes, David Tuffin, Kevin West (Supervisor)

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The Warrior

Ex-LMS Jubilee class No. 45690 Leander opens up past Ramsbottom Sidings with the 10.20 Santa Special on 2nd December 2023. Photo: © Chris Ainscough

