

The Warrior

THE NEWSLETTER FROM THE LMS-PATRIOT PROJECT



PHOTO © DAVID P. WILLIAMS



NOVEMBER 2023

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2020 AWARD FOR COMMUNICATIONS

Editorial

It was good to see many of you at our AGM on 11th November, the support that you give to us is one of the many reasons that make this project worthwhile and we can't thank you enough.

You can read a summary of the meeting on the following pages along with the Project Progress Report and 2023 Strategic Review. As if this wasn't enough the search for a new home began in earnest and the process leading up to the final decision is reported on page 16. So as you can see there has been a substantial amount of work undertaken since the last issue of The Warrior.

It was very appropriate that the AGM fell on the 11th given that one of our project aims is to keep alive the memory of servicemen and women lost in the First World War and all subsequent wars. My own personal thoughts always go to my late father who became a 'Desert Rat' in 1942 at the age of 19, but thankfully made it back to these shores, as did his father (who unfortunately I never knew) who fought in 'The Great War' as an infantryman in the Green Howards.

We now move towards the end of another year and although I'm not one to get into the 'festive vibe' too early I would like to wish all of you, on behalf of the Project, a very happy Christmas and best wishes for the new year, where we will look forward to more progress with the build of **The Unknown Warrior**.

Pete Sikes, Editor

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

FRONT COVER:

A down express speeds northwards at Tring in September 1937. Heading the train is 'Patriot' No. 5512 Bunsen in original condition with parallel boiler. Released to traffic in October 1932 as LMS No. 5966 it became No. 5512 in 1934 and was later rebuilt with a taper boiler by BR. Withdrawal came in March 1965.

PHOTO: © DAVID P. WILLIAMS.

This photo appears in our 2024 calendar along with 12 other superb colour images of LMS locomotives in action, see page 27 for details.

Chairman's Thoughts

NOVEMBER 2023

If I have learnt anything in my working life, and now in my retirement involvement with our Project, it is that you have to be ready for the unexpected, and that no one can predict the future with certainty. I think Donald Rumsfeld the former US Secretary of Defence was on to something when he talked about 'unknown unknowns' (despite the ridicule heaped on him at the time).

If you had asked me in June this year whether our project would soon be facing homelessness on two fronts, I might have shown you the door.

We were preoccupied quite enough with getting our locomotive reassembled and back on its wheels. Yet our AGM on 11th November heard the outcome of our search to find not just a new office, but a new assembly base for our locomotive.

You can read all about that in this issue of the Warrior. All I want to say here is that the outcome comes as a great relief. There was no guarantee back in July that our search for a new assembly base would succeed. But from where I sit it looks as if we are ending up in a better place and will be potentially stronger after the change. The key to this – and indeed to making the decision itself – is whether the main players in the action can get along and work together as a team. I think the prospects are good.

Our AGM also endorsed our strategic change of emphasis for our project. For the last three years I have been involved with the Project we have been working hard to get everything right for main line operation, and that has been a journey of discovery. An adverse income trend, soaring costs and uncertainty over what main line operation would look like in years to come has made us rethink our direction this year. We have decided to concentrate first on getting going with heritage

railway operation, but without abandoning the goal of going main line if future conditions allow. All our quality work in recent times is not in vain – we need a quality locomotive, anyway. You can read more about our strategy elsewhere in this issue. I read in a recent book by David Petraeus (a senior career US Army General) that the key to successful military leadership is first, clarity about your goals and their achievability, and then being ready to adjust them when circumstances so dictate. I think that applies just as much to heritage steam locomotive projects as to Vietnam and Iraq.

Against this background it is most encouraging to see that our Financial results to date and year-end forecast for 2023/24 have bucked the trend of recent years. Thank you for the contribution you have made to that.

We are approaching the festive season – it seems to get earlier and earlier – and a new challenge in the New Year beckons. We are looking forward to rising to this challenge and ask you to continue to support us in 2024 as you have throughout our history.



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

2023 AGM REPORT



Our 2023 AGM was held on Saturday 11th November at the Kidderminster Railway Museum Annexe meeting rooms. 53 members attended the meeting, this includes the Board and volunteers who are also members of the Project.

Colin Hall summarised the achievements of the year described in the Report and Accounts for the year ended 31st March 2023, highlighting the encouraging financial results against forecast, and the underspend caused by the engineering slippage experienced in the year. This was largely because of delay with delivery of the new driving wheels and with frames rectification work. Substantial progress had been made with chassis component testing, and a start had been made on chassis reassembly by March 2023. The report described progress made with administration cost efficiencies in the year with more volunteer help and economies achieved in Warrior production and mailing costs. Member David Tuffin pointed out that present membership fees covered only The Warrior magazine production cost, and encouraged voluntary donations by members at the time of renewal.

Richard Stonier introduced his report as our Independent Financial Examiner. His examination had identified no concerns

that needed to be identified in relation to the accounts for the year

The AGM received the Report and Accounts for the Year Ending 31st March 2023, voted to extend the appointment of Richard Stonier FCA of Deans, Stafford as our Independent Financial Examiner, and voted to appoint Janet Elson and John Hastings-Thomson as Directors for a further three year team.

The Chairman thanked Neil and Karen Kinsey for their many years of sales and events management for the Project on the occasion of their retirement from the role.

AGM PRESENTATION 2023

After the AGM, members received a presentation from Colin Hall on the current status of our project. The presentation:

- described current progress with Project Reset;
- announced the Board's decision to relocate the Chassis to Tyseley Locomotive Works in 2024 following the withdrawal of PRCLT in July;

- described the successful admin office relocation in September;
- introduced the 2023 Project Strategy review;
- discussed project completion forecasting.

PROJECT RESET

Chassis reassembly started in February 2023 with the middle cylinder being refitted to the frames.

Chassis component testing was completed in August 2023 – now fully tested and documented.

The replacement wheels were delivered by Cooks July 2023 – delayed by production problems but quality assured.



The cab and smokebox were refitted to the frames in July, along with other tested components.



The multiple repairs to chassis components identified through testing were completed at Riley & Son and are now stored at West Shed.

All the wheelset components were now at Riley & Son for assembly – a successful planning meeting took place in the first week of November, with four months work estimated to complete.

Two work packages for the Boiler have been agreed with HBSS, starting imminently. This will involve the boiler being brought inside the workshop to complete the boiler up to the fitting of the tubes.



NEW HOME FOR 5551

The AGM welcomed the news that we are planning to relocate the project to Tyseley in Spring 2024.

There is much more about this on page 16 of this Warrior which will not be repeated here.

NEW ADMIN OFFICE IN STAFFORD

The meeting placed on record its appreciation of our Stafford volunteers work to make this a success with only three months notice – searching for new premises, completing the move on time, and managing

the transition and inevitable teething problems. See Office Report on page 20.

PROJECT STRATEGY REVIEW

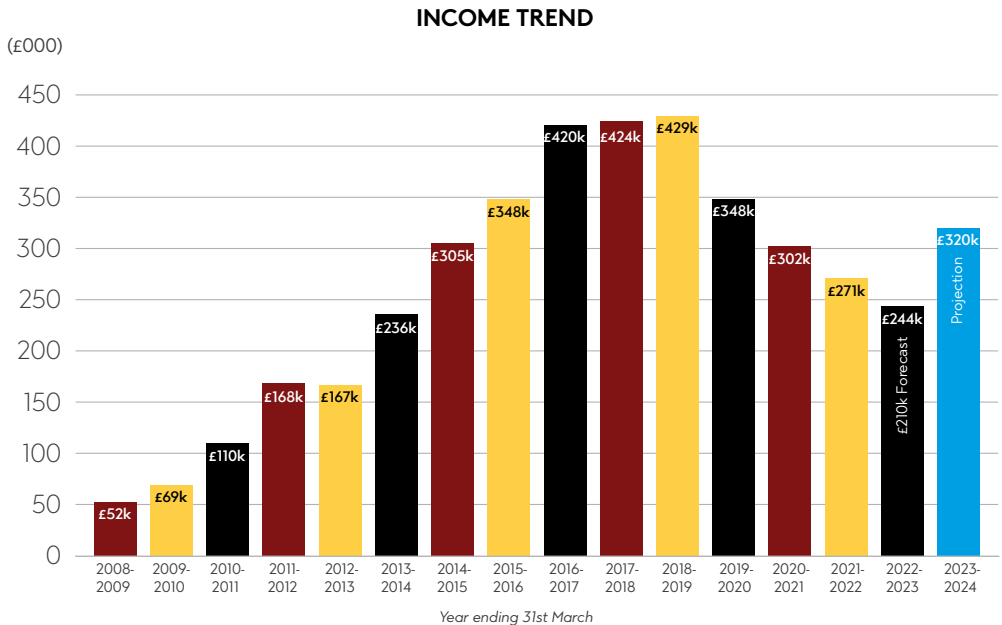
The presentation summarised the need for a review and its conclusion that our focus should shift to a first goal of getting the locomotive to steam in heritage railway

operation as soon as practicable, while not closing the door on future main line running. The project estimated that at least two years would be saved on main line completion forecasting. The Article on page 19 of this Warrior discusses how this will be done.

Members welcomed the review outcome.

COMPLETION FORECASTING

Colin Hall first drew attention to our 2023/24 income forecast trend.



The forecast showed an increase on the previous year, for the first time in five years (2018/19) and a significant one too – nearly 30%. This was thanks to legacies and other one-off donations in the first two quarters. It was too early to make any assumptions on the longer-term trend, but the encouraging result came at a good time for the project.

The presentation reminded members of the detailed work done on completion forecasting in 2021 and 2022, setting labour and material cost forecasts against projected income.

The Project attempted to repeat this process for this year’s AGM but were overtaken by events. Our last Board meeting concluded that it was impossible to repeat the process this time, in our suspended state at West Shed. Long term forecasting will be revisited once Tyseley have become involved in the work.

Finally, it was mentioned that with our move to Tyseley we would endeavour to find a suitable location near to the locomotive works to hold our 2024 AGM, announcements will be made in due course.

TREASURER'S REPORT

NEIL COLLINSON, TREASURER

Quarter 2 to 30th September 2023.

First thought for the quarter: A very happy treasurer at the end of quarter 2 but these results unlikely to be repeated. Unless you know different. Results were exceptional but mainly down to a large 'Other donation' from a member and further large payments from the legacy of a former member.

INCOME

Total income in Quarter 2 is £103,000 (£55,000 in 2022) including expected £5,500 in Gift Aid. The actual figure received was £5,697 and landed in our account on the 17th October. Total restricted funding was £1,080. This gives approximately 77% overall against the budgeted income for the year. In essence, we have achieved our budget to the end of Quarter 3 and it will make a big difference to the total annual budgeted figure agreed at the beginning of this financial year. A revised provisional income forecast was presented by our Chairman at the AGM and will no doubt be covered elsewhere in this issue. However, there is no harm in quoting it here as well, but all things being equal, I am hopeful that we can achieve an income of £320,000 for the year. That is my thought, but our Chairman might tweak it down slightly when he presents the information at the AGM. This is being written two weeks before that takes place in order to meet the submission deadline set by our editor.

Second thought for the quarter: I have tweaked the format of the results chart yet again to highlight the actual figures for the 2nd quarter and the year-to-date. Earlier copies of The Warrior can be consulted for the quarter 1 figures. I just thought that it would be more informative, but comments always welcome by email to treasurer@lms-patriot.org.uk. Do bear in mind that in portrait format I cannot fit in any further columns but could convert it to landscape to provide more figures. Will rely on our editor Pete Sikes to sort it next quarter if that is the case.

The bank accounts showed a significant reduction in the balances on 30th September 2023 (see table on following page) in spite of the large credits coming in. We have paid for the manufacture of the replacement driving wheels and the VAT paid within those purchase invoices has been reclaimed and was refunded from HMRC on 17th October. However, we are still receiving monthly payments highlighted under 'Wheels settlement' (see table). This meant that the £229,000 balance at the end of September 2023, plus the additional £30,000 VAT and £5,700 Gift Aid gives us a total of £265,000 to take forward to quarter 3.

Third thought for the quarter, or perhaps more accurately, a treasurer's titbit: There was an interesting donation this last quarter. An individual who passed away was not a member of the project, but his daughter found a number of project related sales items amongst his possessions. Having researched us on the internet and after speaking to Linda at the office she decided that the donations made by the attendees at the funeral should go to our project. Unexpected but most welcome.

QUARTER 2 AND YEAR-TO-DATE COMPARISONS

INCOME	Annual budget 2023-24	Q2 actual 2023-24	Year-to-date actual 2023-24	% of annual budget	Annual budget 2022-23	Q2 actual 2022-23	Year-to-date actual 2022-23	% of annual budget
Membership	£27,519	£5,697	£10,882	39.5%	£33,524	£7,321	£12,858	38%
Donations	£169,522	£79,124	£150,198	88.6%	£214,333	£41,655	£83,888	39%
Loans	–	–	–	n/a	–	–	–	n/a
Sales	£18,650	£4,828	£8019	43%	£22,150	£5,260	£8,282	37%
Other (interest)	–	£1,751	£2,936	n/a	–	£327	£461	n/a
Wheels settlement	£33,000	£11,000	£19,250	59.3%	–	n/a	n/a	n/a
Sale of assets	–	£1,037	£1,037	n/a	–	n/a	n/a	n/a
TOTAL	£248,692	£103,437	£192,321	77.3%	£270,007	£54,563	£105,489	38%
EXPENDITURE								
Locomotive	£128,542	£83,439	£127,274	99%	£140,007	£38,154	£43,032	n/a
Tender	£5,000	–	–	Nil	£5,000	–	£1,408	n/a
Boiler	£30,000	£552	£5,725	19%	£30,000	–	–	n/a
Other Engineering	£8,000	–	–	n/a	£8,000	–	£1,937	24.2%
Crane repayment	–	(£49)	(£590)	n/a	–	–	(£280)	n/a
Sub-total	£171,542	£83,942	£132,409	77%	£183,007	£38,154	£46,097	25%
General expenses	£49,150	£16,822	£25,623	52%	£59,000	£13,605	£23,580	40%
Loan(s) interest	£28,000	£1,205	£1,650	6%	£28,000	£1,218	£3,713	13%
TOTAL	£248,692	£101,969	£159,682	64%	£270,007	£52,977	£73,390	27%

BANK BALANCE COMPARISON

	Q2 (2023/24)	Q2 (2022/23)
Opening Bank Balance – 1st July	£354,876	£283,904
Closing Bank Balance – 30th September	£228,937	£308,539

Now on to the nitty gritty breakdown

MEMBERSHIP

Total membership income for the quarter including Gift Aid came to £5,697 and £10,882 for the year to date giving 39.5% against budget for the year, less than last year. We are still short on the budget and as I said last quarter and I will keep repeating it, It is this area that needs close attention if we are to maintain our current momentum. We had 885 members at the end of September, down on the number of 909 at the end of June.

21 membership subs were paid by regular donation in Quarter 2.

Total donations/sponsorship £79,124 for the quarter (£150,198 for the year to date) giving 88.6% of the budget for the whole year. There was a one-off sponsorship amount from the Irving Memorial Trust for £2,000. As mentioned above, £835 was received from donations made at the funeral of a non-member and a donation of £25,000 from an existing member/donor.

Regular donations £22,238 for the quarter against a budget of £23,280. Year to date is £44,834 (48% of the annual budget).

The average amount per donation increased by £0.24 in Quarter 2 to £23.15. Total regular donations coming from 315 donors at the end of September was £7,292. The number of regular donors still show a marked decline.

Other donations totalled £39,236 giving a total of £54,761 giving us 109.5% of the annual budget (see above).

Legacies A further £9,596 part legacy received from the estate of a late member (£14,596 in total now).

Wheels settlement figure received was £11,000 in quarter 2 and this settlement extends on a monthly basis into 2024-2025.

Interest received still rises and added £1,751 for the quarter giving us £2,936 for the year-to-date. Interesting to compare this with last year's figures.

Other income was from the sale of some scrap metal and titled 'Sale of assets.'

Fourth thought for the quarter: As mentioned previously, as part of my continuing drive to provide you with additional useful financial information, I have kept the format introduced last quarter and maintained the comparison chart to include the three previous full financial years.

5551
CLUB

YOU CAN STILL 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

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

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

2022/23 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	3	0	9	£22,966
Q3	3	5	5	£22,845
Q2	0	3	5	£23,201
Q1	2	6	14	£23,226

2020/21 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	3	2	12	£18,825
Q3	5	1	4	£19,299
Q2	7	1	6	£19,109
Q1	15	-	8	£19,100

2021/22 Donors for comparison				
	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q4	7	2	11	£23,912
Q3	1	2	6	£18,008
Q2	2	6	14	£18,514
Q1	2	5	6	£19,282

SALES AND EVENTS

Sales income amounted to £2,235 in quarter 2 and £3,721 for the year-to-date. Other sales included £60 for the Patriot book and £2,533 for the raffle. The raffle has raised £4,238 for the year-to-date so far.

Fifth thought for the quarter: In addition to the usual figures provided on the locomotive costs, I hope you find it useful to see the breakdown of the individual budgets which comprise the total overheads. The only areas over budget are mine (whoops) and company administration (see below) but it is worth mentioning here the increasing volunteer contributions being made by Mike Archer-Smith, Neil Jarvis and the office in areas previously undertaken by our bookkeeper. Thanks to you all.

Engineering Expenditure The chart shows a total expenditure of £83,439 spent on the actual engine in the quarter to the end of September. Other expenditure in this area such as the boiler and the tender is being kept to a minimum to ensure that the rectification work on the actual chassis is completed. (Total spend at quarter end of £2.99m on the locomotive, £608,550 on the boiler and £211,000 on the tender plus £643 towards a support coach. A further £49 was received towards the cost of the crane in the quarter. Hopefully, when work on the boiler steps up a gear and the invoices resume we will see a much larger contribution towards repaying this cost.

OVERHEADS

Overall, the spend is under budget for the year at £8,520.

5551 ENGINEERING EXPENDITURE FORECAST	Q2 – 2023/24			Q3 – 2023/24			Q4 – 2023/24		
	July 2023	August 2023	September 2023	October 2023	November 2023	December 2023	January 2024	February 2024	March 2024
	£	£	£	£	£	£	£	£	£
Current Bank Balance	£354,876	£361,570	£205,741	£228,937	£276,341	£272,976	£262,111	£239,379	£219,910
Income (Budget) excluding Gift Aid	£18,831	£18,831	£18,831	£18,831	£18,831	£18,831	£18,831	£18,831	£18,831
New Bank Balance	£373,707	£380,401	£224,572	£247,768	£295,172	£291,807	£280,942	£258,210	£238,741
Other Expenditure (Budget – excludes loan repayments)	£4,096	£4,096	£4,096	£4,096	£4,096	£4,096	£4,096	£4,096	£4,096
Loan Repayments	–	–	–	–	–	–	–	–	–
Engineering Expenditure	£15,650	£200,823	£1,600	£1,600	£18,100	£25,600	£44,248	£34,204	£30,804
Gift Aid Return		£5,716		£5,777			£4,960		
VAT Refund (Estimated)		£1,655		£30,752			£7,400		
Forecasted Bank Balance	£353,961	£182,854	£218,876	£278,600	£272,976	£262,111	£244,958	£219,910	£203,841
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	£356,031	£184,924	£220,946	£280,671	£275,046	£264,181	£247,028	£221,980	£205,911
Actual Bank Balance (last day of month)	£361,570	£205,741	£228,937						
Actual Income in Month	£28,155	£50,283	£28,716						
Actual Outgoings in Month	£21,475	£206,113	£7,165						

Marketing and publicity incurred no expenditure in Quarter 2 or indeed for the whole year so far.

Membership is within budget for the year-to-date at 49%.

Governance was £50 against a budget set of £600 for the year-to-date.

Sales and events well within budget.

Risk management incurred no expenditure in quarter 2 or again indeed for the whole financial year.

Finance is showing 65% of budget for the year so far. This is mainly because the majority of the expenditure for the year occurs in quarter 2. I expect to claw it back as fees for our professional bookkeeper continue to reduce due to the increasing use of volunteers and a continuing look at further cost savings (see above).

Company Administration is over budget. Office expenses have increased due to the move to the civic centre. We will review it in more detail at the end of quarter 3.

Trustee expenses within budget.

Boiler loan interest repaid so far this year is £1,650 (21%)

There has been less expenditure than income so far, leaving a surplus of £32,600 for the year.

Loan interest repaid for the second quarter was £445 and £1,850 for the year-to-date. The annual figure of £28,000 includes a short term loan of £20,000 which will be up for renegotiation in December. The member provided this loan interest free.

Overall, there has been less expenditure than income during the year so far, leaving a £32,640 surplus.

Best wishes and thank you yet again for your continued support.

Your Patriot project still needs you and more supporters!

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

Subscriptions and donations by bank transfer

Some members have been in touch having had issues when trying to send us a payment by bank transfer. The following was included in Warrior 55 and repeating it here may help.

"It can be concerning when you are warned that our account details are not found. This is because our bank, CAF (Charities Aid Foundation) is not one of the main high street banks and uses HSBC as its clearing agent. The automated security checks are therefore not able to find our account details. Once you get the warning message, provided that you have entered the bank sort code and account number as quoted on our documents, you can safely proceed with the transaction and the payment will reach us."

PROJECT RESET

PROJECT PROGRESS REPORT

NOVEMBER 2023

A lot has happened since the last Board Meeting having been made aware of PRCLT's decision not to continue with engineering work, and so the search began to find a new home.

LOCOMOTIVE

Although we have not been able to continue work on the frames to date this has not negatively impacted the project progress time line. We had hoped to be able to start fitting components to the frames having received them from Riley's. The returned and tested components are now stored safely in the containers, and we are looking forward to fitting them as soon as we can.

In the meantime progress continues with the wheel sets and cylinders at Riley's. An engineering technical meeting has taken place with them to ensure further effective progress can be made with the wheel sets and cylinders. There is no room for errors, so time and care has been taken to get it right.

TENDER

No further progress has been made with the tender however a meeting is being arranged with Leaky Finders to discuss future progress.

BOILER

Although we have made progress with the boiler assembly it has been in a piece meal manner which did not allow for continuity of work. We have therefore collated two work packages that will provide better continuity and allows for easier budgeting.

A purchase order has been raised for the first of the two work packages and this is planned to commence by the end of November 2023. When both the work packages are complete this will take us to the point where we will need to plan for the fitting of the tubes, flues, and final completion prior to testing.

BOILER WORK PACKAGES

TASK 6 to 12

6. Finish all internal pipe work
7. Fitting of the Dome
8. Regulator and Steam Pipe fitting
9. Fit all internal Brackets
10. Fitting of Palm Stay brackets and stays
11. Fitting of Fire Hole Door
12. Finish front Steel Laps

(The boiler will need to be turned at this point)

TASK 13 to 18

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

TASK 19 to 24 (to completion)

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

ENGINEERING

The outside cylinder repairs and modifications have been completed. Due to the repairs and modifications carried out the cylinder liners required replacement. The new liners (pictured right) have been delivered and a technical review has taken place concerning both the wheels and cylinders that are currently at Riley & Son Locomotive Works in Heywood, Lancashire.

The outcome of the meeting resulted in several inspections and audits that need to be carried out prior to commencing with the assembly of the wheels and cylinders. These actions are being carried out now.

We expect the inspections will go well and work will then commence firstly on the cylinders and liners, i.e. skimming the cylinder bores, carrying out pressure check, and machining of the cylinder and valve liners.

Over the next few weeks an inspection/audit of the driving wheels will take place that will establish all fits and clearances to enable machining and subsequent fitting of axles, crank pins, and tyres.

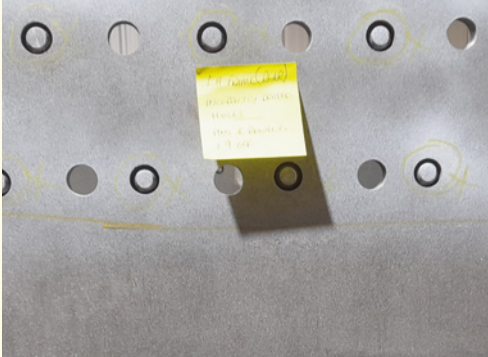
The time line for completion of this work is expected to be March/April 2024.



The left hand and right hand frame welding repairs are complete. Some drilling needs to be finished for the spring hanger attachment brackets, otherwise the frames are completed and now require painting.

It is unfortunate that due to the curtailment of engineering work at PRCLT we have not managed to make visible progress on the frames now that we are in possession of the tested components from Riley's. But on a positive note, we have components, and they are ready to fit at the earliest opportunity.

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



This shows incorrectly drilled holes plugged ready for weld and hole drilled in correct position.



Typical frame repair. Hole re-drilled and plug fitted ready for welding.



Example of mapping the frame repairs. This is kept on record for future reference.

ALL PHOTOS: KEITH RICHES

A NEW HOME FOR 5551

COLIN HALL, CHAIR

Warrior 58 went to press in August not long after we had digested the news that PRCLT our main assembly contractor had decided to pull out of third-party contract work. We reported then that our Board had started the process of finding a new home. I describe here how we went about this.

Our Board brainstormed an initial list of thirteen organisations in England. This was reduced to eight after consideration of geographic and other factors.

Expressions of interest were sought in August from the following organisations selected by the Board: CTL Seal, Eccleshall, Sheffield; Great Central Rail Loughborough; JM Steam Engineering (Buckinghamshire Railway Centre); Locomotive Maintenance Services Loughborough; Peak Rail, Rowsley, Derbyshire; WyvernRail (Ecclesbourne Valley Railway, Wirksworth); and Tyseley Locomotive Works, Birmingham. We also invited the Princess Royal Class Locomotive Trust to consider whether a new form of contract might allow 5551 to continue to be based there.

WyvernRail expressed initial interest, prompted by Simon Scott (ex-PRCLT CME) as their new General Manager: but in September this was ruled out by their Board on physical capacity and resource grounds.

Tyseley Locomotive Works and CTL Seal, Sheffield expressed interest.

The five others responded negatively, driven primarily by capacity and workload.

The termination of work and staff changes at PRCLT has brought into sharp focus our Project's historic lack of professional steam locomotive engineering know-how. Securing a new construction base to progress the project needed this gap to be filled.

Site visits with CTL Seal and with Tyseley Locomotive Works took place in early

October. Neither TLW nor CTL were invited to tender for locomotive completion (our approach in 2019), but would be asked to agree costs for work packages – labour and materials where appropriate – under a Services Agreement.



CTL SEAL

CTL Seal at Eccleshall is home to the Hengist Clan Standard Class and the B17 Spirit of Sandringham new-build projects. They are a quality engineering company (materials processing, fabrication, welding, machining, assembly) active in many industrial sectors including oil, gas, nuclear and renewable energy. The company has been on record as interested in attracting other new builds.

CTL Seal has no steam railway engineering know-how and needs steam projects on-site to provide the relevant railway engineering competence to deliver detailed work instructions (full definition of materials, dimensions/tolerances, defining standards

and pass/fail criteria) for all fabrication and assembly work they undertake.

Through our membership of the Main Line Steam Builders Group we were able to gain an insight as to how their arrangements work in practice – we are grateful to John Hind (Hengist) and Brian Hall (B17) for their help. This dovetailed with our discussion with Andy England, the CTL Seal Managing Director (who is also Chairman of the Hengist Project).

Our conclusion was that we as a Project would not be able to provide the labour resource and more importantly the railway engineering competence necessary to make the relationship work.



TYSELEY LOCOMOTIVE WORKS

Tyseley will be well known to many Members as one of the main heritage steam locomotive engineering centres in the UK. They have a full range of steam locomotive engineering competence in design, construction, quality control and certification. Their annual turnover is around £4 million with at present 19 full time paid staff including team leaders. They have comprehensive steam locomotive assembly facilities. They have previously been contracted by our Project for work on boiler components and the bogie.

At present they have five new-build projects of different scale; boiler work/major repairs for six third parties; and other component

supply and overhaul work. They advise that maintenance/overhaul of their own steam and diesel fleet is approximately 25% of workload).

Our site discussions revealed that Tyseley remained very interested in engaging with us subject to two conditions:

- LMS-Patriot Project to provide its own steam locomotive engineering competence to support project engineering management (Simon Scott the present Lead Engineer would be acceptable).
- Tyseley to take an active role in engineering design work, decision-making and management in conjunction with the Patriot Project Lead Engineer.

We find these conditions acceptable and believe they are deliverable.

MAKING THE NEW RELATIONSHIP WORK

Tyseley are unable to accommodate us until April/May 2024 at their present estimation, but this aligns with our current expectation of the completion of wheel set assembly offsite and rewheeling to allow removal from PRCLT. In Spring 2024 three Tyseley projects – Betton Grange new build, Duke of Gloucester major overhaul and other third party boiler work – are expected to come an end, freeing space in the workshop.

It is clear that for the foreseeable future Tyseley's commitment is limited to completion of the locomotive to the specification and standard required by our Project. The question of a long-term home will therefore remain on our agenda as the project moves forward. To provide security of tenure, site occupation will be charged only for any extended periods of engineering inactivity, agreed with our project on a case-by-case basis.

Tyseley will host regular Engineering liaison meetings on the third Monday of every

month. An inaugural site meeting was arranged for 20th November 2023. The meeting will focus on developing an agreement between the parties, confirming roles and responsibilities, project liaison and communication arrangements and considering transitional arrangements.

Simon Scott is committed to support the project as a volunteer, alongside his full-time job for Wyvern Rail. Arrangements to ensure Simon Scott's availability at pre-planned Tyseley site meetings have been agreed in principle with Simon and Wyvern Rail.

AGM attendees on 11th November welcomed the news and discussed various aspects of the transition from West Shed and developing the new relationship with Tyseley.

CALL FOR TYSELEY VOLUNTEERS

Last but not least, Tyseley will provide full competent labour resource: however project volunteers can also be used on the build under a team leader to help move things along. So this article concludes with a plea that, if any of our West Midlands members are within reasonable reach of the works and would welcome the opportunity to help out on site in this way, you should get in touch with us through our normal office channels. One volunteer expressed immediate interest at the AGM.

Below are pictures taken by Andy Collinson at Tyseley Locomotive Works on the day of the site visit.



MAIN LINE OR NOT MAIN LINE? OUR 2023 STRATEGIC REVIEW

In April 2023 our Board considered the financial trends and the engineering issues facing our project. We embarked on a review of what choices we have for the future, against a background of uncertainty for heritage steam operation both on the main line railway and heritage lines. The Steam media has in recent times been full of disconcerting reading on the economic effects of the pandemic – someone described it as akin to Long Covid. The long-term prospects with the outlawing of UK coal and the changing technology on the UK rail system lurk in the background.

Our review stared down all the options, including the unthinkable one of abandonment.

The conclusion we have reached is driven by our view that we urgently need to focus on a first goal of getting the locomotive to steam – the first train we have been waiting for for so long – as soon as is practicable. Up to now we have focused on main line completion, and we have done our best to forecast when the locomotive could be ready for that purpose. Successive progress reviews and forecasts have seen this prospect receding.

We have concluded that all our energy and decision-making should be focused on initial heritage railway operation. We believe that with our present understanding of costs and income, the expenditure deferment this will offer can bring forward completion by at least two years compared to main line service delivery.

However we want to maintain the long-term objective of main line operation. To do this we must continue to design and build to an acceptable standard for the main line; in other words not rule it out by any actions we take now to speed up delivery.

HOW DO YOU SQUARE THAT CIRCLE?

First, the cost of fitting present main line communication and train control systems (TPWS, GSM-Radio, On-Train Monitoring and Recording) can relatively easily be taken into account. We can prevent uncertainties around the new Network Rail Electronic Train Control System deployment from creating 'planning blight' in particular for our tender design.

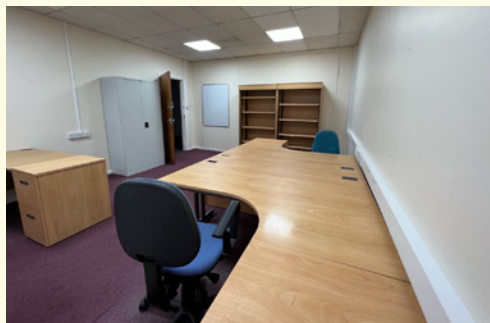
Second, the cost of Main line Certification and other acceptance requirements can be substantially deferred, provided that we continue on our chosen path of quality engineering and risk management. Discussions with our Main Line Assessment Party have laid down clear markers in this respect, which we intend to follow.

Third, we can keep options open with our locomotive tender. In February this year we came up with a main line tender design compatible with at least present-day main line network requirements. We will instead keep open the option of completing our tender to the original Fowler design and with components acceptable for heritage railway operation, or leasing an surviving Fowler tender, subject of course to availability.

Fourth, as locomotive assembly proceeds with the large number of existing chassis components we have in store, we will case-by-case consider whether replacement of some components can be deferred until main line operation is in prospect. The scope for this will be determined by balancing the benefit of short-term cost deferment against the eventual cost and practicality of replacement. This is the trickiest benefit to identify at this point in time, but will be examined as we go forward with the build sequence.

Unfortunately, with the structural change we face with relocation to a new base next year, it is simply not possible to come up with a new calendar date completion forecast based on this changed strategy, which is what everyone would like to hear. But this does not invalidate our conclusions.

FROM THE NEW OFFICE



We are now in the new office on the third floor of the Civic Centre which is situated by the riverside in Stafford. Thankfully there is a lift which we didn't have at The Hub. The Borough Council have furnished the room with sufficient desks, chairs, shelves and filing cabinets for our needs. The lighting is good and we have windows overlooking the river. A paper recycling and shredding service is also included as is the use of meeting rooms – providing we choose a time when there are no council meetings.

The lease agreement was only signed the week before our tenancy at The Hub was due to finish. We then had to provide passport style photographs for all the volunteers who would need to gain access to the office. The photo passes were ready on Monday 11th September meaning we were then able to get into the new office to check out where everything might fit. Next we had to hastily arrange for volunteers to come and help.

All the packing was done on Tuesday 12th and thankfully Roger Bateman and his friend with a van came to move everything the next day. It took two van loads even without needing to move any desks and cabinets. At The Hub there was no option but to park on double yellow lines outside the door. Carrying everything down the stairs and to the van was hard work. There is a pay and display car park at the Civic Centre but not near to the entrance. However, we were provided with wheeled cages to transfer all the boxes into, these could then be wheeled into the building and taken up in the lift.

As you would imagine we ended up with boxes everywhere so it was then a matter of deciding where everything should go. By the end of the day on Thursday 14th September it was sorted but we had no computers or telephones.

Thankfully our IT volunteer was able to have a few hours off from his day job on Friday morning and came along to set up the computers and printers. That didn't go smoothly at first. The council IT man had to activate the connection to broadband which meant that we finally had an internet connection. Unfortunately we found that one computer would work but not the other. It transpired that it was down to our own equipment with some of the ports not working in the connection hub which links everything together. It was a matter of testing each one to eventually find the fault. The next problem was that emails could not be received or sent. This was due to the Stafford Borough Council system blocking them for unauthorised use. A call was made to their IT department and eventually it was sorted.

Parcel deliveries of stationery caused the next problem. Not all the reception staff were aware that we had moved in to the building and therefore they refused to accept parcels addressed to us. At one point I had to chase after a DPD driver who was about to take our parcel away again. It was lucky that I spotted him.

By the time you read this we should have the land line telephone connected which will include the option for messages to be left. That is important to



Linda and David Westerman looking happy in their new surroundings.

NEW OFFICE DETAILS

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

01785 244156 or 07801 945689

email:

office@lms-patriot.co.uk

make sure we don't miss any calls as some days there will be no volunteers in the office. We were without a land line for about two months so while this was being resolved calls to our main number were diverted to the mobile number, and at the time of writing this remains the case.

We have arranged with Royal Mail for post addressed to us at The Hub to be redirected to the Civic Centre to give everyone a chance to update their records. The person in charge of the Civic Centre post room has already told me that she is surprised by the number of letters we receive. Of course many of them have included draw ticket stubs so the volume of post will reduce again now that the draw date has passed.

Please remember to make a note of our contact information which can be found at the top of this page and on the inside back cover of the magazine.

I would like to take this opportunity to thank everyone who helped with the move. Firstly Mike Smith who was able to introduce us to the right people at Stafford Borough Council, without his input we would not have realised office space could be available within the Civic Centre. Mike also helped with the move along with Janet Elson, my husband David, Roger Bateman, Brian Taylor (the man with the van) and Steve Wood whose help was invaluable. Norman Ball had the unenviable task of keeping all the filing up-to-date leading up to and then since the move. Also, Reg Mathews has done a great job of checking, separating and folding over 4,000 ticket stubs in readiness for the prize draw to take place at the AGM. Details of the winning tickets can be found on page 22.

*Linda Westerman,
Office Manager*

We are pleased to welcome Roger Bateman (pictured right with Director, Janet Elson) who is now helping in the office and also with sales stands. Roger has been a member of Stafford Railway Circle for many years and has been managing the build of a new layout for the club. Now that the layout is complete he has some spare time and as a recent member asked if there was anything he could do to help the project. He came along just at the right time to assist with the office move. Roger was able to arrange for a member of the Railway Circle who has a van, to come along and transport everything from the old to the new office. Between them they saved the project what would have been quite a considerable cost of hiring a removal company.



Greetings and welcome to my final sales report. As many of you may know I am stepping down from my role in sales after 15 years.

It's been an interesting period in my life which involved a lot of hours and many miles travelling to events and shows as well as organising the stock and dealing with donated items.

As for the last quarter, figures show a 3% increase on the same period last year and sales in general have recovered after the issues surrounding the dreaded Covid. The 2024 Calendars are selling really well so if you intend to buy one please get your order in to avoid disappointment (see advert on page 27). We now have two new greetings cards in stock. Both are blank inside. See the merchandise leaflet on page 45 or our web shop for details. The final posting date before Christmas is Wednesday 20th December.

Janet Elson will be taking on the administration of stock in the future and I'm sure you would all like to join me in saying welcome and good luck!

Going back to my tenure, I would like to give a wholehearted thank you to all who have helped on the sales stand over the years and to those who have donated items for sale. Many have offered significant lots of books, DVDs, model railway items and railwayana, the last two categories being especially lucrative. With that in mind may I once again appeal for such donations as we now need to maintain funding on what must be our final push to get The Unknown Warrior completed and steaming.

Finally, I must say a massive thank you to my wife Karen whose meticulous record keeping and dogged determination to get the best from our suppliers was the backbone of the whole sales operation.

BEST WISHES, NEIL KINSEY

2023 GRAND PRIZE DRAW

Dear Members,

Thank you to all who purchased tickets. We are pleased to say that the draw raised around £4,000 net for the project. The winners are as follows:

1st Prize – £500 – I. Hastings, Birmingham (Ticket No. 17630)

2nd Prize – £250 – D. James, Derbyshire (Ticket No. 19972)

3rd Prize – £100 – I. Black, Norfolk (Ticket No. 14707)

4th Prize – £50 – R. Cowd, Southampton (Ticket No. 18184)

5th Prize – £50 – M. Cross, Bedfordshire (Ticket No. 16726)

6th Prize – £50 – R. Clayton, North Yorkshire (Ticket No. 11804)

WHAT'S IN STORE FOR 2024?

ANDREW LAWS, SALES AND MARKETING marketing@lms-patriot.org.uk

Events turned out to be somewhat different from what we expected during 2023. With the ending of all contract work by PRCLT at West Shed this led to the inevitable decision to cancel the possibility of holding a Members' Day.

Looking ahead to next year after the expected move to Tyseley Loco Works, we will be better placed to hold a Members' Day there to enable you to view progress with The Unknown Warrior. Also it would seem sensible to move the AGM to Tyseley. Further announcements will be made closer to the time with these.

With the retirement of Neil Kinsey from the sales activity, we are looking at other ways to promote the Project while we find a new Sales Director to take on this role.

We are still planning to attend the big galas such as the Keighley & Worth Valley Railway, Great Central Railway and some of the bigger model railway shows but we are also planning more use of our "pop up" mini stands. These are easier to take to events and with less sales stock to transport, the focus of these stands is more to have a presence and to promote the project and gain new members and donors instead of achieving out and out sales. We have already used the pop up stand at a few events during 2023, including two successful events at the Staffordshire Regiment Museum.

Looking ahead to 2024 we are planning to attend an event in February at the Tank Museum at Bovington. The museum also houses one of the nameplates from Patriot No. 45507 *Royal Tank Corps* so will be an ideal event to promote the Project to a different audience. I hope to see some of you at Bovington South West Model Show on 10th and 11th February 2024.

LAST FEW BESPOKE NUMBERS REMAINING

Change your membership number to one of the Patriot loco numbers remaining – either LMS or the one remaining BR number – for a donation of £80. We will then issue you with a new membership card and a certificate with your chosen number, plus the donation you make goes towards your ticket for the first train. Numbers available are shown on the right.

Numbers will be sold only once and are on a first-come, first-served basis. LMS numbers are available in either Crimson Lake or Lined Black, BR numbers in Locomotive Green or Lined Black as per the examples shown.

Call the office on
01785 244156
to order your bespoke number

5500

5524

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

45519

45551

45542



LMS Patriot 4-6-0 No 45508, fitted with an ungainly stovepipe chimney, and Black Five 4-6-0 No 45209 reverse back into Preston station ready to take over an express for Edinburgh and Glasgow in June 1957.

PHOTO: RAIL ARCHIVE STEPHENSON

The second quarter of this year has seen sales on a par with the same quarter last year, very slightly up but not to the high upward percentages recorded over the last few quarters.

Again, 80 per cent of our sales income came from attending shows and events and the next quarter – October to December – has historically been higher than Q3. Some of you will know that I had a few difficulties booking one event in particular, we missed a big one in October due to lots of communication issues plus lack of volunteers to transport the stock. We have ironed out the problems and are booked and confirmed to attend the ‘Last Hurrah’ at the Great Central Railway just a week after the AGM.

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

KIND REGARDS, JANET ELSON

<i>Event</i>	<i>Date</i>	<i>✓ = Booked P = Provisional</i>
Great Central Railway – The Last Hurrah Gala	18th-19th NOVEMBER 2023	✓
Great Central Railway – Winter Gala	26th-28th JANUARY 2024	P
South West Model Show, Bovington Tank Museum, Dorset	10th-11th FEBRUARY 2024	P
Keighley & Worth Valley Railway Steam Gala	21st-24th MARCH 2024	P
Statfold Barn Model Railway Exhibition	13th-14th APRIL 2024	P

If you would like to help transport the stock or work on the stand at any of these events please let us know using the contact details above.

TREASURER'S APPEAL

MEMBERSHIP SUBSCRIPTIONS

Our subscription costs have been frozen since 2019, but since then our production costs have increased substantially. The present subscription of £25.00 per annum for a single member and £40 for joint membership now barely covers administration and the cost of sending out the quarterly Warrior magazine, and any shortfall in income in this area has to be found from somewhere.

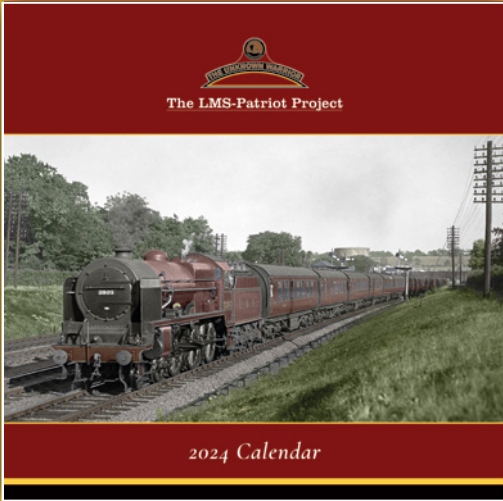
Some members do of course make occasional or regular donations, in addition to their subscriptions and this is very much appreciated. We realise that everyone's finances are stretched but if you are able to add a small donation the next time you renew we should be very grateful.

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

LMS-Patriot Project 2024 Calendar

ON
SALE NOW

Featuring coloured monochrome images of
LMS locomotives from the David P. Williams Archive
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A GREAT WAR 'BAYEUX TAPESTRY'

IT IS ALMOST IMPOSSIBLE TO LIST THE DIVERSITY IN STYLE AND FORM THAT THE MANY MEMORIALS WHICH CAME IN TO BEING AFTER THE FIRST WORLD WAR HAVE TAKEN. WITHOUT DOUBT AMONG THE MORE UNUSUAL IS THE NORTH STAFFORDSHIRE TERRITORIAL FORCE'S PANORAMIC MEMORIAL CANVAS.

In 2010, while searching for stories connected with the First World War Army camps constructed across Cannock Chase in Staffordshire, two members of a local military research group, The Chase Project, came across an interesting article.

From this the two researchers learnt that three days before the Armistice was signed in November 1918 there had been an appeal for information to help compile a history of two Territorial Force battalions of the North Staffordshire Regiment (Prince of Wales's), the 1/5th and 1/6th, during the First World War. The majority of the men and officers of the two battalions were from Stoke, Hanley, Newcastle, Stone, Stafford, Leek, Uttoxeter and surrounding villages.

Other than being of passing interest, this was largely forgotten by the pair until they stumbled upon a comment from 1929 about a desire to mark the tenth annual reunion of the 5th North Staffs in a special way. It was decided at the time that this commemoration would take the form of a 'memorial canvas' which would detail the part the two battalions played in the Great War.

With the impending centenary of the beginning of the First World War fast approaching, the two men in question, Richard Pursehouse and Lee Dent, considered the idea of creating a replica of that memorial canvas if, indeed, it still existed. They began their quest to find it by contacting the Staffordshire Regiment Museum at Whittington near Lichfield. The staff there stated they had no records, although military author and museum researcher Jeffrey Elson did know of the canvas, but not of its whereabouts. However, in due course the museum reported that it had been offered the canvas by the Potteries' Museum, which had, at some time,

acquired it. Unfortunately, the Staffordshire Regiment Museum had neither the space to display it or to store it under the right conditions. Such issues aside, the canvas had been rediscovered!

THE TERRITORIALS

After training at Luton in Bedfordshire, the 1/5th North Staffs, which was part of the North Midland Division, arrived in France in March 1915. The division, which changed its name to the 46th (North Midland) Division on 12th May 1915, was rightly proud of the fact that it was the first full Territorial Division to land on French soil.

For the next three years the 1/5th fought alongside the 1/6th North Staffs, as well as their sister Territorial battalions of the 1/5th South Staffs and 1/6th South Staffs as part of the 137th (Staffordshire) Brigade. Then, on 29th January 1918, with the recent contraction from four to three battalions per brigade in the British Army, the 1/5th North Staffs was disbanded, and most of the men transferred to various South and North Staffs battalions, with some joining the newly-created 5th (as opposed to 1/5th, 2/5th, 3/5th etc.) Battalion North Staffs the day after.

The men of the 137th (Staffordshire) Brigade fought in several major battles, at Neuve Chapelle, Loos (including the infamous Hohenzollern Redoubt), the diversionary attack at Gommecourt on the Somme on 1st July 1916, and, in 1918, the breaching of the Hindenburg Line. While it was the case that although the main focus of the memorial canvas was on the 1/5th North Staffs, as the four Territorial Force battalions of the South and North Staffs fought alongside each other for virtually the whole war the canvas was effectively a representation of all four battalions. Such was the esprit de corps between them, it is an epitaph to all of their Great War exploits.

Once back in North Staffordshire, life settled into a semblance of normality for the battle-hardened veterans. In a desire to raise a glass to remember 'absent comrades', a simple reunion evening was organised by the 5th Battalion of the North Staffordshire Regiment (as they became known from 1920, dropping the 'Prince of Wales'). The date was 10th June 1920, and the venue was King's Hall in Stoke-on-Trent. The event was organised for those who had served with any battalions of the North Staffordshire Regiment during the Great War.

The occasion was a resounding success, so much so that it was agreed the event should be repeated and that the date moved to the beginning of the year. The response from those present meant the subsequent reunions expanded in size during the following nine years, each therefore increasing in its complexity.

A MEMORIAL CANVAS

Eventually the question arose among the veterans as to how to mark the tenth reunion meal in February 1929, with discussions often centring on the possibility of a way of representing the history of the battalion during the Great War. It was at this point that Major Tom Simpson and Mr. N.H. Slater came up with the concept of a memorial canvas. The idea was presented to Mr. G. Forsyth, the Art Director for the City of Stoke-on-Trent, after which it was accepted by the organisation as a whole.

The original plan was to create the memorial canvas as a series of panoramic battle scenes to fill the entire wall of the Grand Hotel in Hanley, where the reunion meal was to take place. In fact, the canvas was constructed in eleven sections, or 'episodes', which were approximately 6 feet wide. The total length was some 69 feet.

The size of the canvas necessary for the project resulted in the Art Director selecting the School of Art at Burslem as the venue for the task. Two of the artists involved in creating the panels, Mr. W. Sheard and Mr. Cyril Johnson, were both former members of the battalion, as was Mr Gordon Dyke who supplied the actual base canvas material. Interestingly, in 1915 Sheard had sketched a drawing

entitled *Potters Forever!* which depicted the 1/5th Battalion attacking at Loos for publication in *The Sentinel*, a local newspaper. He had also sent home drawings of life in the trenches.

Other artists who participated in the project and who had also taken part in some of the fighting added aspects of the events that they remembered, such as distant artillery fire, bursting shrapnel, falling scout balloons, aerial battles and troops advancing. The team of artists was headed by Miss M. Davenport, who was aided by Mr. H. Landon, Mr. J. Bromley, Mr. H. Plant, Miss Cartlidge, Miss H. Lloyd, and Miss Florence Elsy. The scenes were edged with a scroll of the regimental colours of silver, red and black.

The project began in mid-December 1928 and took fourteen days to complete. The oil paints were supplied by Walpamur Co. Ltd., originally The Wallpaper Company, which today is the Arthur Sanderson Company. The scenes were painted in a monochrome style, with a single continuous blue line of the distant landscape binding the whole design. The vivid blue Pantone selected for the latter was a nod to Wedgwood Blue, as members of the Wedgwood family had served in the Staffs.

Each panel depicts a key episode in the North Staffs Great War history. From the regiment's baptism of fire on the Western Front at Armentieres in April 1915, they continue on through the fighting at Wulverghem (near Messines to the south of Ypres), to Sanctuary Wood (Ypres 1915), Hill 60 (again Ypres in 1915), the Battle of Loos, Neuve Chapelle, and Neuville St Vaast (between Arras and Vimy Ridge). The next panel depicts the bitter fighting at Gommecourt Park (a diversionary attack during the Battle of the Somme in 1916), after which comes the Ransart Sector, the Lievin Sector in 1916 (in front of the French town of Lens) and, finally, the St. Quentin Canal in September 1918 and the capture of the Riqueval Bridge during the smashing of the Hindenburg Line.

THE CANVAS IS COMPLETED

With the work done, the completed canvas was unveiled at the annual reunion in February 1929,



this being held at the Grand Hotel in Hanley. It was after the meal had ended that the canvas was revealed, after which a silent toast to 'Absent Comrades' was given by Colonel Blizzard.

The reunions continued all through the 1930s, with the memorial canvas taking pride of place on each occasion. It is known that there were various adjustments made to the design, including aeroplanes being added and subtracted.

On several occasions Victoria Cross holders connected to the North and South Staffordshire regiments, or who were born in the Potteries, were invited. This included Brigadier General John Vaughan Campbell VC, CMG, DSO, dubbed the 'Tally HO VC', who had in 1918 orchestrated the successful attack on the Hindenburg Line of German defences at its strongest point. This feat of arms has been described as the 'day the men of Staffordshire won the war' by Potteries-born historian Dr John Bourne.

In the mid-1930s an alphabetically named Roll of Honour, listing over 900 who served with the battalion, was attached along the bottom, with a silhouetted soldier with his rifle slung over his shoulder directly below the central battalion crest.

The 5th North Staffs' reunions were well supported throughout the 1930s, with often some 300 or more attending. At the same time, other battalions held similar reunions; in February 1932, for example, the veterans of the 6th North Staffs held their reunion in Burton, and the 7th North Staffs at the Copeland Hotel in Stoke. It was during the latter that a Book of Remembrance containing over 1,000 names of those who had served in the battalion was presented to Stoke Parish Church. In 1937 the 7th North Staffs reunion (its sixteenth) took place within days of the 5th North Staffs at the Grand Hotel in Hanley.

At the 1940 reunion, the former members of the 5th North Staffs agreed to be incorporated with the 41st Anti-Aircraft Battalion (Searchlights) RE association. Then in 1945 the decision was taken to take the canvas away for conservation. In 1946 a lower-key reunion took place at the North Stafford Hotel in Hanley, where Colonel Blizzard was presented with a silver salver for organising so many of the reunions since 1919. In February 1947, after a lapse of seven years a 'full blown' reunion was held at Fenton Town Hall, attended by over 250 former 5th North Staffs men.

In 1948, the reunion was held at the Prince's Hall in Burslem. Still attended by nearly 300 individuals, once again the 'panorama of the battlefields' formed a back drop to the top table. In November 1948 the 5th North Staffs were involved in 'an impressive ceremony' at Stoke Town Hall when three stained glass windows were presented to the Lord Mayor.

Even in the 1950s the reunions were still taking place; that in 1953 was held in the Jubilee Hall, Stoke-on-Trent, with a 'background of a large pictorial map of France, where the old regiment distinguished itself'. By this time, reunions of Second World War Staffordshire Regiment veterans were being organised and the two county regiments were amalgamating.

The canvas was stored away, only occasionally seeing the light of day. It eventually found its way to the Potteries' Museum.

It was at the Potteries' Museum on Saturday, 22nd September 2018, that this remarkable canvas memorial once again went on display, allowing the current generations to see this unique and fitting epitaph to those from the North Staffordshire Regiment who fought and gave their lives in the First World War.



Thank you to Roger Mortimer of Key Publishing Ltd. for permission to reproduce the text for this article which originally featured in *Remembering the Fallen*, a special publication from the publishers of Britain at War magazine.

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THIS IS PERSONAL...

BY DAVID TUFFIN

At this time of year as Remembrance Day approaches my thoughts inevitably turn to members of my family, who like those of many others, suffered and in some case made the ultimate sacrifice for our country in past conflicts. It is a big part of why I joined and support the Patriot Project. I was struck by how much the two World Wars in the early twentieth century impacted successive generations in the same family. The following poem tries to reflect that, and was written and spoken by me at a local event to mark the 100th Anniversary of Armistice Day on 11th November 2018.

*My grandfather, Sapper 27262,
Alfred William Shirley
Strong, determined, silent type; enlisted early...
What is this "Contemptible" little British army?
Kaiser Wilhelm said
First battle at Ypres - German advance halted -
10,000 dead*

*Alf survived and made it home on leave,
To marry his sweetheart Nell
Lord Kitchener's wedding present?
A posting to Baghdad!
Swapping Flanders mud and bullets,
for Persian sand and bell*

*Five long years in Mesopotamia
Without sight of blighty's shores
Seemed an eternity away from loved ones
Aching for the girl that he adores*

*Two strangers try to start again
When the nightmare finally ends
Different people, after years apart
Hardly lovers? Barely friends!*

*They are blessed with a child Donald,
To nurture and proudly watch him grow
Top scholar in maths, whole life before him
But war again, before they know*

*Skilled and brave, their only son
Joins up of course, like his father had done
RAF observer navigator; flying missions...
Killed at twenty one*

*I drink my coffee, and reflect,
Both in sadness and in awe
About so many family lives ruined
And the Uncle I never met or saw*

*A hundred years have passed since WW1
At least now I think I understand
Why they never wanted to talk about these things
Why my grandma spoilt me 'out of hand'*

*Guy Garvey sings :
"The leaders of the free world
Are just little boys throwing stones
And it's easy to ignore them
Until they're knocking on the door of your homes"*

*My family's doors got knocked on plenty
In those early years of the 20th century
We 'do' ignore them at our peril...
Rest in Peace*

MEMBERS' CORNER

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

HORWICH FIVE AND JUBILEE BARGAINS

As we're all aware the cost of living crisis has made things much more expensive for us now and one of the things which has gone through the roof price wise, is the cost of tickets for steam railtours. When I first started travelling on railtours you could get tickets for around £69pp for Standard Class (even less for WCR's Scarborough Spa trips if travelling only between York and Scarborough). Now, however, prices have risen above £100pp and some trips, even if not hauled by Flying Scotsman, cost at present £165pp for Standard Class, these latter trips however are not focused on families as only adult fares are offered. However if you look in the right places you can still tick off mileage behind steam on the main line for almost the same or less than a present day passenger train.

At the time of writing this article the only full price – or almost full price as I managed to use discount codes – railtours I've been on this year are: Winter Cumbrian Mountain Express (28th January), Stratford Flyer (11th March) and Cumbrian Coast Express (30th September). The steam engine allocated to the WCME and Stratford trip was David Smith's rebuilt 'Royal Scot' No. 46115 Scots Guardsman and the CCE trip was allocated to Chris Beet's 'Jubilee' No. 45690 *Leander* (it's final main line rail tour on her present boiler ticket). Prior to the Cumbrian Coast Express it wasn't known what engine would be allocated to the tour as Carnforth don't announce which locos work specific tours. It could have been any of Carnforth's engines including: 34067 *Tangmere*, 35018 *British India Line*, 44932, 45627 *Sierra Leone* (45699 *Galatea* in disguise), 45690 *Leander* or 46115 Scots Guardsman. With booking rail tour tickets long in advance for a tour which is hauled by one of Carnforth's steam engines you've no idea which loco will be hauling the train until days before, for example you could be wanting 45690 *Leander* on the front but instead you get 45627 *Sierra Leone*. However there is a way you can go on a rail tour which is hauled by a particular steam engine that you may be wanting to tick off for haulage behind, and it's at a bargain price too.

A few years ago in issue 51 of 'The Warrior' I mentioned that I was able to purchase a ticket on the day for two separate trips on board

'The Scarborough Spa Express' for round trip travel between York and Scarborough on the 8th and 15th July 2021. These however were full asking price fares at around £40 to £45 each, but there is a way to get much cheaper fares. Prior to filming the North Wales Coast Express on 16th July for my YouTube channel I thought up the idea of trying to travel on the tour over the section which was running from Chester to Liverpool via Runcorn, this was because it was heading via the Halton Curve instead of going via Warrington Bank Quay and Rainhill. I hadn't travelled around the Halton Curve or over the Runcorn rail bridge heading towards Liverpool, I've been across and around both heading from Liverpool to North Wales behind steam traction but not in the direction heading towards Liverpool (it was pure coincidence that the loco allocated to the NWCE was 45690). So when the tour arrived in Chester, as I was filming the arrival, I thought I would have a word with the stewards to see if there was space available for me to travel between Chester and Liverpool, a few seconds later after checking if there was an empty seat available they were happy to let me travel. I grabbed my camera equipment, climbed on board and found myself an empty seat. The full asking price for an adult ticket on the tour was £115 for Standard Class but for travelling between Chester and Liverpool it only cost me £10. A tenner for 27 miles haulage behind steam on the main line is an absolute

Thank you to all who contributed their articles that appeared in Warrior 58, 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.



bargain, normal direct service trains over the same route is only just over £3 cheaper, but where's the fun in that? DMUs might be quicker but how can you pass up bargain steam haulage on the main line at a price that's almost the same? This, however, wouldn't be the only part fare tour I would travel on as a few weeks later I decided to travel on the 'Welsh Mountaineer' (1st August) for the section between Chester and Preston. While I had not intended to travel on it in advance, the

reason behind travelling on this one was because the locomotive that was allocated to this trip was an LMS Black Five and it was one that I hadn't travelled behind for almost 10 years. The engine in question was No. 44932 (the unique Horwich surviving Black Five). The last time I had travelled behind 44932 was in 2013 when it double-headed with No. 45231 on the Carlisle to Longsight section of 1T57's 45th anniversary train ('The Fifteen Guinea Special') on 11th August. I'd also not yet

seen 44932 in its new livery, which is BR Lined Black with British Railways lettering on the tender – this being the livery it wore in 1948 and during preservation in the 80s and 90s. My dad even saw 44932 visit Southport when she was wearing this exact livery in 1985 while working ‘The Southport Visitor’ trains. So I went down to Chester in preparation for 44932’s arrival and after filming it arriving with its five coach train it was a quick job to find a steward to see if a seat was available. Another quick check and they were happy to let me travel from Chester to Preston. Officially this now meant that I would tick off haulage behind 44932 running solo and it was my first outing behind a Black Five on a rail tour since March 2018. The full asking price for an adult ticket on this trip was £155 for Standard Class but for travelling between Chester and Preston it cost me just £20, and that is actually £10.80 cheaper than on a service train over the same route! The latter isn’t even a direct journey as you have to travel from Chester to Warrington Bank Quay then change trains to travel from Warrington to Preston. Effectively this rail tour is the only direct train to run from Chester to Preston. The journey took 89 minutes including stops at Helsby, Frodsham and

Warrington and covered a total of almost 44 miles. Despite being only a Class 5 engine and limited to 60mph she could still make herself be heard, as well as put on a good show. At present I’m not planning to do any more part fare travel in 2023 but I will be keeping a watch out for what pops up in 2024. From my experience with these two trips this has shown that while the cost of living has resulted in the prices for rail tour tickets going through the ceiling, if you only want to travel a short distance you can travel behind steam traction on the main line in the UK for the same price or less than a modern service train.

To date of the 59 main line railtours that I’ve travelled on since 2012, I have done approximately 9,500 miles behind steam traction. 523 of those miles is from this year alone. Hopefully when ‘The Unknown Warrior’ is eventually completed I’ll be able to tick off some good mileage behind her and travel over many routes around the North West. I’m may even try and find some bargain journeys behind 5551 on the main line when she’s running. But until then stay safe and enjoy the hobby. See you next time.

DAVID MOYLE, MEMBERSHIP NO. 1801/05

Dear All,

Thank you so much for the update on current affairs of the project. By-the-by, I am from the Potteries and in the 1950s/late 40s we would cycle to the station at Standon Bridge on the main line from Crewe to Euston and frequently bag Patriots there.

In a recent article in Steam Railway it was stated that the Patriot class was the most popular, reliable and ubiquitous of all the locomotives in LMS usage, which I can well believe. On many occasions we would sight the deflectors on an engine first and I regret to say now may well have been disappointed it was not a Scot or Coronation. Happy Days.

On the other hand it is a testament to you in seeking to resurrect such a successful creation notwithstanding its significance as a talismanic moving memorial to all the heroes who gave their lives in the cause of our freedom from tyranny.

GRAHAM BENTLEY, MEMBERSHIP NO. 837/07

Hi Pete

For the record, No 45516 at Cheadle Hulme (pp40/41, Warrior 58) was taken by Tom Lewis on 23rd September 1951.

KIND REGARDS, PAUL SHACKCLOTH

Hello Pete

For the picture labelled No. 5526 on page 33 (Warrior 58), my mates think the nameplate is too small for *Morecambe and Heysham*.

BEST WISHES, MIKE PAINE, MEMBERSHIP NO.5500/05

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THE ANZACS

BY JANET ELSON

At the outbreak of The Great War, or as we know it today, World War 1, the Commonwealth countries of the British Empire were generous in their support.

In all, over 3 million soldiers answered the call for volunteers to take up arms and to fight the Kaiser's armies and those of the Ottoman Empire which covered Turkey, Mesopotamia and Palestine.

Australia sent 400,000 men, around 10 per cent of the total population.

New Zealand sent 100,000 men, 12 per cent of their total population. A small number of these were from the neighbouring Pacific islands.

Along with South Africa, Canada, Africa, the Caribbean countries and India.

The Australian and New Zealand Army corps, a force known as The ANZACs, were mostly shipped to Egypt for acclimatisation and training for conflicts erupting in the Mediterranean and Mesopotamia.

Their first major conflict in this region was the Gallipoli peninsula of Turkey in April 1915.

British Empire troops including the ANZACs along with French troops landed on the Gallipoli beaches as part of the Mr. Winston Churchill's grand scheme to open up a front to attack Europe from the south.

But the intelligence was poor. It was assumed that the Turks were poor fighters and that the resistance would be easily overcome. Not so. There were many gun emplacements and the landing beaches were narrow and surrounded by steep hills, very steep.

The ANZACs landed on 25th April 1915 at Gaba Tepe (later renamed Anzac Cove). They remained pinned in below Achi Baba and Sari Bair, high grounds of the opposing forces.

The Ottoman commander Colonel Mustafa Kemal (later called Atatürk) realised the ANZAC landing was not a feint and in fact presented a risk to the defence of the peninsula. He personally led the 57th Regiment in a counter-attack. Kemal's quick

thinking pinned down the invaders directly above Anzac Cove and surrounded them.

The Gallipoli campaign lasted from April 1915 to January 1916 – withdrawal being the only way to save the remaining soldiers. The allies suffered over 200,000 casualties from a force of 500,000. The countries of Australia and New Zealand had lost a generation, most of which died during the first landings and the majority of which are now buried there.

April 25th has henceforth been known in these countries as ANZAC Day. It is a public holiday, and has remembrance services on that day. Much like our 11th November, but their "zero hour" is 6.00am in the morning. There are dawn services anywhere that these nations have an embassy, including London.

Later in the war, soldiers were trained for combat on the Western Front and in the Midlands there was a large camp on Cannock Chase. They even built a model of the Messines Ridge in Belgium which exists even now. It has been covered over to protect it from damage, but it still exists.

Chosen for its central position and proximity to main line railways, for several thousand soldiers – mostly from the New Zealand Rifle Brigade – this was to be their last billet in England. These men were affectionately named "The Dinks" and they formed a strong relationship with nearby Stafford plus other towns.

The soldiers had a mascot, Freda, a Dalmatian, who died in 1918 and is buried on the camp. Her collar was taken home to New Zealand and now has a place of honour in a military museum. In May 1919 the last of the NZRB paraded in Stafford prior to their return home, and presented the town with a NZ flag in return for a Union Flag and a NZ ensign in silk.

In April of 1919 the first ANZAC Service was held in the cemetery beside the old camp. This service was sporadically maintained annually, with locals and

military representatives present. Local women tended the graves and placed flowers on them, especially in April leading up to the 25th.

This camp has had many uses, aside from the NZ soldiers. Some German POWs lived and died there. Many graves of both nations are victims of the 1919 'Spanish Flu' epidemic. In all 26 British Empire Regiments had use of the Chase at one time or another. In WW2 the Home Guard used the Chase for training.

In 1956 the camp was home to Hungarian refugees from their uprising.

Today's ANZAC Service was revived in 1973 by the local Military Historical Society. It has been so well attended in the following years that it was handed over to the British Legion to manage it.

Every year Australia and New Zealand send a High Commission representative and a Defence Force representative. The local towns who loved "The Dinks" so much each send a Mayor and/or a Mayoress. The list of attendees now includes the Commonwealth War Graves Commission, Lord Lieutenant of the County and the local MP, and many British Legion standard bearers march behind the Staffordshire Regiment mascot, a Staffordshire Bull Terrier named *Watchman* (with his handler, Sergeant Major Greg Hodges, in full uniform of the Regimental Association).

During the Covid years of 2020 and 2021 no service was held, but many still put wreaths on the memorial. Local towns, local history groups, the Veteran Riders amongst these. "The Dinks" were not forgotten.

In 2021 the Stafford Branch of the RBL took over the service from the County Branch and many improvements were made. The service continues to grow.

Top: 'Process on' – walking towards the start of the service with Janet on the right in the black hat.

Centre: The Drum Head with the New Zealand flag.

Bottom: Representatives of the MHS (Military Historical Society) plus the New Zealand Defence Force representative laying their respective wreaths.



THE LMS TODAY



PRESERVED LMS

Stanier Black 5 No. 5025 arriving at Boat of Garten on the Strathspey Railway, 21st September 2023.

PHOTO: © CHRIS AINSCOUGH



MAIN LINE LMS

Stanier Black 5, No. 44932 on 'The Welsh Mountaineer' passing through Abergele and Pensarn.

PHOTO: © MIKE PAINE

WORD SEARCH 35

NATIONAL MEMORIAL ARBORETUM, ALREWAS

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P	L	O	T	A	R	I	R	C	L	N	A	H	R	I	T	R	I	V	E	R	N	N
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C	O	L	D	W	A	R	Y	M	O	U	N	D	S	I	N	A	L	R	E	W	A	S
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2024 Calendar

NEW

2

READY TO GO

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NEW

3

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Three greetings cards featuring the image 'Arnside Double-header' from a painting by Barry Price. Blank inside.

NEW

4a

4c

4b

4d

5

6

7

8

9

10

11

12

13

14

15

A detailed history of the LMS Patriot 4-6-0s including the 5551 and 4551

16

The History of PATRIOT 4-6-0s

17

Jim Morrison - 1950's - 1960's LMS PATRIOTS

18

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19

5551

21a

22

5551 LMS

The LMS-Patriot Project

23

24a/b

PRICE REDUCED

24c/d

PRICE REDUCED

20

4551

21b

25a/b

PRICE REDUCED

26

NEW

27

NEW

28

NEW

29

NEW

30

NEW

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24d	LMS-Patriot Project Mask – 5551 Loco Profile (pack of 3) REDUCED			15.00	1.50	
25a	5551 Socks – 1 pair PRICE REDUCED			4.00	1.50	
25b	5551 Socks – 3 pairs PRICE REDUCED			10.00	2.50	
26	NEW Green Polo Shirt with crest and BR number (S, M, L, XL, XXL)			20.00	4.50	
27	NEW Crest and BR Number Cap – Green			10.00	4.50	
28	NEW Crest and BR Number Beanie Hat – Green			9.00	2.50	
29	NEW Patriot Isle of Man Mug – Green			6.00	4.50	
30	NEW Patriot Isle of Man Coaster – Green			3.00	2.50	
TOTAL						

Ordered by: _____

Delivery Address: _____

Post Code: _____

E-mail Address: _____

Tel. No: _____

Garment colour and size: _____

Membership No./URN _____

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

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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WEST COAST PATRIOT

A fine painting by Project supporter Colin Wright of
No. 45504 Royal Signals hauling an express passenger service.

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