



FEBRUARY 2024

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The Warrior

THE MAGAZINE FROM THE LMS-PATRIOT PROJECT



Contents

Chairman's Thoughts	3
Engineering Report	4-7
Goodbye West Shed...	8
...Hello Tyseley	9-10
Project Reset	11
Sales Report	12-15
Treasurer's Report	16-21
From the New Office	22-23
Picture Gallery: 5532 at Kegworth	24-25
Members' Corner	26-29
The One and Only 'Big Bertha'	30-37
Picture Gallery: 5517 at Factory Lane, Preston	38-39
Word Search 36	40
Easyfundraising	42
Patriot Sponsorship and Merchandise	43-46
Project Contact Details	47
Picture Gallery: 45541 leaving Northampton	48



2020 AWARD FOR COMMUNICATIONS

Editorial

Winter is usually a quiet time of year for the project, but this one has certainly bucked that trend. With the decision made to move away from West Shed much sooner than anticipated the Board got the ball rolling to get the loco to its new home quickly.

The engineering team and volunteers worked extremely hard to make sure that 5551 was ready in time to move in early December and as you will read, and see, in this edition that hard work enabled a successful outcome.

Moving on to our sales operation. We seem to have been reinvigorated due in no small part to the success achieved at January's Great Central Railway steam gala. Last year the decision was made by the GCR for sales stands to be relocated to Quorn, away from the traditional pitches on Loughborough Central station platform. I must admit that I thought this might be a bad move but on the occasions I have helped on the stand it is quite the opposite. The marquee in Quorn station yard is very spacious and with the added attraction of the bar serving hot and cold drinks the footfall proves to be very good, especially after the arrival of a train. Thanks to a very generous donation of models we managed record takings of approximately £4,500. So if you, or anybody you know, are looking to donate models please don't hesitate to contact us, they are a great source of income for the Project.

We are in the process of booking space at events up and down the country, not just railway events, but military events too, as we seek to attract a new audience. It is not just about making sales, we need to attract new members and make as many people aware of the project and its aims as possible, spread the word if you can.

Pete Sikes, Editor

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

FRONT COVER:

A bright dawn greets the arrival of 5551 at Tyseley on 6th December 2023.

PHOTO: ANDY COLLINSON © THE LMS-PATRIOT PROJECT

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

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

Chairman's Thoughts

FEBRUARY 2024

I confess that the new year of 2024 has not yet generated fresh new thoughts from your Chairman: I'm still mulling over what we had to go through in the second half of last year, which had more than a hint of trauma about it. December 2023 brought a definite feeling of relief when our 5551 chassis arrived early one sunny morning at the gates of Tyseley Locomotive Works.

Our Engineering report in this Issue has some excellent shots and description of the move. Since then, we have had an engineering meeting at Tyseley with everyone in the engineering team in attendance, and started the process of technical information sharing. We are now busy organising the movement of containers and components. Like everything else in the project, this is taking longer than we all would have liked, for reasons beyond our control.

However I think we will all feel a whole lot more settled when the chassis can move into the workshop in the Spring - we are still saying the month of May - and we can get serious about the first work packages.

In the last Warrior I described the thinking behind our decision to concentrate initially on heritage railway running for the locomotive. Our mailbag did not bulge with reaction: however those few who did write in offered the full range of opinion, from, on the one hand, "this was the sensible way to go"; to, on the other hand, disappointment that The Unknown Warrior's first run will not be on the main line, with one or two cancelled memberships to boot. I'm not a great philosopher, but I suppose this shows that there will always be conflicting views on what's best, and that you can't please all of the people all of the time.

Can I restate here that main line running has not been abandoned. We assure all our members that we are maintaining our long-term objective to design and build to an acceptable standard for the main line. We will continue to build a quality

locomotive. However, it is an inescapable fact that getting on to the main line will take significantly longer; and that there is a clear hunger among members to see the locomotive in steam at the earliest possible opportunity.

At this point I have to issue a correction to my 'Thoughts' on this subject in the last Warrior magazine (Issue 59, page 3). I wrote then that the "AGM also endorsed our strategic change of emphasis for our project". A loyal member wrote in to point out that the AGM had done no such thing. He was right, the presentation came after the formal AGM had concluded its business. That was my mistake, and I apologise for having got carried away with my drafting. We will adjust the structure of our next AGM to learn from this.

I can also report that on January 27th we held our first Board meeting in the meeting room at the Civic Centre, Riverside, Stafford (where we have our new administration office). Stafford Borough Council have generously agreed to allow us to use the room on Saturdays only, in return for a modest charitable donation.

Sometimes things work out well.

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

ENGINEERING REPORT

BY KEVIN WEST, DESIGN ENGINEER

MAIN FRAME ASSEMBLY

Following the last report when we were expecting to commence reattaching tested components onto the chassis, it became apparent that PRCLT were planning on moving the chassis out of the shed to allow access to repair their wheel drop which is situated behind 5551. We were under the impression that having been moved outside it would not be allowed back inside. There was no reason to remain at West Shed under these conditions, so we started investigations regarding movement of the chassis of 5551 by road from the West Shed to Tyseley.

Road access to the Swanwick Junction site for large articulated lorries is not easy and the final few yards to the front of the West Shed are particularly difficult even in a car, but Reid's Transport were convinced they could undertake the move and a date was arranged.

Prior to the move we needed to protect the chassis as much as possible, so a volunteer work party was arranged to paint the entire chassis with a protective undercoat. This was completed during the final few days of November.



(From left) Volunteers Neil Kinsey, Ian Kinsey and Dave Measures hard at work painting the chassis prior to the move to Tyseley. PHOTO: KEITH RICHES



5551 securely loaded and ready for the trip to the West Midlands. PHOTO: KEITH RICHES

The move to Tyseley was scheduled for 5th December. The road transporter arrived in the late morning and was positioned for loading, this was completed by 1.15pm.

Once fully tied down the loco was ready to leave at about 2.30pm, but there appeared to be an issue with the trailer's rear steering which was needed to negotiate the tight corners on the access road.

While this was being resolved a second transporter was being loaded with the projects' BR 16 ton Vanwide box van, which had been loaded with as many tools and parts as possible.

Both vehicles finally got away from West Shed just before 6.00pm, the loco going to Reid's depot overnight and the van directly to the Ecclesbourne Valley Railway at Wirksworth, Derbyshire.

On our arrival at a freezing cold Tyseley at 8.00am the following morning 5551 was already sitting in the car park waiting for access to the works yard for unloading, having arrived at 7.00am to miss the traffic.

Once access had been arranged the unloading ramp was erected and the chassis winched down onto the track at 9.40am.

We returned on the following Monday to find 5551 had been positioned on her temporary home on one of the tracks off the turntable. After a considerable amount of effort the loco was wrapped by a large tarpaulin cover to hopefully keep as much of the wet weather away until it can be moved into the workshop when room becomes available in the spring.

We have two containers of components still located at West Shed which are scheduled to move to Tyseley during the first week of

February although this has been delayed once by building work being undertaken in the yard at Tyseley.

Once we do have everything on one site we can start to temporarily bolt components onto the frame ready for permanent fixing once the chassis is moved into the workshop.

MOTION

Machining of motion fittings continues as time allows.

CYLINDERS

The Outside Cylinders have been pressure tested at Riley's which showed up that the impregnation has been destroyed during the recent welding, so they were sent to Impregnation Services to be redone.

This is now complete and they are ready for a dimensional inspection and any corrective machining before the liners are machined and installed. We are in discussions with a specialist contractor to undertake this work over the coming weeks. The liner material is already in stock.

DRIVING WHEELS

The Driving Wheel castings remain at Riley's ahead of assembly. A number of drawings have been requested by Riley's, which have been supplied and we await their approval before we can proceed.

BOILER

HBSS have been working on the fitting of the Crown Stays over the last few weeks. The Crown Stays connect the top of the Inner (copper)

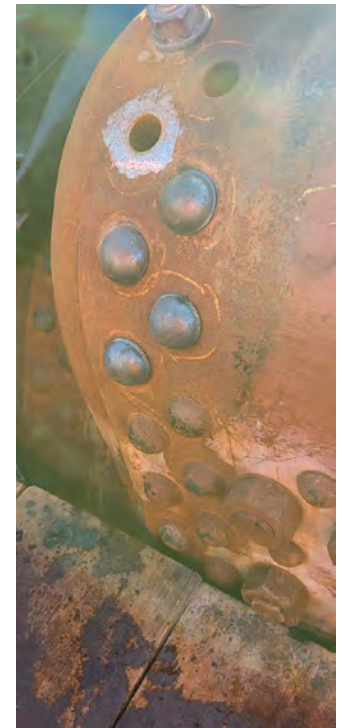
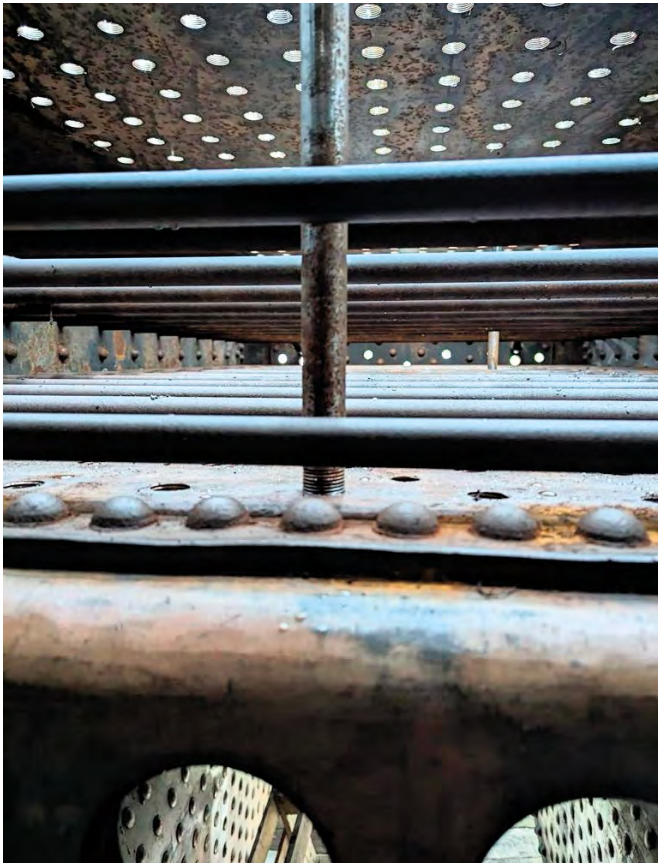
Firebox and Outer (steel) Fireboxes. Each hole is tapped with a special long tap that cuts the threads in both plates at the same time. The treads need to be 'in pitch' to allow the stay to be threaded into both plates. Work is progressing with the boiler outside the workshop as the weather allows at present, but it is to be returned inside in the near future once space becomes available to allow speedier completion.

Opposite Top Right: A view of the top of the Outer Firebox showing the special long tap used to cut the threads in both Inner and Outer Firebox plates at the same time.

Opposite Bottom Left: Crown Stays being installed. They will later be cut to length and have nuts fitted to complete the installation.

Opposite Bottom Right: Riveting of the Outer Firebox to the Backhead sheet is being undertaken.

Below: A view of the interior of the boiler showing the first of the Crown Stays installed. PHOTOS: COURTESY OF HBSS



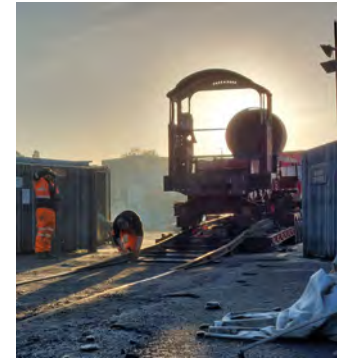


GOODBYE WEST SHED...

As detailed in Kevin's engineering report 5551 departed West Shed on 5th December after it became clear that the chassis would remain outside for the foreseeable future until we could arrange transport to Tyseley. This wasn't something the Project was keen to happen so Reid Freight were chosen for the not inconsiderable task of getting us off-site. The access to Swanwick Junction is not the easiest for a large vehicle and getting to West Shed is made even more difficult by an uneven narrow piece of 'road'. These photos show the arrival of Reid Freight, 5551 being gently coaxed out of the shed onto the trailer and away from the site. A separate trailer was also present to transport our Vanwide to Wirksworth.



ALL PHOTOS: KEITH RICHES



...HELLO TYSELEY

6th December dawned bright and very cold. On arrival at Tyseley at around 8.00am we found 5551 waiting at the gate for unloading. Reid's had decided to travel early to avoid rush hour traffic. A big thank you to Reid Freight for their professionalism and hard work getting 5551 safely to its new home.



PHOTOS: KEVIN WEST AND ANDY COLLINSON





Above: 5551 is slowly positioned in its temporary position by yard shunter 08 846 prior to being covered.

PHOTO: ANDY COLLINSON

Below: 5551 protected from the elements. The volunteer team of Keith Riches, Neil Kinsey, Colin Hall and Kevin West photographed after their efforts. PHOTO: KEVIN WEST



PROJECT RESET

PROJECT PROGRESS REPORT

JANUARY 2024

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

LOCOMOTIVE

As we have seen *The Unknown Warrior* has landed at Tyseley Locomotive Works and we find ourselves occupied with the task of settling ourselves in. Following a number of meetings with Alastair Meanley at Tyseley the foundations for a good working relationship have been made and we should be encouraged by what Alastair and his team have to offer the Project. The most recent meeting was the first scheduled engineering meeting with all the team members present. A good debate was had on matters technical, logistical, structure and communication along with plans for the engine build going forward.

Tyseley should be in a position to commence full support starting in May 2024. We need to move all our parts, materials and equipment to Tyseley. This was to take place during week beginning 29th January. However this has been delayed due to ongoing contractor works at Tyseley. Hopefully there will not be further delays and we can get on with getting ourselves organised to progress the build and prepare for May.

Meanwhile progress continues with the wheel sets and cylinders at Riley's. At present the cylinders are at Impregnation Services Ltd., for re-impregnation (now completed) and then testing week beginning 29th January.

The original schedule for this work had focused on the wheels being ready in March/April 2024. However with the frames now at Tyseley the priority has changed and while we push on with the wheels, the fitting of components to the frames and progress with the cylinders come to the fore. Thus the timeline for completing the wheels has shifted to June/July 2024.

TENDER

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

BOILER

A PO has been raised for the first of the two work packages itemised below.

Work continues with good progress on the finishing of the riveting of the crown and also the fitting of the crown stays. Machining of the dome has also been carried out in preparation for fitting.

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

KEITH H. RICHES, PROJECT DIRECTOR
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SALES REPORT

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First of all, Happy New Year to all of you! Better late than never.

Since the last report I have completed the Quarter 3 sales figures and I have to report that we recorded much lower sales income than in the same quarter last year. However, in the 4th quarter we are already looking healthy again with two appearances at the GCR and the Battlefield Line gala under our belts we have recorded healthy takings.

On the weekend of 10th/11th of February we attended the South West Model Show at Bovington Tank Museum. This is new territory for us as we have decided we need to attract a new audience related to the armed forces and the remembrance aspect of our project (see page 22). Then in March we will attend The London Festival of Railway Modelling at Alexandra Palace which we are hoping will be a lucrative weekend.

I have appealed in the past for anyone who would be prepared to go and work on one of our micro stands at shows nearer to your region. I am thinking today about the spring and summer shows in Somerset/Gloucestershire for instance. Can you help? The micro stands are not intended to be solely about sales but more about getting our name known so that we can attract more members and donations.

On the Events Rota below you will note that there will be two micro stands attending the Staffordshire Regimental Museum and we are looking at more contact with the Regimental Associations in the months ahead.

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

KIND REGARDS, JANET ELSON

Event	Date	✓ = Booked P = Provisional
The London Model Show (Alexandra Palace)	16th-17th MARCH	✓
Keighley & Worth Valley Railway Steam Gala	No room for stands due to building work at Keighley station	X
Statfold Barn Model Show	13th-14th APRIL	P
Gallipoli Day Staffordshire Regiment Museum, Whittington	11th MAY	✓
Great Central Railway	13th-14th APRIL 2024	P
Arnhem Day Staffordshire Regiment Museum, Whittington	3rd AUGUST	✓
Soar Valley Model Railway Society Exhibition Loughborough Grammar School	17th-18th AUGUST	✓
Lichfield Model Show Trent Valley Model Railway Society	1st SEPTEMBER	P
Stafford Railway Circle, Bingley Hall, Staffordshire Showground	28th-29th SEPTEMBER	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.



The GCR Winter Gala is always a good event to attend and this year surpassed our expectations. Here we see the stand having been set up early on the Friday morning of the event in the marquee at Quorn and then an example of how busy the event was, especially after a train had arrived at the station. Plenty of punters looking for a beer, a brew or a bargain.



Two weeks after the GCR, the stand was present at The Battlefield Line for their Winter Warmer Gala. Although Betton Grange wasn't in attendance it was another very busy event, sales on the Saturday were slow but Sunday sales more than made up for it. Interest in the Project was high on both days.

A SALES EVENT WITH A DIFFERENCE – BOVINGTON TANK MUSEUM MODEL SHOW

For some time now our Project Sales Team has been thinking about how to bring *The Unknown Warrior* to a different audience. We are proud of the Remembrance connection and the various military links within the Patriot class as a whole.

The opportunity presented itself for us to attend a model show on 10th and 11th February 2024 at the Bovington Tank Museum in Dorset.

Volunteers John Barrowdale, Colin Hall and Andrew Laws (top right) shared the days between them.

It was certainly a very different environment – these volunteers are used to helping on stands on station platforms with locos letting off steam around them and had to adjust to being surrounded by – you’ve guessed it – tanks of all shapes and sizes and modelling enthusiasts in the genre. However the event was a busy one, and there was a steady footfall to keep us occupied. We managed some model railway sales – for every visitor who stood patiently reading our banner displays telling our railway remembrance story, there was another who made a beeline straight for the railway models generously donated to the project in November 2023, which have been selling well at other venues.

Plenty of people were ready to listen to our story for the first time, and went away clutching our information leaflet.

Sunday was quieter, but there were two unexpected opportunities for networking. The Armed Forces Veterans’ Foundation had a stand at the show and expressed great interest in our project’s aims and objectives. We intend to follow up on this.

Then after lunch to our pleasant surprise our stand received a personal visit from the new Director of the Tank Museum, Mr. Chris Price. Mr. Price had recently taken up his position after eight years as the CEO of the North Yorkshire Moors Railway; and it was apparent that he was very pleased to see the railway world in general and ourselves in particular represented at the event. He was familiar with the status of our project, and volunteered strong interest in how the museum might work actively with us as our locomotive enters service. Some of our members may already be aware that there is a corner of the museum dedicated to the nameplates and story of Patriot locomotive No. 5507 *Royal Tank Corps*. Obviously we went to have a look at that, and relished the fact that the sole UK steam railway presence in the Tank Museum is a ‘blood relative’ of our own engine. Hopefully we will be able to build on that impressive link in the future.

So a long journey for us all off the beaten track, but it was well worth the experience.



HAVE YOU SERVED IN THE ARMED FORCES?

We are trying to establish how many of our members have a serving connection with the Armed Forces. If you have, it would be a big help if you could let us know, with ideally an outline of your service. Please email colinmhall5551@gmail.com or office.manager@lms-patriot.org.uk.

Please rest assured that we will not publish your personal data in any way, we are looking for statistical information only.



Above: The view from the stand. Right: Chris Price, former NYMR CEO, who is now Director of Bovington Tank Museum visits the stand.
Below: Another view of the stand this time showing our pull-up banners, far left and right, explaining the aims of our project.



TREASURER'S REPORT NEIL COLLINSON, TREASURER

Quarter 3 to 31st December 2023.

First thought for the quarter: An even happier treasurer at the end of quarter 3 than he was at the halfway point on 30th September. We have achieved our annual budget of £248,690 within 9 months. Even if we maintain the same income for the final quarter that we received in quarter 3 we should achieve an amount of £310,000. Unless we receive a further unexpected £10,000.

INCOME

Total income in Quarter 3 is £59,604 (£76,000 in 2022) including expected £4,300 in Gift Aid. £4,339 was received from HMRC (Charities) on 17th January. Total restricted funding was £735. We have achieved £251,000 to 31st December which is 101% overall against the budgeted income of £248,692 for the year.

Second thought for the quarter: No suggestions for changes to the format of the chart since the last Warrior so the same layout, but it has been updated with the latest figures (see right). However, a manual calculation was required to arrive at the percentage of annual budget for 2022-2023 as the percentage was calculated on the quarter three figures last year. Methinks my calculator did a good job.

The bank accounts show a significant reduction in the closing balance on 31st December 2023 compared to last year (see table below). It reflects the fact that we have used the funds to ramp up the build. We are still receiving monthly payments highlighted under 'Wheels settlement' (right). £13,246 was received from HMRC for Gift Aid and VAT on 17th January so £269,000 is available.

BANK BALANCE COMPARISON

	Q3 (2023/24)	Q3 (2022/23)
Opening Bank Balance – 1st October	£228,937	£308,539
Closing Bank Balance – 31st December	£255,682	£367,059



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

QUARTER 3 AND YEAR-TO-DATE COMPARISONS

	Annual budget 2023-24	Q3 actual 2023-24	Year-to-date actual 2023-24	% of annual budget	Annual budget 2022-23	Q3 actual 2022-23	Year-to-date actual 2022-23	% of annual budget
INCOME								
Membership	£27,519	£7,022	£18,060	67%	£33,524	£7,480	£20,338	61%
Donations	£169,522	£38,375	£188,517	110.8%	£214,333	£61,266	£145,168	68%
Loans	–	–	–	n/a	–	–	–	n/a
Sales	£18,650	£4,248	£12,267	65.8%	£22,150	£6,844	£15,125	68%
Other (interest)	–	£1,609	£4,545	n/a	–	£705	£1,166	n/a
Wheels settlement	£33,000	£8,250	£27,500	83.3%	–	n/a	n/a	n/a
Sale of assets	–	–	£1,037	n/a	–	n/a	n/a	n/a
TOTAL	£248,692	£59,604	£251,925	101.3%	£270,007	£76,295	£181,798	67%
EXPENDITURE								
Locomotive	£128,542	£27,086	£151,613	118%	£140,007	£2,553	£45,585	33%
Tender	£5,000	–	–	Nil	£5,000	–	£1,408	28%
Boiler	£30,000	£25,793	£31,518	105%	£30,000	£2,345	£2,345	8%
Other Engineering	£8,000	£870	£3,617	45%	£8,000	£217	£1,874	23%
Crane repayment	–	(£779)	(£1,369)	n/a	–	–	(£280)	n/a
Sub-total	£171,542	£52,971	£185,380	108%	£183,007	£5,115	£51,213	28%
General expenses	£49,150	£10,850	£36,273	74%	£59,000	£12,725	£36,305	62%
Loan(s) interest	*£28,000	£4,794	£6,444	23%	£28,000	£4,819	£9,531	34%
TOTAL	£248,692	£68,415	£228,097	92%	£270,007	£22,659	£96,049	36%

* The £28,000 shown above includes an interest free loan of £20,000 which was due to be repaid or rolled over in December. However, at the time of writing this report (30th January) I am still awaiting a decision from the lender.

Third thought for the quarter: Hot off the press, and which was touched upon in the members monthly newsletter at the beginning of February, is the fantastic news that the amount of money we took at the Great Central Railway gala at the end of January was a record for this type of event. £4,500 is a welcome addition to the treasurers chest. We had a superb collection of models and other railwayana to sell. This was very generously donated and contributed in no small way to the figure raised. However, we did sell a good number of our clothing products. Fleeces, beanies and sweatshirts sell well at a winter gala.

INCOME DETAIL

Total membership income for the quarter, including Gift Aid came to £7,022 (£18,060 for the year-to-date) giving 67%. Slightly down on the membership income last year. 21 membership subs were paid by regular donation in Quarter 3. The total number of members we have in all categories is now 860.

Total donations/sponsorship £38,375 for the quarter (£188,517 for the year to date) giving 111% of the budget we set at the beginning of the year. The reasons for this have already been reported in quarters 1 and 2. Suffice it to say that these additional sources of income have been mainly instrumental in revising our total projected income figure for the year to £310,000 or hopefully £320,000.

Regular donations £22,313 for the quarter against a budget of £23,280. Marginally up on last quarter but not quite achieving our objective. The nine month figure is £67,147. Slightly down for the year-to-date at 72% of the annual budget.

The average amount per donation decreased by £0.61 in Quarter 3 to £22.59. Total regular donations coming from 328 donors at end of December 2023 was £7,408.

Other donations totalled £12,308 giving us £67,094 for the year or 134.2% of the annual budget. This included a donation of £2,000 from a member/lender who received his annual interest of £1,925 on his boiler loan in December. It was paid back to us by him making a personal visit to his bank prior to the year end and our quarter end. He does not do online banking. Although I have personally been in contact I feel that it deserves being recorded here for all to see. Thank you so much for the effort you made to bank it before the quarter end.

Wheels settlement figure received was £8,250 in quarter 3 and this settlement extends on a monthly basis into 2024-2025.

Interest received was £1,609 for the quarter giving us £4,545 for the year-to-date. Interest income slightly down this quarter but that reflects a reduced balance at the bank.

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.

SALES AND EVENTS

Sales income 58% against forecast, Quarter 3 was higher than last year with an income of £3,333. There were five pictorial book sales generated.

Raffle tickets saw a return of £915 to the end of the quarter giving a total of £5,153 for the year (down from £5,396 last year). In total, sales raised £4,248 for the quarter making 65.8% income against budget.

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	1	0	3	£22,313
Q2	0	3	3	£22,238
Q1	1	2	13	£22,596

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

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

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

Fifth thought for the quarter: As the feedback I have received in providing you with a detailed breakdown of our costs has been positive, I have continued with it this quarter. This is exactly the same detailed information I provide to the board at our quarterly meetings.

EXPENDITURE

Engineering Expenditure Total spend is £185,380, so in theory we have spent the full year's budget in nine months. However, we do have another quarter's income to come and a reasonable balance on hand to spend.

Marketing and publicity spent £635 in Quarter 3 and that is the year-to date figure, (21% of the allocated annual budget).

Membership spend was £1,159 for the quarter (£6,033 for the year-to-date or 60% of the annual budget. This includes stationery and printing of The Warrior, plus postage for renewals. Mailings to members are recorded under company administration except where there is a warrior mailing.

Governance was £176 year-to-date against an annual budget set of £600. This budget covers donations for room use at HMRS, Swanwick and the AGM.

Sales Total expenditure, including cost of postage and packaging as well as cost of sales purchased is 56% of budget. Event fees, volunteer expenses and prize draw expenses came to £1,744 in Quarter 3.

Risk management has incurred no expenditure in the year.

Finance was £1,806 in the quarter and £8,296 for the year-to-date. Although it is shown as 83% for the year-to-date, our heaviest quarter was quarter 2. I anticipate quarter 4 to be somewhere around the figures for quarters 1 and 3 which will bring the expenditure back in line with the budget set.

Company Administration or general running expenses amounted to £3,141 for the quarter and £10,809 for the year to date. It was not envisaged that we would incur an expensive move to our new office which has resulted in the overspend.

Trustee expenses were £1,910 for the quarter (£3,802 for the year-to-date). Offset by trustee donations on the credit side amounting to £2,658 although some donations for expenses claimed in quarter 3 were received in January.

Boiler loan interest repaid for the quarter was £4,794. However, we did receive a donation of £2,000 from one lender which was marginally in excess the interest paid to him – see 'Other Donations' on the credit/receipts side of this report.

Overheads in total were £36,273 for the year so far, 1% under the 75% pro-rata budget.

There has been more expenditure than income during the quarter, leaving a deficit of £8,811. However, overall, we have a surplus for the year so far of £23,828.

Locomotive (Engineering) – overall spend. The total amount spent at the quarter end on the locomotive etc. is £3.04m on the loco (£634,343 on the boiler,) (£211,000 on the tender) and (£643 on a support coach). A further £779 was received towards the cost of the crane in the quarter making it £1,369 for the year so far.

Sixth and final thought for the quarter: The finance and general purposes sub-committee met in mid-January to discuss the budget for 2024/2025. This provisional budget was presented to the board at the meeting on the 27th January. After discussion, a budget was agreed, and it should be approved at the next board meeting at the end of April.

I would just like to add that I was very encouraged by all the positive comments made to me by members who visited our stall when I was on the sales stand on the Sunday of the GCR gala.

Thank you all for your valued and continued support as we hopefully now see the light at the end of a very dark tunnel. It has been another interesting year, to say the least.

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

**SIGN UP TO EASYFUNDRAISING
AND HELP RAISE FUNDS FOR
THE LMS-PATRIOT PROJECT**
SEE PAGE 42 FOR DETAILS.



5551 ENGINEERING EXPENDITURE FORECAST	Q3 – 2023/24			Q4 – 2023/24			Q1 – 2024/24		
	October 2023	November 2023	December 2023	January 2024	February 2024	March 2024	April 2024	May 2024	June 2024
	£	£	£	£	£	£	£	£	£
Current Bank Balance	£228,937	£276,341	£272,976	£259,711	£260,726	£267,107	£261,688	£258,166	£250,653
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	£247,768	£295,172	£291,807	£278,542	£279,557	£285,938	£280,519	£276,997	£269,484
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	–	–	–	£26,966	£21,600	£20,154	£29,448	£22,248	£30,804
Engineering Expenditure	£1,600	£18,100	£25,600	£4,339	£4,339		£4,960		
Gift Aid Return	£5,777			£8,907	£8,907		£6,231		
VAT Refund (Estimated)	£30,752			£7,400			£7,400		
Forecasted Bank Balance	£278,600	£272,976	£262,111	£260,726	£267,107	£261,688	£258,166	£250,653	£234,584
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	£280,671	£275,046	£264,181	£262,797	£269,178	£263,758	£260,236	£252,723	£236,654
Actual Bank Balance (last day of month)	£276,341	£273,818	£255,683						
Actual Income in Month	£55,093	£19,146	£19,041						
Actual Outgoings in Month	£7,689	£21,697	£38,727						

FROM THE NEW OFFICE

After the initial problems in setting up our IT through Stafford Borough Council's security systems, along with various other teething troubles, we are now happily settled into our new office. Installing the landline telephone was the last piece of the jigsaw and that was accomplished by the end of November. It also includes a voicemail service which sends an email to us when a message has been left.

At long last the office move was behind us and plans were in place for the much bigger job of delivering the loco frames to Tyseley. That took place on 6th December, much sooner than originally expected. After the hard work done by the volunteers and trustees/directors in organising both of these over several months it was decided that it would be good to get together socially. This hadn't happened since well before the Covid pandemic. We were kindly offered the use of one of the Council's meeting rooms so decided it would be an ideal opportunity to see the new office and have a social get together at the same time. The date was set and a buffet lunch arranged for the 22 who were able to come. It made a really nice change.

A third of the space in the office is now used for merchandise. Janet and Roger each have desks to work from and there are cabinets and shelves to store a selection of our merchandise along with the packaging necessary for orders to be posted out. At West Shed we had the use of a Portacabin where merchandise and many donated model railway items etc. were stored. It was immediately obvious that the available space in the office would not be big enough for it all. Claire George, our Financial Administrator, suggested that SureStore, the company she works for, would rent units to charities at minimal cost. She introduced us to the manager of the Stafford branch which soon resulted in us renting a 100sq. metre unit. There will be more details about that in the sales report so I won't repeat it here but I understand that our unit is full now too!

NEW OFFICE DETAILS

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

01785 244156 or 07801 945689

email: office@lms-patriot.co.uk

I know that some of you continue to have a problem when you try to renew your membership online after logging in through the website. The majority complete the renewal successfully but we understand that on some occasions there can be an issue. This is often at the point of entering the card payment which immediately reverts to the renewal page without the subscription being taken. Our IT consultant is trying to investigate the problem. To help him do that he needs to gather in information on what happens. If you have had an issue please give us a ring or send an email with details of how the problem occurred. Hopefully it could result in resolving the issue.

Many of you now pay your subscription by bank transfer. That is the most cost-effective way to make a payment as it doesn't generate any bank charges to either party. However, we are well aware that initially setting up the details can be difficult. Our treasurer has written about this in previous magazines and members bulletins but it may be helpful to explain the issues again. Our account is held at CAF Bank and uses HSBC as its agent. When the automated system checks the details you have entered, it cannot find our account. At this stage, provided you have correctly entered our bank sorting code and account number you can override the warning and proceed with the transaction.

If you have any questions about your membership do not hesitate to get in touch. The email address is membership@lms-patriot.org.uk and the phone number 01785 244156.

Linda Westerman, Office Manager

LAST FEW LMS BESPOKE NUMBERS REMAINING

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

We will then issue you with a new membership card and a certificate with your chosen number, plus the donation you make goes towards your ticket for the first train. The LMS numbers available are shown below.

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



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

Call the office on

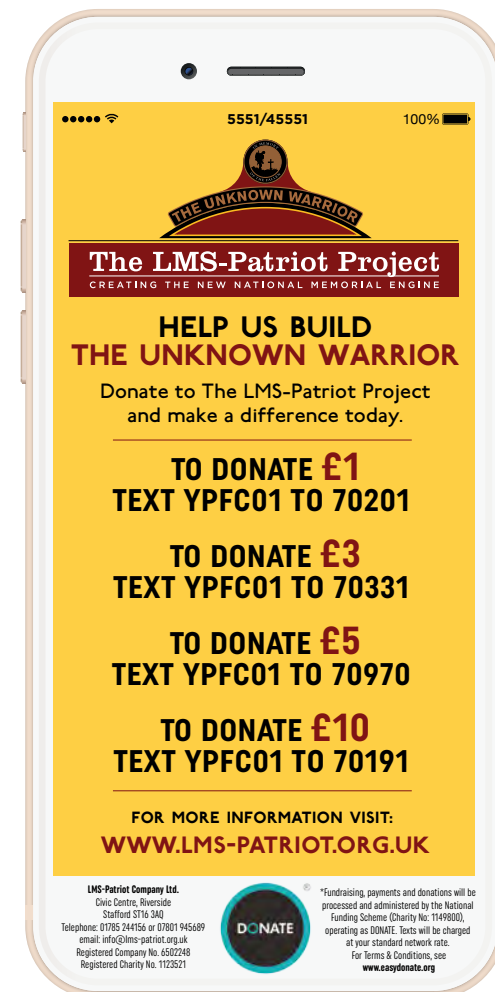
01785 244156
to order your bespoke number

DONATIONS BY TEXT

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

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

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



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

*LMS Patriot 4-6-0 No. 5532 Illustrious at Kegworth.
Unfortunately very little information was
supplied with this magnificent photograph.
Photo: The LMS-Patriot Project*



MEMBERS' CORNER

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

THE CENTRE SPREAD PHOTO OF PRESTON IN WARRIOR ISSUE 59 NOVEMBER 2023

This photograph ignited a memory for me, the retaining wall more so than the Patriot and Black 5 engines. During 1959 I lived in the Yorkshire village of Bentham and with school friends on Saturdays, and in the holidays, the ritual involved prized black anorak on, duffle bag packed with flask and sandwich spread sandwiches and notebook, a Pennine bus (a small company based at Gargrave) into Bentham and the train along the 'little' North Western line through Wennington Junction (where a goat was always tethered to a post in front of the village pub), along the Lune Valley to Lancaster Green Ayre station. Onto the overhead electric service up to Lancaster Castle and the day spent blissfully watching and noting the cavalcade of trains along the WCML.

Some days we caught a train up to Carnforth and on one or two occasions south to Preston, just for a change. On 3rd August 1959 we decided to go to Preston, one of our group having heard of the wall where the 'spotters' congregated. So, on arrival we are out of the station and along the side street to the wall to find the best place to sit, and with assistance and swearing the three of us managed to scale the wall and find perching room. Shortly after arriving, to everyone's surprise a colourful Compound, number 41101, came past heading north. It had a yellow boiler and firebox, red cab and splashers and yellow wheels with white rims. The headboard and tender sides proclaimed 'Daily Mirror Andy Capp Blackpool Special'.

We managed to stay perched on the wall and shortly after this train had passed it was followed north by one headed by an original Patriot. At this time I'd seen twelve of the original Patriots but I can't recall which one we saw that day.

For more complete details and photos of the Andy Capp special from Manchester to Blackpool see Peter Fitton's article celebrating the 50th anniversary of the run in Steam World magazine issue 386 of August 2019.

BERNARD MITCHELL,
MEMBERSHIP NUMBER 1356/02



Thank you to all who contributed their articles that appeared in Warrior 59, 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.

FOUR REASONS TO WRITE TO YOU

Dear Linda

This is not really an early Christmas card but merely a communication. I will send a card to you all nearer the time.

I have several reasons to communicate. First, a late thank you for the 2024 calendar, which as usual, is a delight. The October picture of a 'Crab' from Sheffield Grimethorpe shed is special to me. Second, the latest edition of The Warrior continues Pete's standard of excellence. Thirdly, the news about Tyseley is music to my ears. I seem to recall making a rather patronising remark in one of my previous letters with a jibe that Tyseley might be a possible now that *Betton Grange* is nearly finished.

I have a great fondness for the 'Tyseley Castles', I even have an 00 gauge static model of one. I love to think of a model of *The Unknown Warrior* if I can live long enough - 81 in March! Fourthly, to congratulate all who enabled the new office to get up and running.

ALL BEST WISHES, JOHN RIDER, MEMBERSHIP NO. 195/07
2ND DECEMBER 2023

OFFICE VOLUNTEER MIKE BECOMES AN ALDERMAN

Office volunteer Mike Smith became an honorary Alderman of Stafford Borough in recognition of his 21 years as a councillor before he retired in May 2023. As well as being Deputy Leader for 12 years he was the Cabinet Member for Sport and Leisure for 16 years, the highlights being the construction of two Leisure Centres and the restoration of the towns' Victoria Park which is adjacent to the station. His last four years were as Cabinet member for finance where he continued to hold the Borough's council tax below inflation, a commitment given and kept since 2003. The contacts Mike made over the years were key to securing our new office in the Civic Centre. The photo taken by his grandson shows Mike (left) receiving the framed certificate from the Mayor Andy Cooper.



HAPPY 90TH MIKE!



Project supporter and one-time volunteer Mike Paine celebrated his 90th birthday in January.

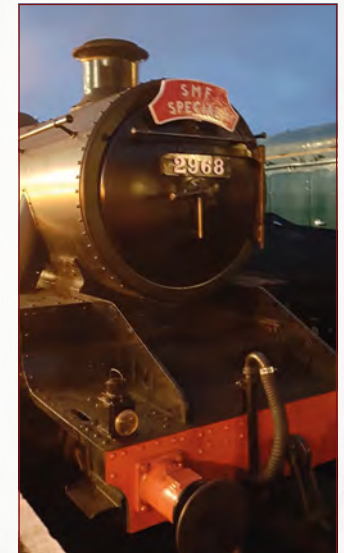
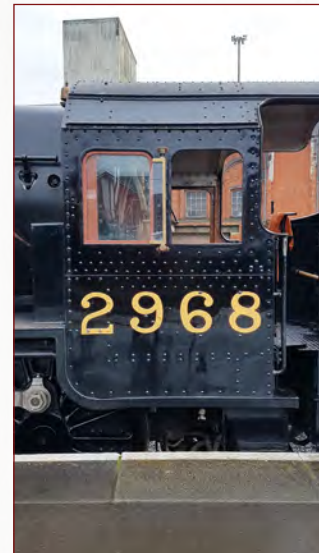
Mike is well-known for hurtling around the country taking photographs and video for a well-known railway DVD producer and you would have seen many of his images on the pages of The Warrior over the years. His cake was adorned with a cut-out image of 5551 from its appearance at Crewe in 2018.

Mike lives in Wolverley near Kidderminster, so his local railway is the Severn Valley. He kindly sent us these images of Stanier Mogul No. 2968 at its launch event.

From all of us at
The LMS-Patriot Project
HAPPY BIRTHDAY MIKE!

My birthday cake

Note the loco at the top. 🚂



THE ONE AND ONLY 'BIG BERTHA'

A UNIQUE ENGINE DESIGNED FOR ONE PURPOSE



SHED: MIDLAND BRASS
NO. 2290
MOTIVE POWER DEPOT BROMSGROVE
4 CYLINDERS 5'1" 2"
DRIVING WHEELS 4'7"
BOILER PRESSURE 160 LBS/2 1/2 IN.
TRAILER EFFORT 43,920 LBS.
TOTAL WGT. 85 TONS 4 CWT.

Midland Railway and LMS No. 2290/22290 (BR No. 58100 from January 1949) ceased to exist in September 1957, a long 65 years ago. As a one-off it might have been expected to fade from memory, destined to be forgotten by most, not least because it was rarely seen other than between Bromsgrove and Blackwell or between those points and Derby when works attention was required.

Its endearing fascination has to be its uniqueness, both in design and the job it performed, and performed it did – well – lasting in service for just under 37 years covering 838,856 miles in the process, a mean average of 22,671 annually; not bad for an engine whose daily task was shuttling the few miles between Bromsgrove and Blackwell before returning light to the starting point ready to repeat the process all over again – and again – and again.

Built at Derby to the design of (Sir) Henry Fowler, Midland Railway No. 2290 entered service in December 1919, an 0-10-0 tender engine specifically designed to assist trains up the fearsome 1:37.7 Lickey Incline of the Birmingham to Gloucester railway.

As to why it was built is perhaps slightly questionable for although No 2290 could certainly perform the work of two 0-6-0 tank engines undertaking the same task, the only real saving was in terms of one locomotive crew, the amount thus saved hardly likely to cover construction and maintenance costs of this single far more complicated machine.

For complicated she was, an 0-10-0 tender engine (were the centre driving wheels flangeless as on the later BR 9F 2-10-0 type?) and having four 'simple' cylinders. The two inside cylinders shared the same piston valve as the respective outside cylinder in the form of a cross-flow arrangement. This was necessary as there was insufficient room within the frames for four separate valves, one per cylinder. Technically it was a similar arrangement to a contemporary 0-10-0 compound operating on the Italian railways, drawings for the latter retained at Derby. As such there was some noticeable throttling of steam that occurred on No. 2290 but over the short distance she had to perform it was not considered too much of a disadvantage and she retained this arrangement throughout her working life.

Other than those already mentioned, facts and figures appertaining to the design are likely already known, but for completeness we might add the driving wheel diameter was 4 ft. 7½ in. and the boiler was pressed to 180 p.s.i.

As a one-off only ever performing in a very restricted location what might otherwise have been so easily lost was the day-to-day experience of working on the engine but fortunately this can to an extent be put right with abridged extracts from an article that appeared in the May 1956 issue of the now defunct 'Railway World' periodical. This was entitled *Return to Bromsgrove and the Lickey Incline* written, by T. P. Dalton.

Mr. Dalton starts, 'My first acquaintance with Bromsgrove was made 25 years ago, when I arrived with a somewhat heavy heart to start my boarding school days. At that time my locomotive observations had been confined to light engines operating on the ex-Cambrian Railways, and the thought of being within walking distance of the famous 'Lickey Banker' certainly helped to dispel some of the natural pangs of home sickness. No. 2290 as she was then numbered, was, alas, the cause of the cardinal mistake of being late for my first Sunday lunch at school. Needless to say, notwithstanding the appropriate punishment, I returned to Bromsgrove South in the afternoon.



A British Railways view deliberately taken to show the efficiency of the front headlight fitted to No. 58100. REF: BR(M) DY11750 © TRANSPORT TREASURY



As LMS No. 2290 at Bromsgrove awaiting its next turn. The number was altered to LMS No. 22290 in 1947 to avoid confusion with a new build Fairburn 2-6-4T. As to why the name 'Big Bertha' we cannot be certain. It certainly seems a strange copy of the name given to a huge German gun based in Belgium in WWI and able to reach the English shores. This is especially so with the origins of the name known to many railwaymen. Whatever, it was said with a degree of affection but was only ever an unofficial title, no name ever carried. Perhaps because of the continental connection she was also referred to as 'Big Emma' at Derby. © TRANSPORT TREASURY

The sight of the great engine coupled with my knowledge that she had a tractive effort of 43,315 lbs very soon counteracted the feeling of injustice within me. 'For the next five years I observed her from almost every possible vantage point and in all types of weather.

'Recently, in a far happier frame of mind, I returned to Bromsgrove courtesy of the London Midland Region, to make a series of footplate trips on 'Big Bertha' herself and some of her sisters, the 0-6-0T banking engines. No. 58100 is now something of a veteran and has spent her whole life at Bromsgrove. The fact she has received only slight alterations and run without a serious mechanical defect speaks volumes for her designer.

'Big Bertha' has acquired only a few alterations and modifications from her original form, one of these being the provision of a tender cab, essential one might say when running light back down the incline. Anyone who knows the Lickey must surely be familiar with the biting winds in the winter. My own limited footplate experience brought home to me the full

advantage of this addition. In 1922 a large headlamp and turbo generator were fitted to assist in her picking out trains which required assistance up the incline after dark. Due to the effect of the General Strike and coal shortage, she was temporarily fitted for oil burning in 1926 and the next year the original Ramsbottom safety valve was replaced with the Ross 'pop' type. Then in 1938 the steam reverser was changed to hand-screw operating gear. I believe she has also had a new chimney.

'At Bromsgrove itself, in addition to No. 58100, there are seven 0-6-0T engines although not all would be in service every day. No. 58100 goes into Derby works annually and has a boiler washout and minor attention at Bromsgrove once every two weeks. The banking engines are normally to be found at Bromsgrove South, 640 yards from the main station and engine shed. Coal and watering facilities are provided in a dedicated engine siding at Bromsgrove South as well as a mess room for the banker crews.

'The fearsome incline is two miles four chains in length and begins immediately at the north end of

Bromsgrove station. Fortunately it is dead straight throughout the climb. The incline is also a bit of bottleneck as there are four roads to the south and similarly beyond Blackwell, consequently trains cannot be allowed to fail on the incline for fear of creating serious delays to following traffic. In steam days most trains would require assistance, the varying weights of freight being the most difficult to assess. In fact the severity of the gradient meant that only the following maximum weights/consists were permitted to tackle the climb unaided.

- Passenger – 90 tons including brake van/coach
- Goods – 8 mineral wagons
 - 12 general goods wagons
 - 16 empty wagons

The above regardless of the type of locomotive.

'One 0-6-0T engine was stipulated to assist with loads up to 270 tons. From the latter weight up to 370 tons it was two 0-6-0Ts or No. 58100 and above 370 tons No. 58100 and one 0-6-0T. (There were some variations dependent upon the type of trains involved and meaning the weights could be reduced and greater assistance dictated according to the type of train.)

'The practical method of working the incline was for the driver of an approaching train to notify the

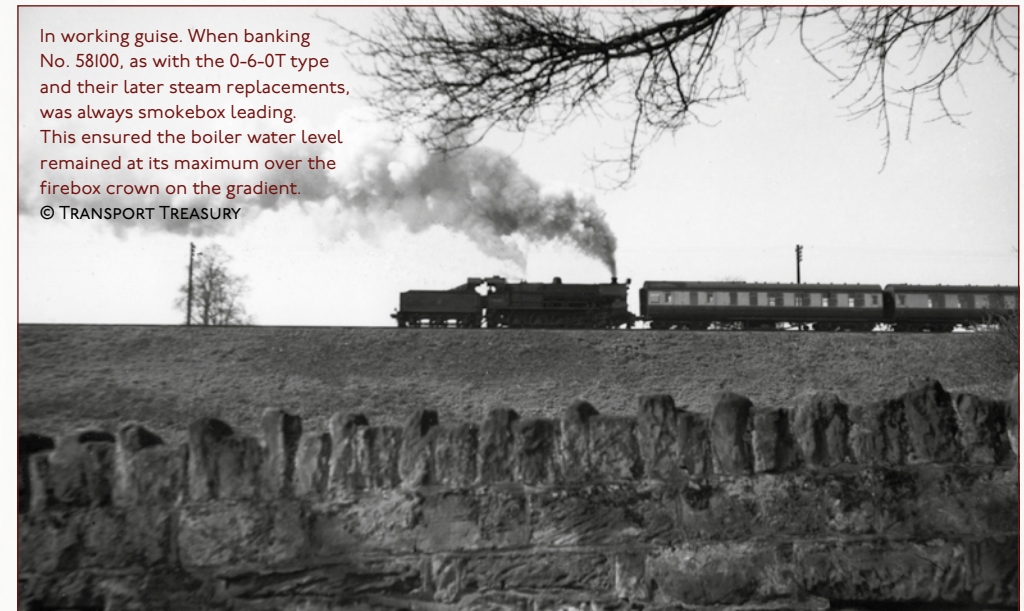
signalman at Stoke Works Junction south of Bromsgrove of his requirements by means of a whistle code.

- '1 pause 1' for one assisting engine
- '2 pause 1' for two assisting engines
- '3 pause 3' for three assisting engines

'If a train should fail on the incline it was the responsibility of the guard to walk back to the nearest signal box to request further assistance.

'Remarkably, during the whole of my school days I never witnessed a train fail on the incline; however this was to be reserved for my recent visit when I saw an 8F stalled with approximately 50 mineral wagons notwithstanding the presence of two 0-6-0T engines at the rear. Here undoubtedly was the difficulty in assessing the exact weight, the majority of the wagons being empty. I do not know the full facts as I only witnessed this and the frustration on the faces of the crew on the lead locomotive, as at the time I was going the other way, down the incline, on No. 58100.' (Mr. Dalton does not elaborate on how the recalcitrant train was rescued.)

Mr. Dalton then makes an excuse that space does not permit a description of every trip he made but he does go on to describe three specific experiences. He



In working guise. When banking No. 58100, as with the 0-6-0T type and their later steam replacements, was always smokebox leading. This ensured the boiler water level remained at its maximum over the firebox crown on the gradient.

© TRANSPORT TREASURY



Rear detail at Bromsgrove, the various fire irons will be noted along with the 'dustbin-lid' type cover to the water filler. In the text Mr. Dalton comments about the liking for the engine by the Bromsgrove crews. To be honest this may have been as much about familiarity as anything else, especially when an interloper from another railway (the LNER Garratt) was thrust upon them. There may also have been a degree of pride involved knowing they had what was always a one-off.

© TRANSPORT TREASURY

starts, 'It was an extremely bitter November day with poor visibility when I made my way to Bromsgrove South and met Driver Randall and his young fireman, L. Wood, who were in charge of No. 58100. Driver Randall had spent 11 years at Bromsgrove. The thrills of riding on some of our main line express engines were certainly not to be repeated here, for instead the real interest lies in the working of trains up this massive incline. Of necessity it also involves a great deal of time standing idle in sidings waiting for the train requiring assistance. During these periods I was to get to know the men who carry out this less exciting but vitally important work. Bromsgrove men are also not confined just to banking turns as their duties can involving working south to Gloucester and as far north as Derby.

'Our first train requiring assistance was a freight of about 50 wagons with a 3F 0-6-0 at its head. The boiler pressure of No. 58100 was up to 180 psi and she was just blowing-off as we slowly moved out of the siding and gently came up to the rear of the freight train. There is of course no coupling-up and very soon,

following the appropriate exchange of whistles, we were on the move and had got hold of the load with loud and crisp beats of the exhaust. There was a slight tendency to slip at first but No. 58100 soon settled down and I would estimate her speed to have been already about 15 m.p.h. as we passed through Bromsgrove station. The effect of the incline is most distinctly felt on passing the station and a gradual slowing down is noticed. Drivers tell me the steepest part is between the two over-bridges, a distance of perhaps 200 yards, and it was here that Driver Randall was working the engine about 45% cut off but with the regulator nowhere near fully open. Noticeable were the famed smoke-blackened trees and grass nearby. We were now approaching Blackwell and there was a sudden increase in speed as the train engine and wagons passed over the summit. Assistance does not stop here but continues through Blackwell station.

'No. 58100 now slowly drops away and moves into a siding, on this occasion to wait for two of the tank engines which had started to assist another train up the incline. Boiler pressure had also dropped by about 20 psi; we had taken about 17 minutes to make the ascent.



Again at rest at Bromsgrove. The front handrails were likely to assist when cleaning the smokebox rather than having any connection so far as banking was concerned. Note the lack of any vacuum hose - implying the engine was fitted with just a steam brake (and a tender handbrake of course) plus the short framing ahead of the clamped smokebox door. A simple chain coupling was also fitted. © TRANSPORT TREASURY



Work done, the gentle ride back. The actual ride is not mentioned by Mr. Dalton and this may be taken to mean it was not noteworthy. Certainly the engine would never have been likely to attain any great speed although due to the long coupled wheelbase may well have set up a 'shuffling' motion at times. © TRANSPORT TREASURY

'Working back to Bromsgrove we pass a semaphore signal only applicable to banking engines which displays either 'C' or 'W'. 'C' stands for caution meaning there is another train in the section ahead - curiously the working is such that a banking engine may proceed down the gradient behind another train provided this is not a passenger working. 'W' indicates the section is clear and the banking engine(s) may proceed down the gradient up to their maximum permitted speed of 27 m.p.h. In addition any number of engines may proceed in this fashion down the incline at the same time and not coupled!' (Mr. Dalton does not mention it but this cannot have applied during poor visibility, perhaps also not at night.) Possibly the reason for this strange working being single line occupancy,

'The second experience was again on No. 58100 but this time assisting an 11 coach passenger train hauled by Black 5 No. 44746. Again we came up behind the train just prior to Bromsgrove station and started to

push without any trace of a slip. Driver Randall was working the engine at about 30% cut off and we fairly roared through the station which needless to say gets its fair share of soot and smuts. As before very little firing was done on the incline. Fireman Wood had built up a good fire and when attention was needed the door remained open. Once more we lost about 20 psi on the climb but completed it in 9½ minutes. I calculated the engine had evaporated about 1,000 gallons of water.

'As a comparison the next trip was made on an 0-6-0T. The engine concerned was No. 47308 with Driver Miller and Fireman Eric Underhill. No. 47308 had also been inscribed 'Meccano Castle' on one of the side tanks. The train we were to assist was of five passenger coaches already double headed by a Class 5 and 2P. I am sure this train did not really require assistance but there was no brake van at the rear which meant a banker was automatically required.' (Would the same apply that the final passenger vehicle should

be a guard's brake?) 'This service also called at Bromsgrove so the assistance started right at the foot of the bank. Naturally with such a light load we fairly romped up the bank in about 7½ minutes with no firing needed and boiler pressure remaining constant.

'During the wait at Blackwell and having to allow a down passenger train to pass, I was able to get the views of the men on the various banking engines. Bromsgrove men all have a deep respect for No. 58100 and the little 0-6-0T types are similarly very popular. Reading between the lines the trial of the LNER

Garratt No. 69999 was not popular, being very hungry and thirsty. The BR 9F tried, No. 92008, was recalled as a good engine for assisting passenger trains but was felt to have nothing in reserve compared with No. 58100.' (Ironically it was another 9F, No. 92079, that took up the mantle after the demise of 'Big Bertha' also taking over the formers front headlamp.)

'Mr. Dalton concluded by describing Bromsgrove shed as the cleanest he had ever visited, no doubt much due to the efforts of the shed master Mr. J. Wilkins.'



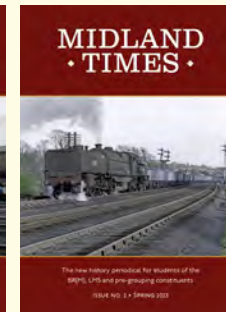
A final public viewing of No. 58100 at Deby on the occasion of the works open day. The engine had already been withdrawn, on 19th May 1956, reputedly due to a replacement boiler/firebox being required, both of which were of course non-standard and consequently with the cost not justified – note too the missing headlight already transferred to No. 92079. (The 3Fs were never fitted with a headlight as the driver was better placed to see the position of the rear of the train ahead due to the short length involved.) The board placed at the front described the principal dimensions along with the words, 'Formerly at Motive Power Depot Bromsgrove'. Even though it would never steam again the external condition is good, the engine having received lined BR black livery in April 1950 complete with the then BR crest. As with the Garratt types on BR, No. 58100 was never given a letter/number power classification. © TRANSPORT TREASURY



Just over 100 tons of scrap awaiting its destruction which would take place in September 1957. The boiler lagging and front numberplate have been removed whilst the cylinders were supposed to have been removed and saved, intended to show the unusual cross flow arrangement. In the event it is not believed these were retained. The reason No. 58100 remained a one-off was simply that there was no need for further examples; as built it had proved a point that here was a suitable banking engine – also the largest Midland Railway engine ever built. It remains a great pity it was not saved for posterity. © TRANSPORT TREASURY

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No. 45517 pictured at Factory Lane, Preston on 26th June 1961.
PHOTO: BILL ASHCROFT. © THE LMS-PATRIOT PROJECT.



WORD SEARCH 36

WEBB OF TIXALL, L.N.W.R. CME

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1 NEW

2 NEW

3 NEW

4 NEW

5 NEW

6 NEW

7 NEW

8a

8c

9

10

11

12

13

14

15

16

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17

18

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20

21

22

23

25a

26

27

28a/b PRICE REDUCED

IN MEMORY OF THE FALLEN

24

25b

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No. 45541 Duke of Sutherland pictured having left Northampton with a London-bound Up semi-fast service. The train has passed the shed and works around the triangle towards Duston West signal box, then Blisworth and onto the West Coast Main Line.

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