



FEBRUARY 2026
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The Warrior

THE MAGAZINE FROM THE LMS-PATRIOT COMPANY



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FRONT COVER:

Fowler 'Patriot' 6P5F 4-6-0
No. 45500 Patriot at Laisterdyke
on 15th June 1960.

Photo: Robert Anderson
© The Transport Treasury



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Editorial

The first two months of 2026 has certainly seen an uplift on engineering progress at Tyseley. Thanks to the volunteers who work there we have plenty of photographs in this issue to illustrate what has been going on.

Indeed, a couple of days before this magazine was sent to print we were able to be as up-to-date as is possible with a further supply, and they have been added on pages 32 and 33. We are talking to Tyseley Locomotive Works regarding arrangements for Saturday volunteer days and will keep you informed as to when these will be as we have to make sure that the correct supervision is in place before they can go ahead.

Also in this issue we have a new appeal, this time for nuts and rivets, not glamorous parts I agree, but vital for the construction of the 'bottom end' of the locomotive. We are hoping that because they are reasonably low cost items that many of you will decide that you would like to buy one or two to help us along, see page 31 for details.

And finally there's a whole new range of clothing merchandise now available. When attending galas and events it is great to see our name out there, so if your 'railway wardrobe' needs freshening up see what we've got for you on page 45.

Pete Sikes, Editor *email: warrior-editor@lms-patriot.org.uk*

TONY HEWITT

As the magazine was about to go to press we heard the sad news that Tony Hewitt had passed away. He was not only a member but supported the project in other ways. Many of you will have tested your skills in the Word Searches he set and were published in The Warrior. He also helped on sales stands and with occasional office duties such as mailing out the magazines.

Our sincere condolences go to his partner Paul, and his family and friends.

Vice-Chair's Thoughts

FEBRUARY 2026

First, it gives me great pleasure to welcome Iain Gould to the Board. He attended the Board Meeting on Saturday 7th February, at the end of the meeting it was agreed unanimously by the Directors present that he should be invited to join. I am pleased to say that he accepted and will become the new Company Secretary, I am convinced that he has a valuable contribution to make. An introduction to Iain features in Members' Corner on page 30.

It was also agreed that Richard Sant should be made a Life Member for his services to the Project, particularly in the role of Company Secretary since the beginning.

Work on the build at Tyseley continues to progress steadily and completion of the driving wheels and boiler should allow for the chassis to be re-wheeled and the boiler to be trial-fitted before the end of this year, although probably not in time for the Members' Day/AGM which is pencilled in for Saturday 19th September.

Fund-raising continues to hold up remarkably well, but we need to aim to raise £250,000 per year for the next three financial years to complete the job.

Once again, many thanks to all of you for your loyalty to the project and your generosity for getting us this far.

I have a few talks scheduled but please be on the lookout for more.

Work on the Bachmann model of 5551 is nearing completion and they are due to leave China in May. Shipping between China and here continues to be problematic but hopefully they will arrive before the end of June. The plates for the top of the wooden boxes are in hand and I hope you will agree that they look very smart, see photo below.



Many thanks for your continued support.

JOHN HASTINGS-THOMSON, VICE-CHAIR

chairman@lms-patriot.org.uk

TREASURER'S REPORT NEIL COLLINSON, TREASURER

Quarter 3 – 31st December 2025 and the financial year-to-date

First thought for the quarter: The results for quarter 3 pushed us well towards our annual objective with three months to go. I am confident that we will be over 100% of our budget come the 31st March.

INCOME

Total income for quarter 3 is £71,000 (£130,000 in 2024/25) including expected £8,500 in Gift Aid. As usual Gift Aid is not included in the figures in the chart as the funds are not received from HMRC (Charities) until the month following the quarter end. We did receive £8,511 from them on 21st January. Total restricted funding was £1,480. The total year-to-date figure amounts to £195,000, (£341,000 in 2024/25) giving us 90% of our total annual budget.

Second thought for the quarter: My quarterly 'Results Comparison Chart' appears on the following page in my report in landscape format, the page choice being at the discretion of the editor. It includes the three quarters for both years.

Total Membership income for the quarter including Gift Aid came to £9,264. The year-to date figure is £19,854 giving 85% against budget for the year. This is a significant improvement over 2024-25. This was helped by having three new life members during the quarter. We have approximately 770 members, the number of which appears to have stabilised.

Third thought for the quarter: Can I just mention at this point the sterling work our volunteer, Neil Jarvis, is doing from his home in Dumfries. He has taken it on board to contact individuals by phone whose memberships have lapsed recently and he has had significant success in bringing them back on board. Thoughts are now turning to reviewing those who joined at the Warley MRC show at the Birmingham NEC in 2013 where we displayed The Unknown Warrior, but for whatever reason have fallen by the wayside. It would be great to bring some of them back on board.

Total donations/sponsorships for the quarter was £49,000 and £144,000 for the year-to-date. That is 85% of the original annual budget set.

Regular Donors contributed £21,174 in the quarter and £66,000 for the year-to-date. It is just under budget at 73%. Interestingly, we have had four new ones in the quarter, our best quarter in this category for some time. Even though we have lost six, the total amount is slightly up on the previous quarter.

Other donations were £18,400 in the quarter and £39,000 for the year-to-date. 71% of the total budget.

Other income in the donations/sponsorship category for the quarter, such as Gift Aid, sponsorship and bespoke numbers, trustee donations and legacies took our total quarterly figure to the £144,000 mentioned above.

Quarters 1, 2 and the year-to date comparison with 2024-2025

	Annual budget 2025-26	Q3 actual 2025-26	Q2 actual 2025-26	Q1 actual 2025-26	Year-to-date actual 2025-26	% of annual budget	Annual budget 2024-25	Q3 actual 2024-25	Q2 actual 2024-25	Q1 actual 2024-25	Year-to-date actual 2024-25	% of annual budget
INCOME												
Membership	£23,366	£9,264	£6,698	£3,892	£19,854	85.0%	£24,776	£6,148	£5,773	£5,138	£17,059	68.9%
Donations/ Sponsorships	£169,881	£48,619	£43,907	£51,513	£144,038	84.8%	£168,301	£81,093	£38,992	£145,293	£265,378	157.7%
Compensation	–	–	–	–	–	n/a	–	–	£8,566	–	£8,566	n/a
Sales/Events	£24,000	£10,848	£13,183	£721	£24,752	103.1%	£20,500	£6,995	£8,627	£4,049	£19,671	96%
Wheels settlement	–	–	–	–	–	n/a	£27,500	£8,250	£8,250	£8,250	£24,750	90%
Other (interest)	–	£2,041	£2,117	£2,207	£6,365	n/a	–	£2,304	£2,427	£1,791	£6,522	n/a
Loans	n/a	–	–	–	–	n/a	n/a	£25,000	–	–	£25,000	n/a
TOTAL	£217,247	£70,773	£65,905	£58,332	£195,010	89.8%	£241,078	£129,791	£72,636	£164,520	£366,947	152.2%
EXPENDITURE												
Locomotive	£42,347	£9,232	£12,559	£9,762	£31,553	75%	£94,927	£16,657	£17,864	£2,816	£37,337	39%
Tender	–	–	–	–	–	n/a	–	–	–	–	–	n/a
Boiler	£30,000	£13,746	£7,194	£6,779	£27,719	92%	£40,000	£25,300	£49,210	£23,548	£98,058	245%
Other Engineering	£1,000	–	£2,929	£292	£3,221	322%	£1,000	£1209	–	£128	£1,337	134%
Crane repayment	–	–£246	–£483	–£474	–£1,203	n/a	–	–£1,588	–£612	–£1,741	–£3,941	n/a
Insurance	£5,500	£6233	–	–	£6,233	113%	–	£5,327	–	–	£5,327	n/a
Sub-total	£78,847	£29,485	£22,199	£15,829	£67,513	86.0%	£135,928	£46,906	£66,462	£24,751	£138,118	101.6%
General expenses	£56,150	£15,117	£22,204	£12,535	£49,856	89.0%	£48,150	£10,914	£15,906	£13,587	£40,407	94%
Loan(s) interest	£82,250	£4,569	£1,255	£455	£6,279	8.0%	£57,000	£54,838	£1,255	£520	£56,613	99%
TOTAL	£217,247	£49,170	£45,657	£28,819	£123,647	57%	£241,078	£112,657	£83,623	£38,857	£235,138	98%

The usual comparison table for regular donors follows. **If you are not a regular donor, please consider signing up to help us with the final push. Forms are available on our website and if you click on the 'Donate' button on the home page there is a form for direct debits. The suggested amount is £10 per month but even £5 or £1 per month would be extremely useful. Some donors contribute more than that. If you are a regular donor, please consider an increase to the amount.**

	2025/26 Donors			2024/25			2023/24		
	New Donors	Lost Donors	Total (£) for Quarter	New Donors	Lost Donors	Total (£) for Quarter	New Donors	Lost Donors	Total (£) for Quarter
Quarter 4	–	–	–	0	5	£21,838	1	6	£21,873
Quarter 3	4	6	£21,714	4	5	£22,140	1	3	£22,313
Quarter 2	4	6	£21,496	2	3	£21,706	0	3	£22,238
Quarter 1	3	8	£21,901	2	4	£22,462	1	13	£22,596

My usual quarterly bank balance comparisons are provided. They continue to increase and at the time of writing (4th February) they exceeded £500,000. However, I am convinced that they will substantially reduce between now and 31st March 2026 as quite a few invoices that I have received from Tyseley will be paid in the current quarter.

Combined bank balance comparisons CAF and The Co-op		
	Q3 (2025/26)	Q3 (2024/25)
Opening Bank Balance – 1st October	£475,725	£363,231
Closing Bank Balance – 31st December	£488,623	£389,796

The balances on the accounts we opened at The Co-op Bank are increasing because we pay all of the cash from sales stands and cheques received in the office into it, together with making cheque payments for boiler loan interest payments. The Charities Aid Foundation (CAF) is used to make all payments to suppliers and boiler loan interest recipients using electronic means. As I have mentioned before, the usual account with CAF still holds good for all credits from members and the most cost-effective way for us is a direct bank transfer. Full details of the account for this purpose are on the website but just a reminder that your bank will flag up a warning that the account cannot be traced. That is because the sort code is an HSBC one who CAF use. Provided the details are checked for accuracy the warning can be ignored, and the funds will be received safely through the ether.

Fourth thought for the quarter: If anyone would like more detail on the breakdown of the balance on our bank accounts or anything else in this report, please email me at treasurer@lms-patriot.org.uk

Sales and events. Actual income generated from pure general sales was £9,905 for the quarter and £19,908 for the year-to-date which is 126% of the annual forecast. We received £702 for our very own pictorial book sales. Raffle tickets did not record any further sales in the quarter as the AGM was early and the draw was made on that day in September 2025. As the raffle tickets were late being produced due to the uncertainty of the AGM date we generated £1,500 less this year compared to previous years. The board will review this issue at the Board meeting on 7th February, and I will report the outcome in the next Warrior.

Fifth thought for the quarter: I have again not provided a detailed breakdown of our various individual expenditure budgets at the risk of overloading the brain.

5551 ENGINEERING EXPENDITURE FORECAST	Q3 – 2025/26			Q4 – 2025/26			Q1 – 2026/27		
	October 2025	November 2025	December 2025	January 2026	February 2026	March 2026	April 2026	May 2026	June 2026
	£	£	£	£	£	£	£	£	£
Current Bank Balance	£475,725	£478,113	£492,878	£488,623	£502,783	£481,640	£464,111	£469,846	£459,603
Income (Budget) excluding Gift Aid	£16,236	£16,236	£16,236	£16,236	£16,236	£16,236	£16,236	£16,236	£16,236
New Bank Balance	£491,961	£494,349	£509,114	£504,859	£519,019	£497,877	£480,348	£486,082	£475,839
Other Expenditure (Budget – excludes loan repayments)	£4,679	£4,679	£4,679	£4,679	£4,679	£4,679	£4,679	£4,679	£4,679
Loan Repayments	–	–	–	–	–	–	–	–	–
Engineering Expenditure	£18,200	£1,800	£19,200	£12,900	£32,700	£29,086	£24,200	£21,800	£33,200
Gift Aid Return	£9,035			£8,511			£4,960		
VAT Refund (Estimated)	£5,843			£6,472			£13,417		
Forecasted Bank Balance	£483,960	£487,870	£485,235	£502,263	£481,640	£464,111	£469,846	£459,603	£437,960
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	£486,030	£489,940	£487,305	£504,333	£483,710	£466,182	£471,916	£461,673	£440,030
Actual Bank Balance (last day of month)	£478,113	£492,878	£488,623	£502,783					
Actual Income in Month	£37,084	£22,604	£16,500	£32,467					
Actual Outgoings in Month	£35,196	£8,549	£22,806	£18,139					

EXPENDITURE

Engineering expenditure for the year-to date is £67,513. Detailed analysis is provided in the chart.

Total overheads were £49,856 or 89% of the annual budget. Although trustee expenses were £4,891 (122% of the annual budget), corresponding donations by trustees amounted to £5,045.

Boiler loan interest repaid for quarter 3 was £4,319 (86%), the largest quarter of the year. However, one lender donated the interest of £1,925 back to the project for which we are extremely grateful.

There has been more income than expenditure during the quarter, leaving a £21,356 surplus (£70,161 surplus for the year so far).

Final thought for the quarter: Looking forward to great progress being made on The Unknown Warrior in 2026 so that our bank balance on hand is reduced.

Best wishes and thank you for your continued financial support.

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

Patriot Board Recruitment Exercise

Members should be aware that we embarked on an urgent exercise to refresh and strengthen the LMS-Patriot Board during the autumn of 2025.

This was initially prompted by Colin Hall's decision to step down, followed shortly thereafter by Richard Sant's decision not to seek re-election as Company Secretary at the AGM. The Board had already been concerned about succession and had carried out some analysis in 2024 which illustrated the challenge mature organisations like ours face. So starting an exercise to identify new 'blood' was in any case already on the agenda.

It is with great pleasure we can announce Iain Gould as the first new addition to the Board as a result. Iain has been a member since 2018 and is well connected in the heritage railway community. An introductory biography accompanies this update.

However, this is just the start. John Hastings-Thomson is prepared to continue as Acting Chairman for the foreseeable future, but not the long term. Moreover, we also need to strengthen in both engineering and non-engineering skill areas (e.g. administration, sales, communication etc). As a result, we believe we need to identify at least 3-4 individuals to join the Board and step up in 2026.

Why might you consider joining the Board? We are a friendly, informal, but highly committed group. It is a really exciting time to get involved in the project as the build starts to accelerate. This energy is reflected in discussions at Board level. We are keen that each Board member should have a clear role. The time commitment for Board meetings is not huge (4 x quarterly meetings + AGM). Beyond that it depends on the responsibilities undertaken. All out of pocket expenses can be reimbursed.

If you would like an informal discussion in terms of whether and how you can help, please get in touch with me via the Stafford office on **01785 244156** or by email at [**office@lms-patriot.org.uk**](mailto:office@lms-patriot.org.uk).

DAVID TUFFIN, DIRECTOR

ENGINEERING PROGRESS REPORT

BY KEITH RICHES, PROJECT DIRECTOR

LOCOMOTIVE

The locomotive build is making steady progress. Components are being permanently fitted including Cylinders, Stretchers, Motion Brackets and various other parts for Brakes and Springs.

Machining and assembly of the wheelsets will now likely commence in May/June 2026.

A final quality assurance check is required (the Quality Review took place on Monday 9th February) before we submit our 'signed off' drawing set, this will then be followed up with a production meeting at Riley's.

VOLUNTEERS

The idea of covering Wednesday and Thursday with Keith Riches supervising on Wednesdays and Kevin West Thursdays has not quite worked or various reasons, not least lack of availability. Tyseley Locomotive Works (TLW) has agreed in principle that volunteers can work Saturdays providing that TLW/Patriot supervision is available.

BOILER

We are still waiting for the inspection report from BES. Keith Riches, Simon Scott and Kevin West will be visiting HBSS as soon as possible to review various technical details and establish when we will pause work on the boiler prior to temporary fit at TLW which will be after the Driving Wheels are delivered.

TENDER

The tender axles have undergone NDT (non-destructive testing) and we are happy to report that no defects were found.

No further progress has been made with the tender at Leaky Finders. We recently had discussions with Leaky Finders which resulted in us agreeing to recommence work on the tender in May 2026.

PLAN

The outline plan for the next few months (before delivery and temporary fitting of the boiler now likely to be August/September 2026):

- Complete the fitting of Spring Hanger, Brake Hanger and Boiler Expansion Brackets, Outside Motion Girders, Inside and Outside Motion Brackets and associated Valve Rod Guide Brackets which is currently ongoing.
- Prepare running plates for shot blasting, the current proposal is for them to be done at TLW.
- Finish remaining welding of incorrect bolt holes (in progress).
- Repair of Drag Box (in progress).
- Check alignment.
- Commence wheel assembly TBC (probably May/June).
- Progress the Bogie Frame rebuild (Bogie Stretcher now cast, Bogie Centre Pin Casting due delivery at the end of February).
- Bogie Wheelset repair at Riley's (wheelset NDT complete, we are now awaiting a quote).

This is not an exhaustive list of work required. It covers current ongoing work and key tasks.



Above: Reaming holes for Rivets before fitting of Frame Stretcher.



Left: New Rivets fitted to hold the Inside Motion Bracket in the Frames. One line of Rivets are also used to mount the Outside Motion Brackets as can be seen.

Opposite Page, Top Left: Left Hand Outside Valve Rod Crosshead Support Bracket being test mounted onto the front of the Outside Motion Bracket.

Opposite Page, Top Right: Inside Cylinder Hind Cover and Slidebars being installed.

Opposite Page, Middle: Two views of the Outside Weighshaft Support Trunnions being installed.

Opposite Page, Bottom: Right Hand Motion Girder after installation.

All Photos taken on 28th January 2026 by Keith Riches





Above Left: Right Hand Outside Cylinder, showing the Fitted Bolts being installed.

Above Right: A Boiler Support Bracket during fitting.

Below Left: Outside Combination Lever, formerly fitted to Jubilee No. 5562 Alberta, following refurbishment.

Middle Right: Machining the square holes for the location studs in the Horn Ties.

Bottom Right: A set of Outside Valve Rod Die Block Slide components, following preparation for fitting.





ILLUSTRATED GLOSSARY – CASTINGS

TEXT AND IMAGES, KEVIN WEST, PROJECT DESIGN ENGINEER

While I was writing the previous part of this series I realised I had mentioned that the construction of steam locomotives uses castings. But I then thought do you, our readers understand what a casting is, how they are produced and what goes into the design and manufacture of a casting? So this time we look at this process, rather than specific parts of a locomotive or rail vehicle.

So, what is a casting? A casting is a part which is formed by heating a metal until it becomes liquid and then pouring this liquid into a mould of the required shape and allowing it to cool and solidify. A simple process, but there are many different technical requirements that have to be applied and followed to obtain a successful casting. Let's look at the various parts required?

PATTERN

Firstly, we need a pattern. The pattern is the shape of the required casting, plus any additional metal required on areas or faces that need to be machined to obtain the required surface shape or finish on the finished part. This feature is called the machining allowance. In addition, the pattern will include a shrinkage allowance as the

molten metal shrinks slightly as it cools. Some shapes require the pattern to be made in two halves, split around the largest profile. This split will be set on the mould Parting Line.

Traditionally, the pattern was made of wood, although more recent developments now see materials such as wax, resin, polystyrene or even just the three-dimensional CAD data used to produce the mould.

REUSABLE PATTERNS

One of the principle uses of castings is to produce a number of similar parts. For this a reusable pattern in a hard material normally wood or resin is used. The pattern is the shape of the part required and can contain Cores to form any internal features required.

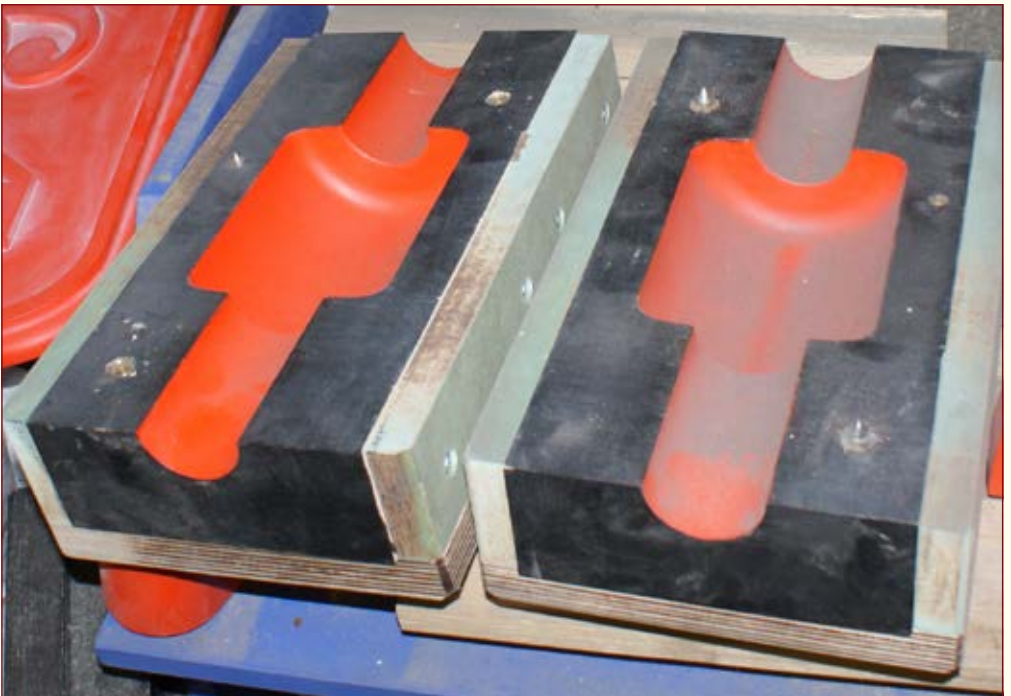


Above:
The pattern pieces for the Patriot Bogie Centre Pin. The Core Box on the left and the two body pieces on the right.



Above: The casting and pattern for one of 5551's Stretchers.

Below: The Core Box of the Bogie Centre Pin which forms the internal shape of the casting.



SINGLE USE PATTERNS

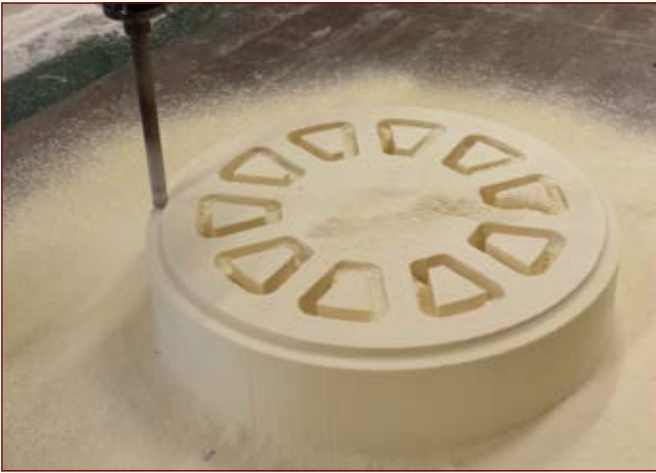
The castings used in the construction of locomotives built in the UK were all made using a solid pattern, as they were making a number of locomotives at the same time, so the pattern would be used numerous times. Projects such as ours are only making a single locomotive, so for things like the Cylinders, the cost of the pattern for such a complicated casting can run into several tens of thousand pounds. There also is the problem afterwards of what to do with the pattern equipment. By size, the pattern pieces total four or five times the volume of the finished casting, so it takes a lot of storage space, and being wood, needs to be kept dry and clean for future use. This is where the use of a single use

pattern has an advantage. The cost is also substantially less – for our Inside Cylinder we could have made 14 single use patterns for the cost of a reusable one!

The Patriot Cylinders have been produced by using patterns made from expanded polystyrene. The process is slightly different. The mould is built up in a similar way, except the pattern is left in the mould to be burnt out by the molten metal. The pattern is machined from large blocks of polystyrene on a five-axis milling machine, direct from the three-dimensional data created by the Computer Aided Design system. The poly block sections are then glued together to complete the finished pattern.



Outside Cylinder pieces after machining.



Left: Bogie Wheel Centre pattern being machined on a five-axis milling machine.

**Below:
The completed pattern for one of 5551's Outside Cylinders.**



MOULD

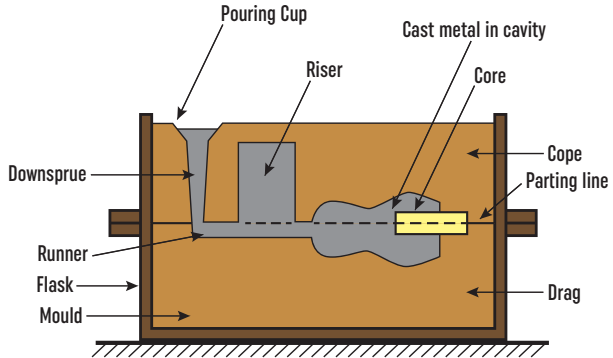
The mould in its simplest form comprises of a block of sand into which the pattern is inserted. The sand is compressed around the pattern until it forms a solid block, the pattern is removed and the liquid metal is poured in, allowed to cool and produces the casting. Nice and easy for simple shapes, but how about more complicated parts?

The diagram to the right shows a simple casting mould set up.

The Flask is a container into which the sand is compressed to produce the two parts of the mould. The two halves mate at the Parting Line and will have attachments on the Flask for lifting on the outsides and alignment pegs and holes to ensure a good fit and alignment between the two halves. The bottom half of the mould is known as the Drag and the upper part as the Cope. The diagram shows the lower (Drag) half of the flask

with a bottom, most flasks are open bottomed and will be placed on a base for casting. To produce the Drag, half of the pattern is placed on a board and the Flask placed on the board on the Parting Line face. Casting sand is compressed into the Flask to produce a solid block of sand. Once fully compressed it is turned over and the board removed, leaving the half pattern in place.

The other half of the pattern is now placed into position, the pattern design will incorporate dowels and holes to ensure the two halves accurately line up. We need a way to get the molten metal into the Cavity. This is done by installing a Downsprue and Runners to feed the molten material into the Cavity. In addition, Risers, which are large pots that will fill with liquid metal during the casting process are positioned as required by the pattern.



The Inside Cylinder Pattern being prepared for the mould to be built around it. The cream coloured pipes are the Downpour and Runners added by the foundry to feed the molten metal into the Cavity.

RISERS

As mentioned previously, as the molten metal cools down it shrinks slightly. The rate of cooling and the amount of shrinkage is related to the section of the part being cast. Thin areas will cool quicker, whereas large sections hold the heat longer. As the material cools it shrinks slightly at the outer surfaces first with the inner remaining liquid. The Risers are located close to these large areas and will feed molten material into the part to replace that lost by the shrinkage to avoid voids in the casting. The picture of the Driving Wheel casting shows this clearly, with a large Riser on the Centre Boss and separate Risers on the Wheel Rim at the end of each Spoke.



Above: The sand being delivered by overhead chute, while the foundry men compress the sand around the pattern.

The Cope Flask is now put into position and more sand added to produce the Cope mould. Not shown on the diagram are the Air Vents which allow gasses to escape from the mould cavity during the casting process. The two halves of the mould will then be split to remove the patterns and carefully add the Runner channel into the sand.

The yellow piece on the diagram shows a simple Core, which will produce a blind hole in the casting body. The patterns will include a feature to hold the Core into the Drag and Cope sand. A separate Core Box pattern will produce a sand Core to place into the mould before it is closed up for casting.



Outside Cylinder. Ramming the sand around the pattern.



Above: The mould for an Outside Cylinder during build up, showing the risers and runners. The iron bars are reinforcements for the sand in internal areas of the casting. The rest of the mould will be filled with sand compressed down on top of the pattern.

With the metal heated up to liquid form it is poured into the Pouring Cup, along the Runner and into the Cavity. As the Cavity fills the molten metal fills the Riser. Once metal is seen at the tops of the air vents this proves the mould is full.



Placing the Cope Flask in place.

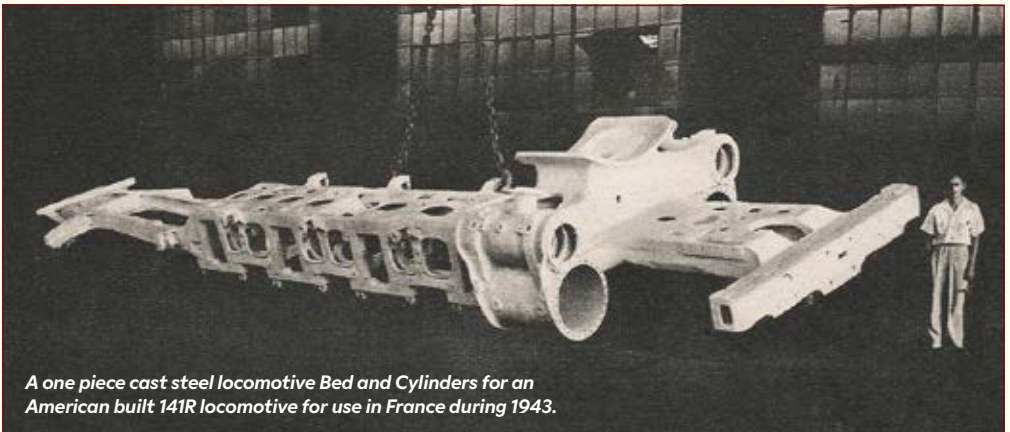


Pouring the molten metal into the mould is a spectacular sight.

The metal is now left to cool down and solidify. For small parts this can take a few hours, large castings such as the Outside Cylinders of 5551 were left for a full week. The castings are broken out of the mould by removing the Flasks and breaking the sand off the metal. Even after a week, the Cylinder casting was extremely hot to the touch.



Above: Outside Cylinder casting after cooling and knocking out of the mould. The Runners and Risers can be seen before they are cut off from the casting.



A one piece cast steel locomotive Bed and Cylinders for an American built 141R locomotive for use in France during 1943.

FINISHING CASTINGS

Having been left for sufficient time for the metal to solidify fully, the casting can be removed from the mould. All the casting sand is broken away from the casting. This will be cleaned ready for re-use.

The casting will still have the Downpour and Runners and Risers attached. These are cut off and the material reclaimed for return into the Crucible for use on the next casting.



Driving Wheel casting showing Risers on centre boss and at end of each spoke.

No. 45508, with its ugly stovepipe chimney, passes through Madeley in the summer of 1959.
Photo: J. D. Darby © Manchester Locomotive Society





OFFICE DETAILS

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

01785 244156 or 07801 945689

email: membership@lms-patriot.org.uk

Sending out the last magazine was quite straightforward and completed very quickly. Afterwards, some of the team went for a pre-Christmas lunch at a restaurant in Stafford which was really enjoyable.

With this issue, you will find the annual draw tickets. The delay in sending them last year resulted in at least 1,000 fewer tickets being sold. We are really hoping that there will be a significant increase this year as you will have more time to buy, and be in with a chance of winning one of the six cash prizes.

This time last year, our Treasurer was spending much of his time organising the opening of a new account with The Co-op Bank. These things are never easy but he persevered! The new account is an addition to the main account with CAF Bank but provides free banking and the other bonus, an actual branch in Stafford so that we can pay in cash from our sales stands and collecting boxes as well as cheques received in the office. I know that many of you are not able to bank online so thought it worth mentioning that we are now very pleased to receive subscriptions and donations by cheque without it generating any fee.

Many of you have kindly Gift Aided your subscriptions and donations which means we are able to claim extra funds from the government scheme. Please don't forget that if your tax status changes and you don't pay sufficient tax to cover your donations, you do need to let us know or else HMRC may seek recompense.

You will see from the sign-off at the end of this report that my job title has changed. The work

that I do has evolved over the years and the title of Office Manager didn't convey that. In the early days most of the paperwork was done by recently retired Company Secretary, Richard Sant at home. It was in 2013 that Richard appealed to members for help and found space in the local voluntary services building to set up an office (we have moved twice since then). At the time, sufficient people came forward to man the office every day. A few fell by the wayside but it was when the office building was reopened after the pandemic that the numbers really fell away. It means that there are only a couple of us now who know what needs to be done. I would really appreciate some new volunteers to join the small team so that the knowledge is not so thinly spread. Initially it would mean coming to the office in Stafford for training but could later lead to mainly working from home. If any of you would like to come to talk about how you could help then do please get in touch.

A volunteer who has been helping remotely for a number of years is Neil Jarvis who is based in Dumfries and Galloway. During that time he has been responsible for preparing renewal invitation letters for all those who don't automatically receive them by email. He also sends reminders to any who haven't renewed a few weeks after expiry. Once the letters are ready he emails them to the office where we print and

send them in the post. As membership numbers have been reducing of late, the board asked if he would contact all those whose membership expired in 2025. That has proved very useful and we thank Neil for all the work he has put in. He has been tasked with going further back to see if more ex-members can be encouraged to rejoin now that the build is showing significant progress.

Perhaps you could encourage friends or relatives to become members. If you would like to treat someone to membership as a gift, the welcome pack can be sent to you to hand to them or alternatively directly to their address.

As always, if you have any questions about your membership do please phone, email or write to us.

Linda Westerman, Administration Secretary

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.

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.

5508	5531	5539
5516	5534	5540
5523	5535	5545
Just one BR number left • 45532		



Call the office on 01785 244156 to order your bespoke number



JOIN THE 5551 CLUB AND GIVE YOURSELF A CHANCE TO WIN A SEAT ON THE FIRST TRAIN
WWW.LMS-PATRIOT.ORG.UK/DONATE
OR CALL 01785 244156



SIGN UP TO EASYFUNDRAISING AND HELP RAISE FUNDS FOR THE UNKNOWN WARRIOR

SEE PAGE 42 FOR DETAILS.

www.easyfundraising.org.uk/causes/lmspatriotproject

SALES REPORT

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

As you are probably aware December and January are used as our closed season. These weeks are utilised to find and replace our model stock, renew our point-of-sale information boards, and this month in particular, Janet has been busy chasing the suppliers who are producing our new 5551 Polo shirts, Sweatshirts, Fleece, Caps and Beanies. All of these new items are available to order on page 45. We are also selling items at bargain prices (see below).

We have though attended our first event of 2026, the four day gala at Great Central Railway, 22nd to 25th January, where once again we were accommodated in the Marquee at Quorn & Woodhouse station.

The team covering this show were Mike Potter, Brian Taylor, Neil & Sue Collinson, Ian Kinsey, Mark Skinner, Janet and myself. Thank you to the aforementioned volunteers who helped out, the result was excellent as we returned sales of £4,100 (nett £3,600).

I'm sure the cold weather helped persuade customers to purchase our new Beanies, the Saturday team sold out of their allocation of crimson ones. In saying that, they are rather striking. See the merchandise list on page 45 to see all of our new branded clothing.

Our next event is again at GCR over weekend of Saturday 28th February and Sunday 1st March for their Spring Steam Weekend, we hope to see you there.

Please check out our sales events calendar on the following page, new volunteers are always welcome, let us know if you can help by making contact at events@lms-patriot.org.uk We would like to attract more volunteers not just at this event but at other locations across the country where we attend events.

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



Crest Polo shirts (green only)
£15 plus £4.50 p&p
Cloughton & Patriot 4-6-0s:
G. Toms & R. J. Essery
£5.00 plus £3.50 p&p



2026 SALES EVENTS CALENDAR

✓ = Booked
P = Provisional

Event	Date	
GCR Spring Steam Weekend Quorn & Woodhouse	Saturday 28th February Sunday 1st March	✓
Keighley Worth Valley Steam Gala Keighley station	Thursday 19th March Friday 20th March Saturday 21st March Sunday 22nd March	✓
The London Festival of Railway Modelling Alexandra Palace	Saturday 21st March Sunday 22nd March	✓
Railex Buxton 2026 Pavilion Gardens, Buxton	Saturday 20th June Sunday 21st June	P
Statfold Rails to Victory Statfold Country Park	Saturday 18th July Sunday 19th July	P
Soar Valley Model Railway Club Loughborough Grammar School	Saturday 23rd August Sunday 24th August	✓
Members' Day/AGM	Saturday 19th September	P
Stafford Railway Circle Stafford Showground, Bingley Hall	Saturday 26th September Sunday 27th September	✓
Warley at Statfold Statfold Country Park	Saturday 10th October Sunday 11th October	P



A busy weekend beckons on 21st/22nd March as we have two stands out, one at Ally Pally in the south and another up north at Keighley for the KWVR Gala, we hope to see you at one of the venues.

MEMBERS' CORNER

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

MONUMENTS TO THE FALLEN

Dear Pete

Thank you for the interesting article, Monuments to the Fallen, in the November 2025 issue of The Warrior.

In 1984 I had dinner in Manchester with Colonel Kenneth Cantlie (1899-1986) who, early in a distinguished mechanical engineering career, had been a pupil of C. J. Bowen Cooke at Crewe. Colonel Cantlie told me that he had suggested to his chief that a Claughton class locomotive should be named in honour of the LNWR employees who had served in the First World War. He had proposed that the name should be Victory.

Mr. Bowen Cooke had liked the idea and put it to the company Board, where it was accepted in principle but with the change of name to Patriot.

BEST WISHES

GEOFF SIMPSON, MEMBERSHIP NO. 1399/07

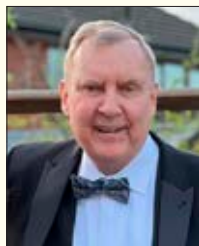
INTRODUCING... IAIN GOULD

I am a person who had a working career spanning some 48 years, a good deal of my time being spent in the wider public sector particularly Heavy Rail, NHS and Local Government.

I come from a family with transport connections, my grandfather on my mother's side worked on the tram system for Manchester Corporation with his brother – my great uncle. On my father's side his father worked as a guard on the LMS and subsequently British Railways, amassing some 50 years prior to this retirement.

I myself, worked in the Rail industry for some 15 years in various guises across both the former British Rail (BR) organisation and post privatisation for Network Rail. I have a keen interest in the industry. I saw the last vestiges of BR Steam in 1968 and I have been an active supporter of the Heritage Rail sector since the 1970s.

I am keen to see the delivery of the 5551 LMS-Patriot Project as this plugs a large gap in the former LMS/BR Locomotive family. The Unknown Warrior also recognises those people who gave the ultimate sacrifice in the defence of our country and freedom. I am more than happy to provide my skill and expertise in the successful delivery of this key project plus to see the completed locomotive thrive for many years to come.



BACHMANN MODEL UPDATE

Modellers amongst you will know that Bachmann have now announced production of the OO gauge model of The Unknown Warrior. We had hoped they would be available sooner but delivery is now expected in the summer. When we have firm details we will be in touch with those of you who paid a deposit to buy the boxed limited edition from us.

SPONSOR A NUT FOR £9 OR A RIVET FOR £5 TO HELP BUILD 'THE UNKNOWN WARRIOR'.

As the frames of The Unknown Warrior are rapidly coming together at Tyseley Loco Works we now need to purchase new rivets and nuts.

Around 150 Philidas nuts are required. These are a special type of self-locking nut that use mechanical deformation in their collar to grip the bolt threads. In addition to these, we need around 1,000 rivets.

With this in mind we are asking you to consider sponsoring any amount of nuts or rivets. All sponsorships will help go towards assembling 'The Unknown Warrior' and your name will be recorded on our Roll of Honour page on our website.

To sponsor a nut (£9 each) or a rivet (£5 each), please use one of the following methods of payment:

Click on the DONATE button at the top left of our website www.lms-patriot.org.uk and choose 'Custom Amount'. Then send an email to office@lms-patriot.org.uk stating that you have sponsored an item and the quantity sponsored.

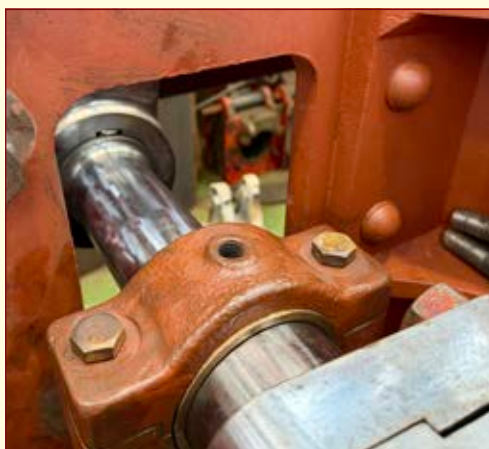
Send a cheque to The LMS-Patriot Company Ltd., Civic Centre, Riverside, Stafford ST16 3AQ, with your name and the quantity of nuts or rivets you wish to sponsor by using the form on page 44.

Or you can do a bank transfer to our account – CAF Bank Ltd. – LMS-Patriot Company Ltd., Account No. 00092990, Sort Code 40-52-40. Please include a reference in your bank transfer, for example: '10 rivets'.

THANK YOU FOR YOUR SUPPORT.



**STOP
PRESS**





*Just before completion of this edition of The Warrior, Tyseley Volunteer, **Anthony Pilkington**, sent these fabulous photos of even more progress. The images on the left and the top of this page show the fitting of the Weighshaft, which is part of the Reversing Gear. The bottom four photos show the preparation, painting and finished result of the fitted cylinders.*



THE UNKNOWN WARRIOR

NEW-BUILD LMS PATRIOT STEAM LOCOMOTIVE No. 5551

2026 GRAND PRIZE DRAW

Dear Members,

Our Grand Prize Draw raises significant sums towards the build of 5551. I would kindly ask that those of you who receive tickets with this publication please buy or sell as many as you can.

We would be grateful if you could pay by bank transfer if possible, but we will be happy to accept cheques.

1st Prize – **£500**

2nd Prize – **£250** • 3rd Prize – **£100**

plus three further cash prizes of **£50**

• GRAND PRIZE DRAW 2026 •



THE UNKNOWN WARRIOR
NEW-BUILD LMS PATRIOT STEAM LOCOMOTIVE No. 5551

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

To be drawn on Saturday 19th September 2026
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Registered under the Gambling Act 2005 with Stafford Borough Council.

• Tickets £1.00 each •

LMS-Patriot Company Ltd. - Registered Charity No. 92382 - www.lms-patriot.org.uk

TICKETS – £1 each

Finally don't forget that the stubs and form need to be returned to the office address no later than Monday 14th September, 2026:

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

The draw will take place on Saturday 19th September 2026.

THANKING YOU IN ANTICIPATION – JANET ELSON, PROMOTER.

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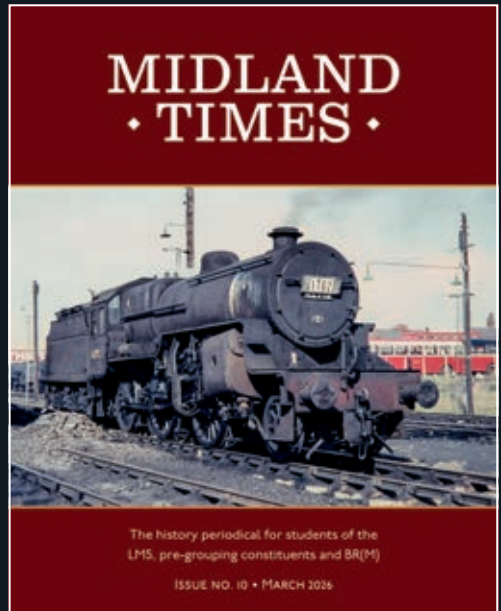
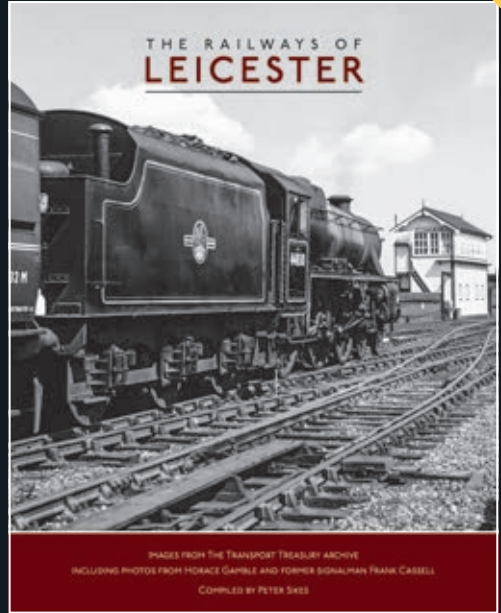
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All of the featured titles are compiled and produced by 'The Warrior' editor Peter Sikes

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LMS ACCIDENTS AND BREAKDOWN CRANES

BY PETER TATLOW, PRESIDENT OF THE LMS SOCIETY

ACCIDENTS ON THE LMS

The LMS did not have a particularly good record with respect to accidents; inheriting the dubious honour of including the site of the worst railway accident ever in the United Kingdom, at Quintinshill on the erstwhile Caledonian Railway, when 230 people lost their lives. Since the beginning of 1923 up to 1942, the LMS was responsible for 192 (45%) of those killed and 996 (43%) of the injured among the four grouping companies. Its nearest rival, the LNER, accounted for 35/36%, Southern 8/14%, whilst the GW was down at 9/6%.¹ Along with two of the other companies, the LMS had been hesitant to install Automatic Train Control/Automatic Warning System, for so long persuasively advocated by the Railway Inspectorate.

On 3rd November 1924 at Lytham the derailment at speed of an express businessmen's train from Manchester and Liverpool heading for Blackpool had resulted in fourteen fatalities and ten seriously injured. Four years later the overnight mail train from Derby to Bristol overran a signal at Charfield, colliding with the engine of a freight train setting back into a siding, and was deflected into the path of a further freight train passing on the adjacent track. This resulted in debris piling up against an overbridge, only for fire fuelled by gas tanks to break out. Fifteen persons lost their lives and 24 were injured.

1929 was barely a week old, and a not dissimilar accident occurred at Ashchurch, when a Compound with a fourteen-coach express train, having overrun several signals at danger, ploughed into a freight train setting back over a trailing crossover, resulting in three deaths and 24 injured. Year upon year, further serious accidents took place at Leighton Buzzard (3 killed/15 injured), Great Bridgeford (4/51), Little Salkeld (nil/27) and Port Eglington, Glasgow (6/55). Eleven passengers lost their lives at Winwick Junction, Warrington on 28th September 1934 and 72 were injured when two passenger trains collided leading to telescoping of some coaches. Grave incidents continued to happen during the war, such as Oakley Jct. (2/41), Rutherglen (2/15), Elderslie (1/108), Bletchley (4/41), Winwick Junction again (1/nil), Holme Chapel (9/10) and Eccles (23/56).²

Despite the cessation of hostilities in 1945, the toll continued to mount with serious accidents at Bourne End (43 killed/124 injured), Lichfield (20/20) and Polesworth (5/19). Even following nationalisation from 1948 accidents occurred on ex-LMS territory at Winsford

(5/19), Weedon (15/36), Blea Moor (nil/34) and culminating in the disaster at Harrow & Wealdstone in the autumn of 1952, resulting in the deaths of 112 people, the second most serious accident in the country.

The country was shocked by the disastrous double collision which occurred during the morning rush hour at Harrow & Wealdstone station on 8th October 1952. The two trains concerned in the initial rear end collision were the 7.31am Up local passenger train from Tring to Euston, comprising nine non-corridor bogie coaches hauled by a Fowler 2-6-4 tank engine, No. 42389, and again the 8.15pm Up overnight express passenger train from Perth to Euston, made up of eleven bogie vehicles hauled by Stanier Pacific No. 46242 *City of Glasgow*. By great misfortune, within seconds, a third train ran into the wreckage of the first collision. This was the 8.00am Down express from Euston with portions for Liverpool and Manchester, consisting in total of fifteen bogie vehicles double-headed, by 4-6-0 Jubilee class No. 45637 *Windward Islands* piloting the recently rebuilt former 4-6-2 Turbo-locomotive No 46202 *Princess Anne*.³

By 1952, I was travelling daily to school by Southern electric train and, on seeing the headlines on the newsstand of the railway disaster at Harrow & Wealdstone station the previous day, purchased my own copy of the Daily Telegraph. A growing interest in railways as a whole, Hornby-Dublo model trains and the writings of the Reverend Edward Beal in particular, had already made me aware of the work of steam breakdown cranes. Here in the paper were vivid pictures of these beasts, fulfilling their calling, by removing wreckage to enable the injured to be released, the bodies of the dead recovered and in due course helping to clear and restore the line to working order.

Later, following three years military service in the Royal Engineers, I joined the Chief Civil Engineer's Department of the Southern Region of British Railways. Yet despite the collapse of the flyover at St John's, Lewisham within two months, I was fortunately never personally involved in an event as traumatic as Harrow & Wealdstone, but did become familiar with the use of breakdown cranes for bridge works and re-railing errant vehicles.⁴

LMS BREAKDOWN CRANES

With the grouping in 1923, the LMS inherited from its constituent companies twenty-five steam breakdown cranes of varying size, allocated to the Motive Power Department. Many were of low-capacity dating back to



3RD NOVEMBER 1931 • Due possibly to appalling weather conditions, a freight train ran into a train of empty coaching stock just north of Tring station. LMS 2-6-0 Crab No. 13153, hauling a freight train, had been built the previous year. The also then nearly new Craven Bros. 36-ton steam breakdown crane, probably from Rugby, is seen here during the clearing up operation. PHOTO: HERBERT MORRIS, AUTHOR'S COLLECTION



21ST SEPTEMBER 1951 • With the continuing effects of delayed maintenance following the war, when the expedient of swapping round the wheel and axle of the bogie of a locomotive met a length of track overdue for renewal, disaster ensued at Weedon. No. 6207 Princess Arthur of Connaught with the 8.20am 15-coach train from Liverpool to Euston, having passed through Stowe Tunnel south of Weedon, derailed. The rapid deceleration of the locomotive, as it fell on one side, caused seven of the following coaches to concertina into a zigzag pattern. The driver and 14 passengers died in the ensuing mêlée. Here several ambulances and fire engines, together with Police and other cars, are in attendance with their crews attempting to rescue the injured and extract the dead. PHOTO: UNATTRIBUTED, AUTHOR'S COLLECTION

the last decade of the previous century. Nonetheless, it did include five relatively modern 35/36-ton cranes, including one with relieving bogies, together with two 25-ton and three 20-ton not quite so up-to-date cranes.⁵

As the company set about building increasing numbers of larger and heavier engines for use on the system as a whole, the smaller cranes were soon out-classed, resulting in the need to bring in a bigger crane from further afield. To meet this challenge, in 1930 the LMS ordered six 36-ton cranes from three different builders. The three from Cowans and two from Craven and a single crane from Ransomes & Rapier, were all equipped with relieving bogies to spread the load while in train formation.

The arrival of William Stanier led to the introduction in 1933 of even bigger engines. A further 520 engines of over 72 tons entered service between the beginning of 1931 and the end of 1938, the Princess Coronation Pacifics weighing in at 108 tons without tender.

As with so much of the LMS during this period, it seems that a review of the Motive Power Department's breakdown arrangements took place around 1937/8. The Cowans and Craven 36-ton cranes had been designed to handle a maximum load of 36 tons from the minimum radius of 18 feet out to a maximum of 25 or 24 feet. The possibility that greater loads at reduced radii would be lifted under emergency conditions was acknowledged by the LMS in their strengthening of this type to 50 tons at minimum radius.

Before the last war, out of the LMS's stock of now 31 steam breakdown cranes, just less than half were of

15-ton capacity dating from the end of the 19th century, but nonetheless handy machines for the more mundane incident of a derailed wagon or two in a yard. The Company therefore set about developing a more modern counterpart of 30-ton capacity, with a long jib and yet uninhibited by limitations on route availability and without the encumbrance of relieving bogies or removable counterweights, etc. Following delivery of a prototype in 1941, ten more were constructed at the height of the war, the order being split equally between Cowans and Rapier. As well as the new cranes and match wagons, the provision of additional staff riding and tool vans with associated equipment was put in hand. Once delivered, the old cranes they were intended to replace were nonetheless retained in order to strengthen the breakdown resources and deal with possible emergencies arising out of enemy action.

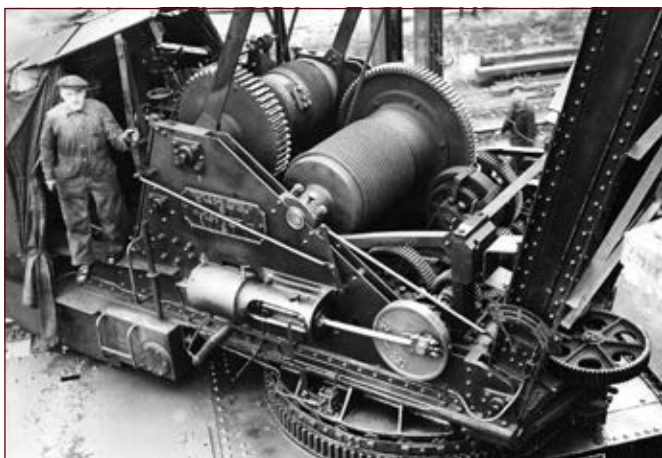
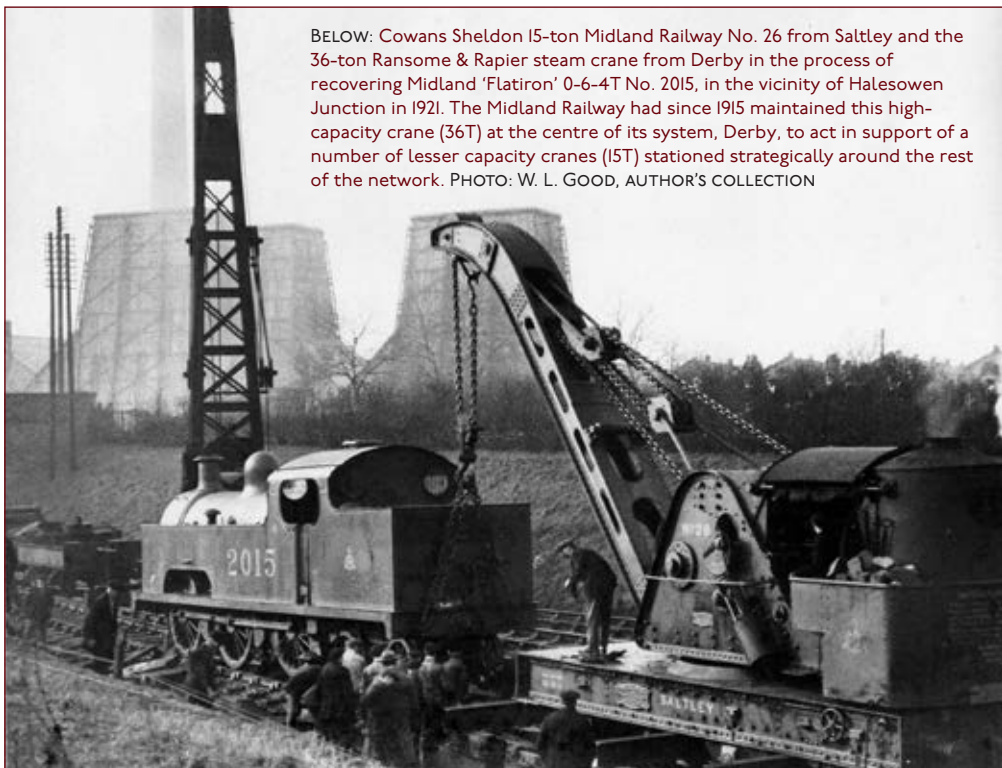
Arising from the Harrow & Wealdstone accident, British Railways in due course acquired a dozen 75-ton and ten 30-ton breakdown cranes from Cowans Sheldon in 1959-1964, two of each were diesel powered for the Southern Region. From 1977 the ten steam 75-ton cranes were converted to diesel propulsion.

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3. Tatlow P, *Harrow & Wealdstone 50 years on, Clearing up the aftermath*, Oakwood Press, 2002 & 2008.
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BELOW: Cowans Sheldon 15-ton Midland Railway No. 26 from Saltley and the 36-ton Ransome & Rapier steam crane from Derby in the process of recovering Midland 'Flatiron' 0-6-4T No. 2015, in the vicinity of Halesowen Junction in 1921. The Midland Railway had since 1915 maintained this high-capacity crane (36T) at the centre of its system, Derby, to act in support of a number of lesser capacity cranes (15T) stationed strategically around the rest of the network. PHOTO: W. L. GOOD, AUTHOR'S COLLECTION



LEFT: The driver looks up as his Ransomes & Rapier 30-ton crane No. RSI07/30 based at Polmadie, Glasgow prepares to assist ex-LNER 45-ton No. RSI058/45 (out of view) in the dismantling of the redundant flyover at Stevenson in 1949. PHOTO: J. TEMPLETON, AUTHOR'S COLLECTION

LEFT: 13TH MARCH 1935 • The 4.55pm express meat train on its way from Alexandra Dock (Liverpool) to Broad Street (London) stopped in section on the busy West Coast Main Line at King's Langley to attend to a defective brake pipe. Due to the signalman's inattention, this quickly led to a rear end collision by the following 5.50pm Stafford to Euston milk train. The resulting obstruction of the adjacent track by the debris was promptly run into by Patriot Class No. 5511 with the 10.30pm Camden to Holyhead partially fitted freight train, only to be followed by a 70 wagon coal train. No. 5511 is seen here with wagons piled up beside and beyond. The tops of two crane jibs are apparent on the right-hand side starting to tackle the task of clearing away the debris while officials and others stand by watching. The style of their headwear was an indication of the status of the wearer. PHOTO: TOPICAL PRESS, AUTHOR'S COLLECTION

23rd May 1961 • No. 45543 Home Guard parked up at Lostock Hall.
Photo: Bill Ashcroft © The LMS-Patriot Company



ARE YOU LOOKING TO DONATE OR 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. Please note though that we are still happy to receive donations.

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

PLEASE GET IN TOUCH AT

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THE UNKNOWN WARRIOR

NEW-BUILD LMS PATRIOT STEAM LOCOMOTIVE No. 555I

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.

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YOUR ACCOUNT NAME

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

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DATE

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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 (approximately 1,000 required)	£5 each
Philidas Nut (150 required)	£9 each
Tender Rivets – supply and fit (2,850 available)	£25 each
Reverser Nut Machining (50 available) – Total cost £2,200	£44 each
Crank Axle (split into 100 lots of £100) – Total cost £10,000	£100 each
Bogie Frame Stays (1 available)	£575
Coupled Axle Springs (3 available)	£800 each
Cylinder Cover Casting (1 available)	£800
Axle Box Pattern (1 required)	£1,250
Big End Strap Forging (1 required)	£2,154
Connecting Rod Forging (1 required)	£3,800

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**

NEW



NEW



NEW



NEW

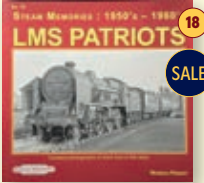
NEW



NEW



NEW



THE LMS-PATRIOT PROJECT – SALES ORDER FORM

Item	Item Description	Size	Quantity	Cost £	P&P £	Total
1	NEW Polo Shirt, Black with new logo design (S, M, L, XL, XXL)			22.00	4.50	
2	NEW Polo Shirt, Burgundy with new logo design (S, M, L, XL, XXL)			22.00	4.50	
3a	NEW Sweatshirt, Black with new logo design (S, M, L, XL, XXL)			28.00	4.50	
3b	NEW Sweatshirt, Burgundy with new logo design (S, M, L, XL, XXL)			28.00	4.50	
4	NEW Fleece, Burgundy with new logo design (S, M, L, XL, XXL)			35.00	4.50	
5a	5551 Socks – 1 pair			5.00	1.50	
5b	5551 Socks – 3 pairs			14.00	2.50	
6	Crest Backpack – 19-litre capacity			30.00	4.50	
7	NEW 5551 Cap – Black			10.00	4.50	
8	NEW 5551 Cap – Burgundy			10.00	4.50	
9	NEW 5551 Beanie – Black			10.00	2.50	
10	NEW 5551 Beanie – Burgundy			10.00	2.50	
11	LMS-Patriot 5551 'Spinning' Keyring			4.50	2.00	
12a	5551 Sans Serif Mug – Black			6.00	4.50	
12b	5551 Sans Serif Coaster – Black			4.00	2.50	
13a	Patriot Isle of Man Mug – Green			6.00	4.50	
13b	Patriot Isle of Man Coaster – Green			4.00	2.50	
14a	5551 Loco Profile Black Mug			6.00	4.50	
14b	5551 Loco Profile Black Coaster			4.00	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			4.00	2.50	
16	SALE The Patriots – Volume 1, 45500-45525*			10.00	4.00	
17	SALE The Patriots – Volume 2, 45526-45551*			10.00	4.00	
18	SALE Steam Memories – LMS Patriots			6.00	2.50	
19	SALE The Book of the Patriot 4-6-0s – Graham Onley			12.95	3.50	
20	R. C. Riley Colour Collection – Midland Region			24.95	3.50	
21	Derby Works Railway 200 Book – P.Sikes/Transport Treasury			16.50	3.50	
22	LMS-Patriot Project Tea Towel			5.00	2.00	
23	In Memory of... Crest and Nameplate Pin Badge			4.50	1.75	
24a/b	'The Unknown Warrior' Profile Badge – BR Green/LMS Red			4.50	1.75	
25	5551 Pin Badge			4.50	1.75	
26	45551 Pin Badge			4.50	1.75	
27a	Greetings Card – 'Ready to Go' – pack of 3			5.00	1.50	
27b	Greetings Card – 'Arnside Double-header' – pack of 3			5.00	1.50	
*If you order 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 email: *office@lms-patriot.org.uk*

Email: *info@lms-patriot.org.uk*

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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Design and Artwork:

Pete Sikes • *Accent Artwork Ltd. • 07831 394545*

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RAILWAY
ASSOCIATION

2020 AWARD FOR
COMMUNICATIONS



200
Years of Train Travel
Since 1825



The Warrior