



AUGUST 2024
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The Warrior

THE MAGAZINE FROM THE LMS-PATRIOT PROJECT



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Editorial

As you take delivery of this latest copy of The Warrior we are only two to three weeks away from our first Members' Day for six years.

We are looking forward to seeing many of you at Tyseley Locomotive Works especially as we hope to re-engage with you face-to-face after so long without a major event.

Meanwhile you will read in this edition of further progress, whether that be with our suppliers, or the volunteer team that has established itself by meeting up most Thursdays to work on myriad parts that have required cleaning up and lubricating after our move from West Shed. The containers have been sorted so that storage space is maximised and that there remains enough space to work in them as well.

If you fancy getting your hands dirty and greasy just let us know by contacting us through the usual channels.

Also by the time you are reading this the Sales Team would have been out to several events that the latter part of summer throw at us. This fund-raising operation takes a lot of organising and time, especially travelling to and from events, so if you're looking to do something with your spare time we're always interested to hear from any willing volunteers who would like to help us out. You get to meet a lot of interesting people and the bonus is that you also get to see plenty of steam (and diesel) locos while you work! Can't be bad can it?

I hope you enjoy this edition of your quarterly magazine.

Pete Sikes, Editor

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



**2020 AWARD FOR
COMMUNICATIONS**

FRONT COVER: The Unknown Warrior waits for its place inside Tyseley Locomotive Works.

Photo: © Pete Sikes

Chairman's Thoughts

AUGUST 2024

In Warrior 61 I was bold enough to suggest that our hibernation under tarpaulin on the turntable road at Tyseley was coming to an end, with a move into the main workshop expected by the end of May. The Earth does not stop on its axis: unexpected work arose at the last minute on other third party work at Tyseley, which unavoidably pushed things back into the summer..

After one or two false starts the locomotive chassis was moved into the workshop on 17th July. The move itself took a day or two, as there were other enabling moves that had to be made on site. I know that we kept in close touch with our Tyseley colleagues during the process, and it was quite clear to us they were doing their best with juggling their various priorities.

It would be wrong of me to hope – let alone suggest – that work can suddenly now start apace. Life is not like that. We have been aware that Tyseley Locomotive Works were in the process of reviewing and ‘tightening’ their general Terms and Conditions for third-party work. Our move into the workshop coincided more or less with their delivering the output of that work. There are one or two key points that we need to sort out on liabilities, and we will have our own arrangements to make, but we can still get going with purchase orders for materials supply. On the face of it this looks like more “delay”, but I wanted to say here that I fully understand and support TLW’s concern to ensure that there is clarity on who is responsible for what in what circumstances. They have been very open with us on difficulties they have experienced in this area in the past – it is the unforeseen that can catch us all out. We know that to our cost.

While we were waiting for the move inside, our volunteer work has really picked up pace. I’m delighted that we now have a list of nine members ready to volunteer at Tyseley. I believe this is a record for the project over its 16-year life. We now have a regular volunteer day – Thursdays – agreed, people have been properly inducted, and you can read and see in this issue how they have been keeping themselves busy in the last months. I can’t thank them enough.

The financial year ending March 2024 swung our income upwards, bucking the trend of recent years. Trying to be a realist, I couldn’t imagine that this positive trend could continue, but our first quarter this year did just that. What is happening? Read our Financial Report to find out.

Please allow me to highlight the final settlement with Llangollen, which also features in this issue. It will never seem to be enough, but personally I am pleased we have closure and can all move on.

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



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

TREASURER'S REPORT NEIL COLLINSON, TREASURER

Quarter 1 to 30th June 2024

First thought for the quarter: A very happy treasurer at the end of quarter 1. An excellent set of results with an additional large gift aid claim to tell you about, which you will not see in these figures, but the amount will be recorded in the second quarter results, having been credited to us on 30th July. More on that later.

Second thought for the quarter: The board also reviewed the final accounts for the financial year ending 31st March 2024 following a productive meeting with our accountants, who carried out an independent examination. Please note that it is not an audit.

INCOME

Total income in Quarter 1 is £139,000 (£88,000 in 2023) including expected £11,000 in gift aid. This gives approximately 58% overall against the annual budgeted income for the year.

Our bank accounts show a balance of £359,000 at the end of June 2024, with an additional £4,500 VAT and £11,000 initially expected gift aid claimed to the end of the quarter. That gives us a total of £375,000 approximately to take forward to quarter 2.

However, we were notified by a donor in early July that following a discussion with his accountant, certain aspects of his finances could have a gift aid claim made against them. As a result, we made a backdated claim on his donations and received the sum of £36,700 from HMRC (Charities) on 30th July. A most unexpected but welcome addition to the funds which took our balance in our accounts to approximately £410,000.

Third thought for the quarter: A most unexpected sum of £8,500 plus was received from the liquidators of Llangollen Railway plc. It took me by surprise as the last communication I had with them was approximately three years ago and I thought that we would be too low down in the pecking order to receive anything. However, it was gratefully received.

Total Membership income for the quarter including gift aid came to £5,266 or 21.3% of the annual budget set. The number of members we now have is 836 but it can change daily. This is down again on last quarter.

Total donations/sponsorships were £119,486 for the quarter. This is almost triple the amount received in quarter 1 of 2023-2024.

Regular Donations The figure for the quarter was £22,462. Regular Donations coming from 314 donors at end of June was £7,336.

17 membership subscriptions were paid by regular donation in Quarter 1. See the chart opposite.

Quarter 1 comparisons

	Annual budget 2024-25	Q1 budget 2024-25	Q1 actual 2024-25	% of annual budget	Annual budget 2023-24	Q1 budget 2023-24	Q1 budget 2023-24	% of annual budget
INCOME								
Membership	£24,776	£6,194	£5266	21.3%	£27,397	£6,849	£5,184	18.9%
Donations/ Sponsorships	£168,301	£42,075	£119,486	71%	£169,545	£42,386	£71,014	41.9%
Loans	–	–	–	–	–	–	–	–
Sales	£20,500	£5,125	£4,059	19.8%	£18,650	£4,662	£3191	17.1%
Other (interest)	–	n/a	£1,791	n/a	–	–	£1185	n/a
Wheels settlement	£27,500	£6,875	£8,250	30%	£33,000	£8250	£8250	25%
TOTAL	£241,078	£60,270	£138,852	57.6%	£248,592	£62,145	£88,824	35.7%
EXPENDITURE								
Locomotive	£94,927	£23,732	£2,624	9%	£128,442	£32,110	£43,835	34.1%
Tender	£1	–	–	–	£5,000	£1,250	–	0%
Boiler	£40,000	£10,000	£23,548	59%	£30,000	£7,500	£5,173	17.24%
Other Engineering	£1,000	£250	£128	13%	£8,000	£2,000	–	0%
Crane repayment	n/a	n/a	(£822)	n/a	n/a	n/a	(£541)	n/a
Sub-total	£135,928	£33,982	£25,477	19%	£171,442	£42,860	£48,467	28.3%
General expenses	£48,150	£12,038	£13,231	27%	£49,150	£12,288	£8,520	17%
Loan(s) interest	£57,000	£14,250	£520	1%	£28,000	£7,000	£445	1.77%
TOTAL	£241,078	£60,270	£39,228	16%	£248,592	£62,148	£57,432	23.1%

Bank Balance Comparison

	Q1 (2024/25)	Q1 (2023/24)
Opening Bank Balance – 1st April	£268,892	£310,318
Closing Bank Balance – 30th June	£359,162	£354,876

2024/25 Donors

	New Donors	Changed Donations	Lost Donors	Total (£) for Quarter
Q1	2	4	3	£22,462

In comparison to 2023/24

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

In comparison to 2022/23

	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

Other donations (this includes bespoke numbers, company sponsorships, legacies and gift aid on donations.) This represented the remaining £97,000.

Sales and events income was £4,059. This is slightly down on last year, mainly as a result of attending less galas, but raffle sales are off to a good start.

Other funding produced over £10,000 with interest earned and the wheels settlement figures providing the majority of the income in this section. The budget for the wheels settlement has been set for nine months as the agreement to compensate finishes in January 2025.

Engineering The balance sheet shows a total expenditure of £25,000 plus, spent in the quarter. This includes repayments of £822 for the crane. You will note that the majority of expense is on the boiler. Your treasurer hopes that once the work packages are agreed with Tyseley, the spend on the actual locomotive chassis will increase dramatically, so that our balance at the bank reduces sufficiently to reduce his stress levels.

Fourth thought for the quarter: Please note that the foregoing are the personal thoughts of your treasurer, not necessarily the remaining trustees.

Overheads Overall this area is 27% of the total budget set. There are plus/minus variances in each section but a pleasing result. There has been more income than expenditure during the quarter, leaving a £100,000 surplus.

Finally, there are outstanding invoices for £12,800 due at end June, with purchase orders to the value of £134,500 received awaiting invoices, giving a total of £164,800 committed. This is mainly to Riley's and HBSS.

My final thought for the quarter. It has been an exceptional quarter for income, but we cannot rest on our laurels thinking that funds will roll in. I fully expect financial and additional membership support to increase when we have some positive progress on the build. I will repeat that these are my personal thoughts and not necessarily that of all the board members.

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

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



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**

5551 ENGINEERING EXPENDITURE FORECAST	Q1 – 2024/25			Q2 – 2024/25			Q3 – 2024/25		
	June 2024	July 2024	August 2024	September 2024	October 2024	November 2024	December 2024	January 2025	February 2025
	£	£	£	£	£	£	£	£	£
Current Bank Balance	£331,863	£347,002	£407,824	£413,730	£401,769	£375,025	£335,416	£295,807	£291,705
Income (Budget) excluding Gift Aid	£18,182	£18,182	£18,182	£18,182	£18,182	£18,182	£18,182	£18,182	£18,182
New Bank Balance	£350,045	£365,184	£426,006	£431,912	£419,951	£393,207	£353,598	£313,989	£309,887
Other Expenditure (Budget – excludes loan repayments)	£4,013	£4,013	£4,013	£4,013	£4,013	£4,013	£4,013	£4,013	£4,013
Loan Repayments	–	–	–	–	–	–	–	–	–
Engineering Expenditure	£13,659	£7,994	£8,263	£26,130	£53,778	£53,778	£53,778	£53,778	£26,867
Gift Aid Return		£36,741			£4,960			£4,960	
VAT Refund (Estimated)		£4,521			£7,904			£30,547	
Forecasted Bank Balance	£332,373	£394,439	£413,730	£401,769	£375,025	£335,416	£295,807	£291,705	£279,008
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	£334,443	£396,509	£415,800	£403,839	£377,095	£337,486	£297,878	£293,775	£281,078
Actual Bank Balance (last day of month)	£359,162	£407,824							
Actual Income in Month	£42,836	£69,211							
Actual Outgoings in Month	£17,023	£20,549							



ENGINEERING REPORT

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

Photo: Pete Sikes

MAIN FRAME ASSEMBLY

The locomotive chassis finally moved into the workshop at Tyseley on 17th July, although not yet in its allocated position. The move took place over a number of days and had to wait until the repositioning of other equipment could be completed – a task with several dependencies. Other TLW projects that are currently being worked on are at present preventing 5551 moving to this location.

We have been allocated a space at the end of one road in the workshop, its final assembly position, and once there 5551 will remain there until it is finished. But thankfully we are at least undercover and will be able to restart work on the chassis in good, dry conditions once the support agreement (which is under active review) is in place.

VOLUNTEER DAYS

Meanwhile elsewhere on site at Tyseley, we have been holding volunteer working parties mainly preparing parts ready for refitting to the chassis. Other parts are being cleaned following storage in less than desirable conditions around the move from West Shed.

We have reorganised and tidied our two containers, giving much better access to our various parts. We have also ordered a heavy-duty work bench that will provide for much easier working than directly on the floor.

Tyseley granted us permission to work in an area allocated inside their new carriage shed. This proved to be a very positive move as we could now make progress regardless of the weather. We have been able to crack on and complete one of the more urgent tasks, which was the cleaning and protection of several of our motion components.

CYLINDERS AND DRIVING WHEELS

Unfortunately, due to appropriately skilled staff shortages at Riley's work on both the wheel set assembly and the cylinders has suffered further delays.

I am pleased to report though that after a recent visit to Riley's the situation has improved considerably as evidenced a very busy machine shop due to an improvement in staff availability. At the time of writing work was planned to resume on the cylinders and wheels at the beginning of August.



Checks are made to the tarpaulin before removal.
Photo: Keith Riches



Nearly there! Photo: Pete Sikes



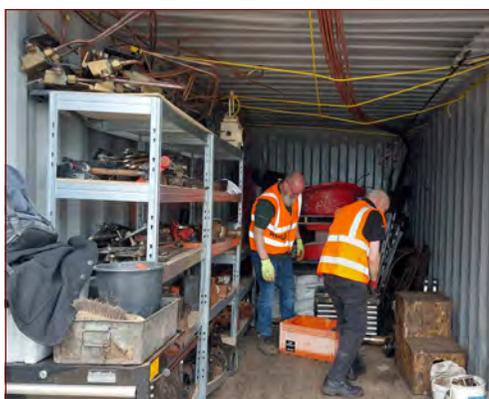
Having moved from its position around the turntable, 5551 has been shunted to the shed entrance and awaits space to be made available inside.

Photo: Pete Sikes



5551 safely inside the shed in its temporary location.

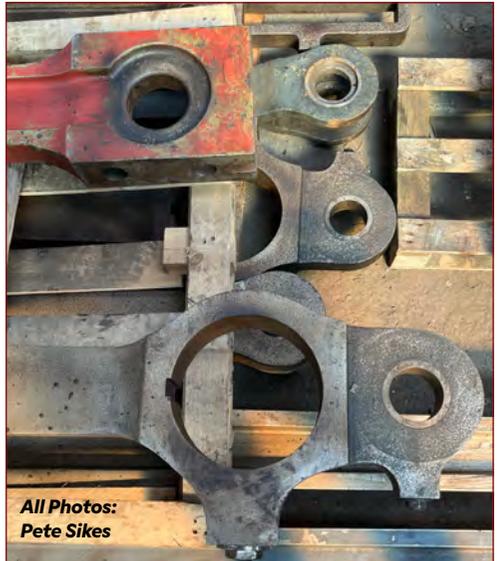
Photo: Pete Sikes



Pete Sikes and Barry Mathews sorting and tidying up one of our containers. Note the lubrication pipework tied up and suspended from the ceiling to get them out of the way and reduce the chance of accidental damage. Photo: Kevin West

Keith celebrates with a mug of tea after the heavy motion parts had been moved into our workspace in the carriage shed. The pictures below show Keith Riches, Ian Kinsey, Neil Kinsey, Barry Mathews and Anthony Pilkington getting to work.

The bottom two photos show the end results with all parts now cleaned up and lubricated for protection. The coupling rods are original Patriot ones, they are stamped 5546 Fleetwood, although they finished service on Jubilee class 5562 Alberta. One of the connecting rods is from Jubilee 5697 Achilles the other being new.



**All Photos:
Pete Sikes**

Right (top to bottom): A weekly working party comprising of Kevin West, Pete Sikes, David Tuffin and Barry Mathews work on the Brake Hangers showing two of the six finished and painted.

Barry Mathews, Ian Kinsey and Keith Riches take a rest from work on the Tender Wheels and a completed Axle Bearing following cleaning and greasing.

Below: Bearings and various motion parts cleaned and now stored in our containers. All Photos: Keith Riches



BOILER

The boiler is now back in the HBSS workshop and as the following photos show good progress continues to be made on the work packages agreed with HBSS.

Fitting of the longitudinal stays, forming the fire hole, completing the foundation ring, and installing bracketry in the safety dome aperture has commenced. A plan is under preparation with a view to completing the boiler up to the initial testing stage in 2025.

BOILER WORK PACKAGES

TASK 6 TO 12

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

TASK 13 TO 18

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

TASK 19 TO 24 (TO COMPLETION)

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

TENDER

The Tender Wheels have had the bearing journals cleaned, greased and protected, ahead of a planned move back to Leaky Finders in Devon, for fitting the axleboxes.



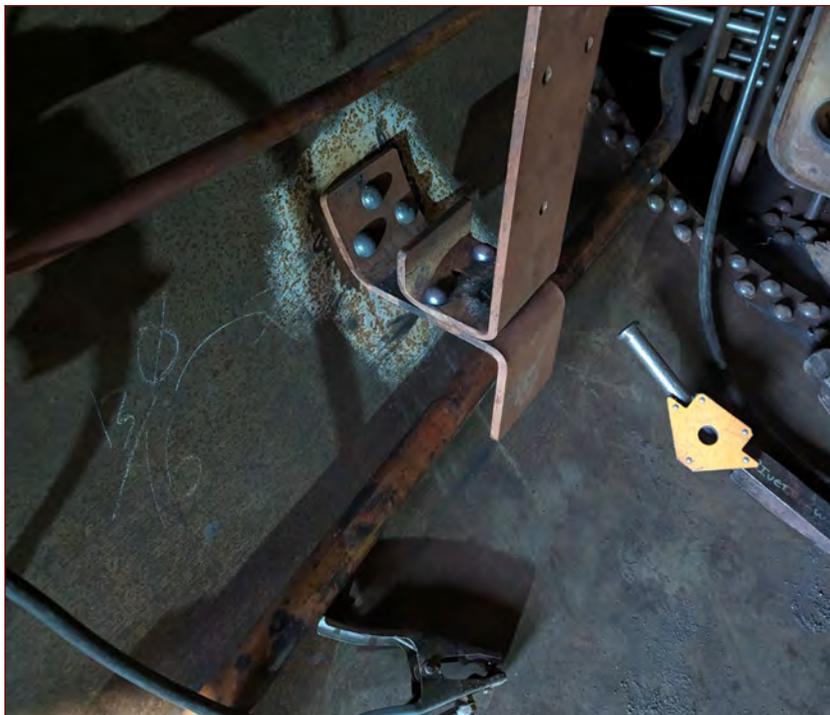


*Previous page (top):
The Regulator
from Stanier 8F
No. 48518 being
refurbished for
use in 5551.*

*Previous page (bottom):
Detail of the
Foundation
Ring.*

*Above: A view
of the Inside
Firebox.*

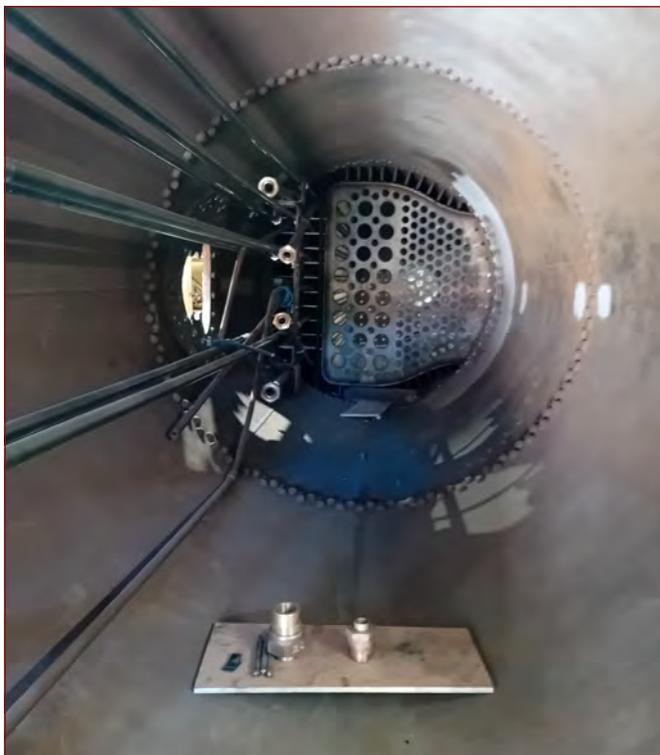
*Right:
Support Tray for
the Longitudinal
Stays and
Internal
Pipework.*



*All Photos:
Keith Riches*



Above: The threaded bars are the Longitudinal Stays, The hexagonal pieces are the joining piece. The original longitudinal stays were a single piece of bar, but it is no longer possible to buy the correct specification steel in long enough length, so we have to join them using these screwed and pinned joints.



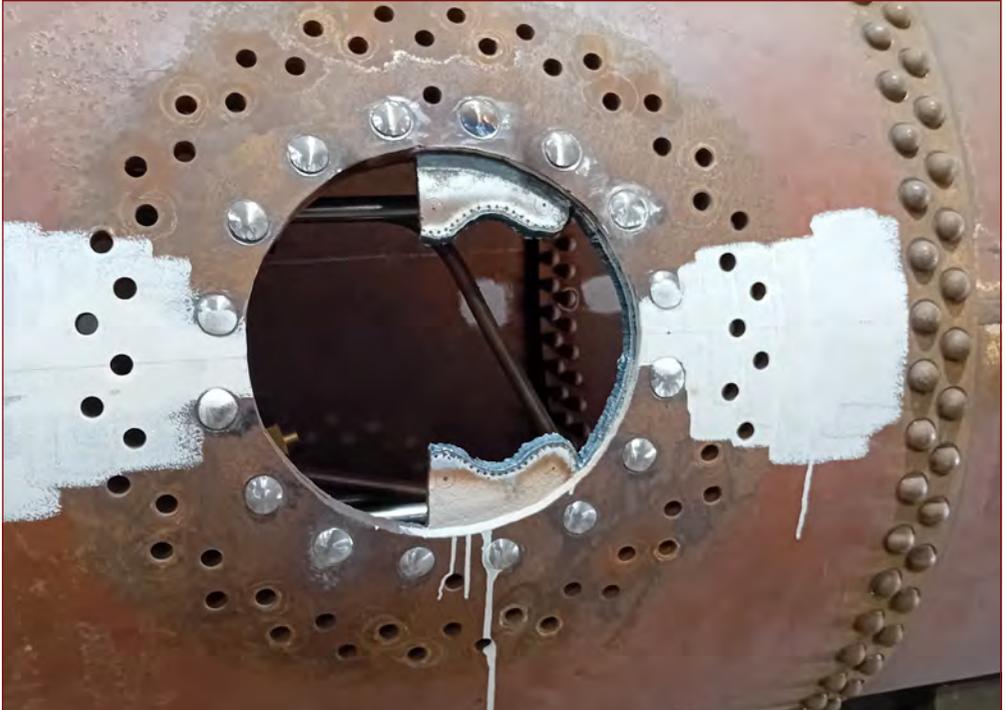
Left: Work continues installing the internal pipe work and longitudinal stays.

All Photos:
Keith Riches



Left:
The Firehole door with the Inner and Outer plates now mated ahead of drilling and riveting.

Dome opening with reinforcing ring riveted into position. The two Regulator Mounting Plates have been installed and are being profiled and shaped ahead of drilling.



SALES REPORT

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

July has been a quiet month for sales and events, although we did attend the two-day Railex Model Railway Show in Buxton which took place over the weekend of 6th and 7th July.

Interestingly, our fastest selling items were in our rummage bucket which contained small low cost items. We are happy to say that the stall holder next door to us cleaned us out of this stock at the end of the Sunday, so we are now looking for more rummage stock. Please contact us if you have any stock you would like to donate.

On the subject of stock we are planning to make collections of donated stock from two locations in the near future. Also we have been successful in purchasing the remainder of a large OO gauge collection at a much reduced cost, these will be put up for sale at our three events in August.

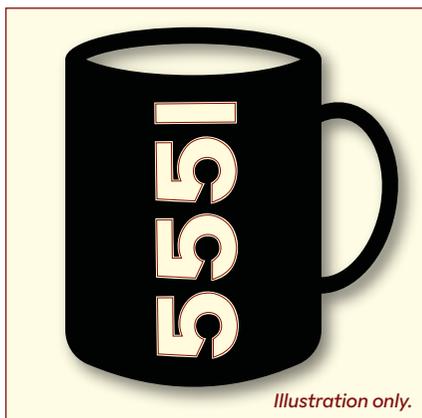
Our August programme is rather full, as is September. We hope to see lots of members at these events (please see events chart) and especially please keep in mind our Members' Day at Tyseley on 21st September.

We are currently reviewing our stock range and the first new addition, a white polo shirt, is now available to purchase and as this report is being written we have ordered a new mug featuring the numbers 5551 in LMS Sans Serif text on a black background (see illustration below), and finally our PATRIOT Volumes 1 and 2 have been reduced in price (see page 27).

Also, don't forget to return your raffle tickets to the office in good time, thanks.

If you would like to make any merchandise purchases or if you have any stock to donate please contact us at the following email addresses sales@lms-patriot.org.uk or events@lms-patriot.org.uk.

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



Event	Date	✓ = Booked P = Provisional
LMS-Patriot Project Members' Day, Tyseley Locomotive Works	Saturday 21st September	✓
Stafford Railway Circle, Bingley Hall, Staffordshire Showground	Saturday 28th September Sunday 29th September	✓
GCR Autumn Steam Gala	Thursday 3rd October Friday 4th October Saturday 5th October Sunday 6th October	✓
Warley at Statfold	Saturday 12th October Sunday 13th October	✓
AGM – Marquee, Quorn & Woodhouse, Great Central Railway	Saturday 9th November	✓
GCR Last Hurrah Gala	Saturday 16th November Sunday 17th November	✓

Below: Two photos from the recent Arnhem Day event at the Staffordshire Regiment Museum, Whittington where the project had a presence with the micro stand.



Ready for battle at the Arnhem Day event, Staffordshire Regiment Museum.



Former Queens Own Highlander and project member, Colin Hughes, looks the part.

2024 Grand Prize Draw

Dear Members,

Once again we are running our Grand Prize Draw to raise funds for
The Unknown Warrior.

In recent years the draw has raised significant sums towards the build
so I would kindly ask that those of you who receive tickets with this publication
please buy or sell as many as you can.

Please pay by bank transfer if possible, but we will be happy to accept cheques
if you have no alternative means.

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



LMS-Patriot Company Ltd
Registered Charity No. 1123521
www.lms-patriot.org.uk

• **GRAND PRIZE DRAW 2024** •

Raising funds for The LMS-Patriot Project to build
the new National Memorial Engine - The Unknown Warrior

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

To be drawn on Saturday 9th November 2024 at the AGM
Promoted by Mrs. Janet Elson, 21 Tithebarn Road, Rugeley, Staffordshire WS15 2GW
Registered under the Gambling Act 2005 with Stafford Borough Council.

• Tickets £1.00 each •

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

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

**THANKING YOU IN ANTICIPATION
JANET ELSON, PROMOTER.**

FROM THE OFFICE

OFFICE DETAILS

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

01785 244156 or 07801 945689

email: membership@lms-patriot.org.uk

We were kept very busy for a few weeks after Warrior 61 was sent out as many of you were quick to buy the draw tickets. If you haven't done so yet there is still plenty of time but please make sure that we receive payment and the completed stubs by Friday 1st November at the latest.

All the tickets get the same chance of being the winning ones no matter when we receive them so please send them in early. Members buying all the tickets only need to add their name and URN (unique reference number) or membership number to the stubs. The full address and phone number should be completed on all ticket stubs when purchased by non-members.

As I mentioned in the previous magazine, all members (other than life members) will now have received the new type membership card with no expiry date. The cards will continue to remain valid provided the annual subscription is paid. The board decided on this system to help cut our stationery and postage costs and also to reduce the time spent on administration. In future no specific

acknowledgment of renewal will be sent when you pay your subscription. Those of you who are planning to come to Members Day at Tyseley will need to have your membership cards to check in. Now is the time to let us know if your card has been misplaced so that we have time to send you a replacement.

If you are hoping to come, please send in your completed booking form by email to membership@lms-patriot.org.uk as soon as possible as numbers are very limited. Alternatively phone us on 07801 945689 or send the form by post to the usual address. We will not be issuing tickets so you will need to show your membership card on entry. Confirmation of your booking will be by email or phone call so please let us have your contact phone number when booking. Details can be found on page 36.

Linda Westerman, Office Manager



CAPTION COMPETITION

Well, what has Sales Director, Roger Bateman said to the unhappy Sergeant while working on the sales stand at the Staffordshire Regimental Museum?

Send your answers by 25th October to:
warrior-editor@lms-patriot.org.uk

The winner will receive The Unknown Warrior CD by Alf Tubb, recorded by Basel Festival Orchestra.



A FURTHER BACHMANN MODEL UPDATE

Plans are now well advanced with Bachmann for *The Unknown Warrior* model in OO scale. The current proposal is for a bespoke wooden box for our limited edition. We are considering a run of 200-250 models which is in line with the expressions of interest we have received. If you have not expressed interest yet and want to buy a model please contact Janet Elson by email on janetmintrom@gmail.com. Guide price for the models will be around £220 for DCC ready models and £320 for DCC Sound. Once a firm price has been set with Bachmann we will be contacting people who have expressed an interest for firm orders and requesting a substantial deposit which will be non-returnable.

We hope to be in a position to do this before member's day at Tyseley on Saturday 21st September and will also take firm orders on that day. The firm orders with deposit will inform the number of models ordered. It is therefore important to get orders in before the deadline which will probably be by the end of November.

The bespoke box lid is expected to be embossed with *The Unknown Warrior* nameplate and crest, an example of the Bachmann box is shown on the right. The box will also contain a special pamphlet about the project and a badge. Livery of the model will be the 1934 red livery carried by the original 5551 when first built. This will be a very special model available only through the Project.



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



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

SEE PAGE 42 FOR DETAILS.

LMS-Patriot Project 2025 Calendar

ON SALE NOW

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

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



ONLY
£10
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MAY 2025

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
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SEPTEMBER 2025

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NOVEMBER 2025

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
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No. 5522 pictured at Ashton, Greater Manchester on 28th August 1937. The engine would be named Prestatyn in 1939.

Photo: L. Hanson. © The LMS-Patriot Project.



LAST FEW LMS BESPOKE NUMBERS REMAINING

For a donation of £80 change your membership number to one of the remaining Patriot LMS loco numbers. We will then issue you with a new membership card and a certificate with your chosen number, plus the donation you make goes towards your ticket for the first train.

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

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

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5500

45551

5524

45509	5534
45532	5535
5505	5539
5508	5540
5516	5545
5523	5547
5529	5549
5530	5550
5531	

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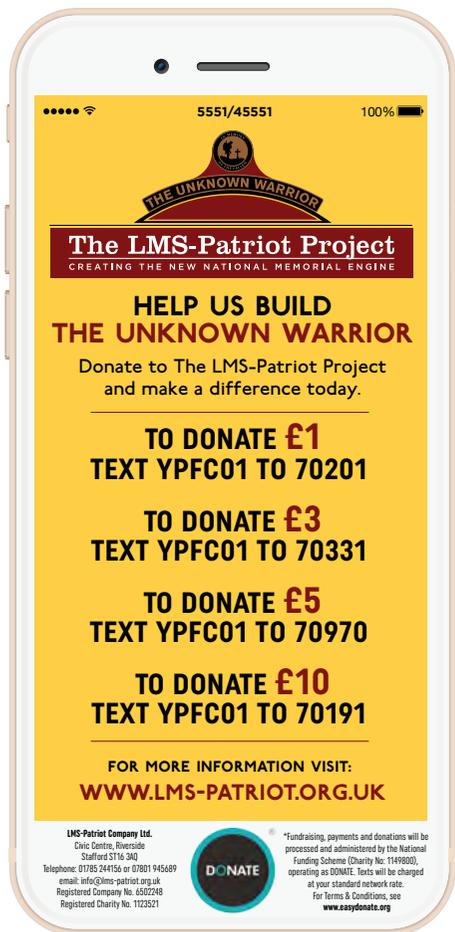
to order your bespoke number

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.



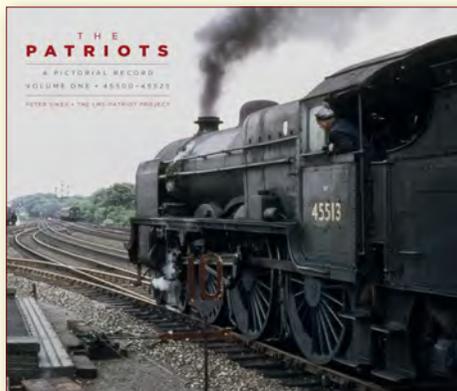
Texts will cost your donation amount plus your standard network message charge.

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WEST END OF EDINBURGH

BY IAN LAMB

This article and images are reproduced courtesy of The Transport Treasury

The London, Midland and Scottish Railway (LMS) was very much the dominant company in and around Glasgow before nationalisation in 1948, mainly due to the earlier sprawling efforts of the magnificent Caledonian Railway which it took over in 1923.

This was not the case where Edinburgh was concerned. Scotland's capital city had its railway tentacles well and truly all over the place, and they were very much the olive brown of the North British Railway, whose headquarters in London Road overlooked the ever inspiring setting of its wonderful Waverley station.

Not to be outdone, plus a determination to 'cash in' on Edinburgh's commercial potential, the Caledonian Railway laid an almost dead-straight line from the western outer suburbs of the city through and over the NBR network to the end of Edinburgh's main thoroughfare – Princes Street – and named its station accordingly.

Taking the NBR challenge in its stride, the Caledonian Railway went one stage further and built the amazing Gothic Caledonian Hotel above and astride the narrow arched entrance and curved fan of seven terminal platforms. Undoubtedly it was a marvel of Victorian engineering, and commonly known as the 'Caley' station. Indeed,

where physical attraction is concerned, many would say that the architectural beauty of the red sandstone Princes Street station far surpassed the 'Waverley' complex lying in the bowels of the former 'Nor' Loch' at the other end of the street.

Temporary terminals were opened in 1848 and 1870, but it was 1890 before the main structure was truly open for business whilst the surrounding complex was greatly expanded and redeveloped. When completed, it was covered by an 850 feet glass canopy, overlooking vehicle parking and a large circulating area.

Traditionally, Princes Street station was chosen by visiting monarchs, statesmen and celebrities as the entry point to the Scottish Capital city because of its ground-level platforms, very much favoured over the steep inclines of the 'Waverley's' long ramps. After Queen Victoria, all of the 20th century British monarchs began their state visit processions from this west end terminus.

A view of Princes Street station from a departing train which shows the curvature of the train shed that took passengers into the heart of Edinburgh.

PHOTO: NORRIS FORREST





29TH FEBRUARY 1964 Princes Street signal box. This massive signal box housed no less than 156 levers which controlled train movements in and around the terminus. PHOTO: NORRIS FORREST

Whether we like it or not, our lives are increasingly being dominated by sport. For instance, if it's not football it's tennis; if it's not athletics it's cricket, even though we may have no interest in any of them whatsoever. But, wait a moment. There was an exception where rugby was concerned from a train watcher's point of view because in the steam days of the 1950s, rugby involved many special trains for the 'fans' at Murrayfield.

Secondary school education in Edinburgh's Gorgie district introduced me to another important aspect of the Edinburgh railway scene, namely that of the former LMS which I'd certainly known about through almost annual trips down the 'West Coast' to relatives in Coventry via Birmingham New Street Station. I have always admired Stanier's 'Jubilees'. My love for these 4-6-0s mainly came about by a daily sojourn after school to Dalry Road

sheds to see what had brought in 'the Birmingham'. One of the most regular engines was 45620 *North Borneo* of Nottingham shed (16A), so that was the engine I modelled.

The beauty of the LMS compared to (my preferred) LNER was that the former's locomotives tended to be 'common users', so it was not strange to see 'Jubilees' in Edinburgh which had originated throughout the LMS section. This was particularly so with Rugby Internationals (especially Welsh) when 'spotting' at Dalry Road was simply paradise!

Despite the cramped site of the motive power depot (perfect modelling prototype), the adjacent station island platform was wide enough to cater for the local lines to Barnton and North Leith, and especially to Stirling where the former LMS had running rights over the NBR main line from Haymarket West, through Saughton Junction to Polmont.

Alas – as a railway station – the Princes Street station edifice only gave around a century of service when it closed on 9th September 1965. The rails were lifted, and the track base eventually became Edinburgh's much needed West Approach express

roadway route in and out of the city. The hotel still exists though under a different name, so any reference to Caledonian or LMS now rests solely in the history books! This grand station was demolished within five years from 1970.



21ST OCTOBER 1963 – On a wet evening, 'Black 5' No. 45476 waits at Princes Street station platform 4 with the 5.18pm for Glasgow Central whilst sister engine No. 45214 at the adjacent platform was at the head of the 5.32pm to Stirling. PHOTO: W.A.C. SMITH



19TH APRIL 1965 – Legendary Caledonian Railway 4-2-2 locomotive No. 123 with its appropriate coaches (preserved by the SRPS at Bo'ness) arrives at Princes Street Station with the Easter Weekend 'Scottish Rambler' railtour from Glasgow Central. This classic engine was built by Neilson & Company of Glasgow in 1886 and went on to show at the Edinburgh International Festival of the same year, whilst during the 'Race to the North' (the competition between the West and East Coast routes) in 1888 she made a record run from Carlisle at an average speed of about 60 m.p.h. No. 123 now resides in the Glasgow Museum of Transport. PHOTO: W.A.C. SMITH

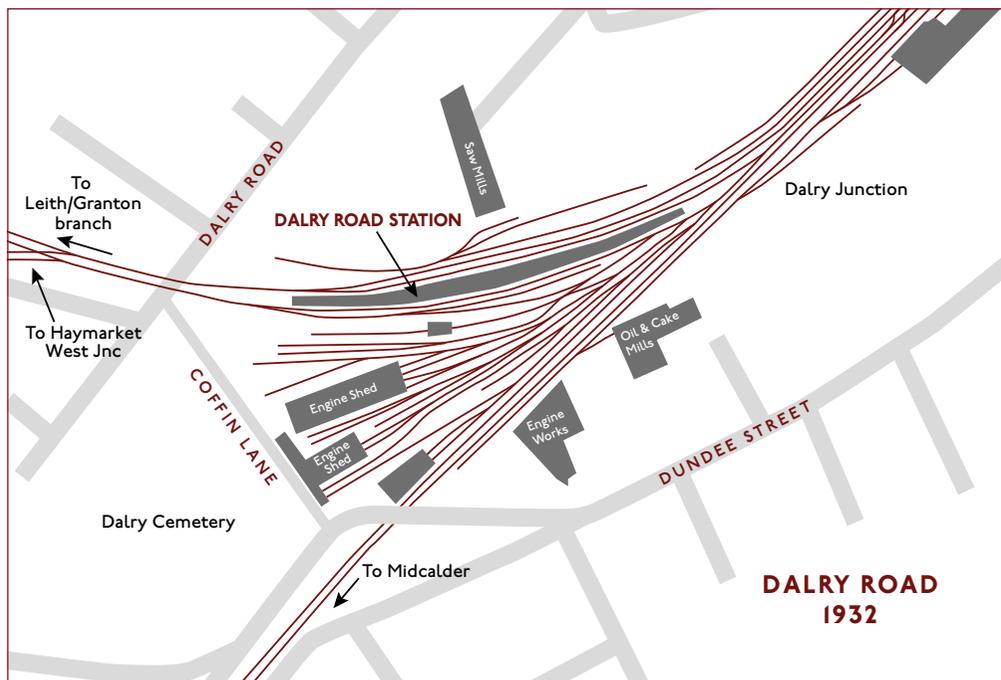


29TH FEBRUARY 1964 – A typical 'dreich' Scottish weather afternoon hangs over Princes Street Station as Stanier 4-6-0 No. 44978 accelerates up the hill with the 4.22pm train for Perth. PHOTO: W. A.C. SMITH



ABOVE: 1957 – (17A) Derby's 'Jubilee' Class 6P 4-6-0 No. 45663 JERVIS is coaled at Dalry Road MPD. Having earlier arrived at Edinburgh Princes Street with the 11.25am train from Birmingham. PHOTO: G. M. STADDON.

BELOW: A map of Dalry Road station and engine sheds dating from 1932.



29TH FEBRUARY 1964 – Dalry Road Motive Power Depot was situated three-quarters of a mile from Princes Street station where 'Black 5' No. 44994 passed through on the main line out of town with the 12.06 pm local train for Kingsknowe. Extravagant motive power for a three-coach train on a three mile journey! Sister engines 45360 and 44953 can be seen in the middle foreground. PHOTO: W.A.C. SMITH



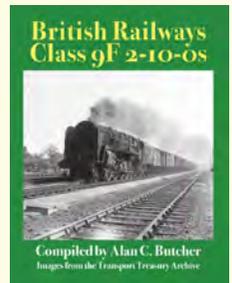
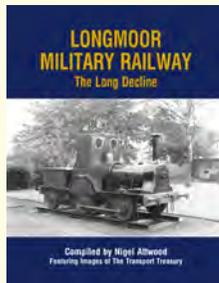
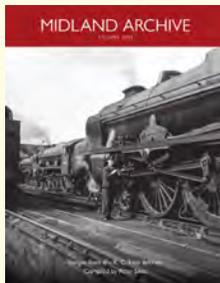
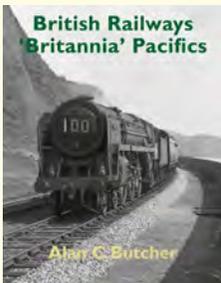
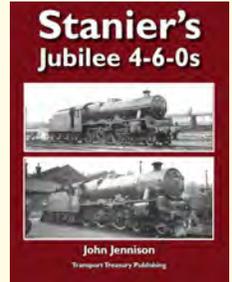
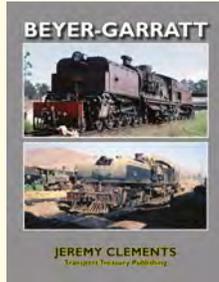
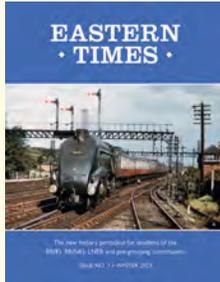
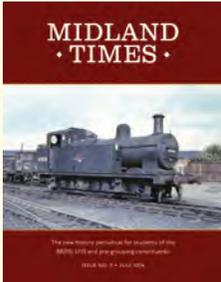
6TH FEBRUARY 1965 – The Caledonian Railway completed a goods line from Slateford to Haymarket in 1853. With the closure of Princes Street station, this northern spur was revamped in September 1964 as the Duff Street connection. This enabled trains from Glasgow and Carstairs to reach the 'Waverley' without having to circumvent the 'Sub' line around the city requiring entrance to the station from the East. (9B) Stockport Edgeley 'Stanier' 5MT 4-6-0 No. 44867, fresh from overhaul at Cowlairs Works, heads the 1.28pm football special to Falkirk Grahamston. This junction is now known as Haymarket East and the spur was fully overhead electrified along with the Carstairs line. PHOTO: W.A.C. SMITH



29TH FEBRUARY
 1964 – Dalry Road
 (64C) Fairburn
 Class 4 2-6-4 tank
 locomotive
 No. 42273 arrives
 at the outer
 suburban station
 of Kingsknowe
 with the 12.57pm
 local service from
 Princes Street.
 This station was
 closed four
 months later, but
 reopened in 1971.
 PHOTO:
 W.A.C. SMITH



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MEMBERS' CORNER

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

MEMBERS' DAY

You should have received your invite to Members' Day at Tyseley Locomotive Works (TLW) by now, either by email or in the post. If you haven't received your invite please contact us at membership@lms-patriot.org.uk. A brief outline of the day follows:

9.30am – Welcome coffee/tea and sign-in at the LMRCA social club, located on the right at the entrance to TLW.

Entrance to Members Day must be booked in advance and will be allocated on a first come first served basis (there is no admission if you just turn up on the day).

If booked on a tour you will be given a lanyard with your tour letter on and at the appropriate time be greeted by a Tyseley Locomotive Works guide. There is a maximum of 20 people per tour and it will take approximately one hour to complete before you return to the social club.

10.00am Tour A

10.30am Tour B

11.30am Tour C

12.00 noon Tour D

1.15pm – 2.30pm Lunch

A buffet lunch has been organised (provided by Vintage Trains caterers), a menu will be provided on the booking form.

Please note that the event is limited to 100 participants (members and their partners or guests), so to confirm your place please book early.

Car parking is available on-site and Tyseley station is a short five minute walk from the locomotive works. The address is as follows: Tyseley Locomotive Works, 670 Warwick Road, Tyseley, Birmingham B11 2HL.

The Sales Stand will be present with our latest merchandise and we are planning to bring along our 3½ inch gauge model in LMS livery of Patriot No. 5513 to display.

In addition there will be a presentation by Chair, Colin Hall and we will have our Directors at your disposal to answer any questions you may have:

Finance – Neil Collinson (pm only)

Project Reset – Keith Riches

Our approach to risk – David Tuffin

In addition our engineers will be in the carriage shed (where many of our parts are being worked on or stored) to answer any engineering questions you may have.

John Hastings-Thomson will be taking orders for our Bachmann 00 gauge Patriot model, he is bringing along his commissioned painting – *A Brush with the Past* – which shows 5551 in the Crimson Lake livery the model will be released in.

The cost of the day will be £25 per person. To book and pay for your place(s) please contact us by either emailing: membership@lms-patriot.org.uk or call us on 01785 244156.

Please note that no tickets will be issued but you must bring your membership card and sign in on arrival at the LMRCA Social Club.

Many thanks.

Thank you to all who contributed their articles that appeared in Warrior 61, 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.

2024 – A YEAR OF NEW BUILD STEAM LOCO SUCCESS

2024 will go down in history in the steam preservation world as a momentous year for new build projects. We saw the completion and successful steaming of two major projects – GWR 4-6-0, 6880 *Betton Grange* and Brighton Atlantic 4-4-2, 32424 *Beachy Head*.

The 6880 *Betton Grange* Project was started in 1998 with the aim of building the 81st *Grange* utilising the boiler from 7927 *Willington Hall*. New main frames and a cab were constructed and parts from other GWR 'Halls' were reused. After a successful fund-raising campaign including four Steel, Steam & Stars Galas at the Llangollen Railway (the last three were attended by The LMS-Patriot Project with our Sales Stand), *Betton Grange* was completed at Tyseley Loco Works and steamed for the first time on 11th April 2024. No. 6880 made its passenger debut at the Gloucestershire/Warwickshire Railway's Cotswold Festival of Steam at the end of May.

In October 2000 The Bluebell Railway announced a project to build a new H2 'Brighton Atlantic' locomotive which would be named *Beachy Head* after one of the six H2 class locomotives originally built. The new 4-4-2 utilised a boiler from an ex-G.N.R. Atlantic locomotive and a tender chassis from a L.B.S.C.R. Class B4. New frames were fabricated in 2005 and the project progressed in new workshops which were constructed at Sheffield Park at the Bluebell Railway. The new *Beachy Head* locomotive moved under its own steam for the first time on 7th June this year.

No. 32424 will make its passenger debut at the *Beachy Head* – Launching Britain's Newest Locomotive event on the Bluebell Railway between 23rd August and 1st September 2024.

The successful completion of the aforementioned projects has shown us what can be achieved in the steam preservation world. Coming as we move inside the Tyseley workshop to start reassembly in earnest, this has given all in The LMS-Patriot Project a new sense of inspiration and has spurred us on with our aim of completing the 53rd Patriot – *The Unknown Warrior*.

ANDREW LAWS
(MEMBERSHIP NO. 0003/02)



LEEK AND MANIFOLD RAILWAY, STAFFORDSHIRE

Technically it should be the Waterhouses, Hamps and Manifold Valley Railway – either end of the L&MR doesn't bring anyone any closer to Leek.

Waterhouses was the interchange station for the standard gauge line to Leek Brook and the LMR. This station was the junction to Stoke, Uttoxeter, Leek and beyond on the Churnet Valley Line (North Staffordshire Railway).

Waterhouses was equidistant from the termini at Hulme End and Leek. Both gauges were single lines, the standard gauge line having the steepest gradients of a passenger railway, they were 1 in 40 at each end. The whole branch became operational in June 1905, the passenger service ran for 30 years. Goods traffic would linger on until 1943 with stations closing in 1964. Caldron Low quarry traffic travelled west towards Stoke until 1990.

Leek Brook stayed open for the Churnet Valley line, which although curtailed, was used to move furnace sand from Oakamoor to St. Helens until 2010. The Churnet Valley Railway took over the 'branch' from Cheddleton to run a steam service. After a few 'end-to-end' specials from Froghall to Caudon all of the track from Waterhouses to Ipstones has been lifted. At Ipstones the line reaches its summit of 1,000 feet. Apart from the Lynton to Barnstaple Railway it is the only other Standard and 2ft. 6in. combination of railways. All the lines were operated by The Knotty (North Staffordshire Railway). For more information see Branch Line from Leek to the Manifold Valley by the late Vic Mitchell (Middleton Press).

ARTICLE AND WORDSEARCH 38 BY TONY HEWITT, (MEMBERSHIP NO. 0540/00)

**SAVE
THE
DATE**

2024 EVENT

LMS-PATRIOT COMPANY AGM

SATURDAY 9th NOVEMBER

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

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

As many of you will be aware the GCR run weekend trains throughout the year and we thought that many of you would like to make a day of it. With that in mind we have negotiated a reduced fare 'Privilege' all-day runabout ticket which will cost £14 against the usual fare of £25. However you MUST produce your LMS-Patriot membership card to take advantage of this.

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

WORD SEARCH 38 • LEEK AND MANIFOLD RAILWAY

ATTRACTION • BEESTON TOR • BOBS • BRADNOP • BRIDGE • BROWN END/QUARRY
 BUTTERTON • CALDON/LOWE • CALTHROP • CAVE(S) • CHEDDLETON • CHURNET • COAL
 COPPER MINE • CHURNS • CREAMERY • COW LOW • ECTON • EARLE • FARM • FROG • GRINDON
 HAMPS • HALTS • HOO BROOK • HULME END • IPSTONES • IRON • KERR/STUART • LEEK (x3)
 LEAD • LEVEL/CROSSING • LIMESTONE • MILK • MINEWASTE • MIXED GOODS
 NARROW (GAUGE) • OAKAMOOD • ORE • PASSENGER • PLATFORM • PICTURESQUE • REDHURST
 SIGNAL • SHEEN AND HARTINGTON • SKYLARK • SMELTING SHED • SPARROW/LEE
 STANDARD (GAUGE) • SWAINSLEY TUNNEL • TANKERS • THORS CAVE • TRAMWAY • TRACK
 TRANSHIPMENT • TOAD • TORR(S) • UNITED DAIRIES • WARSLOW BROOK • WATERHOUSE
 WEAGS/BRIDGE • WINDING (HOUSE) • WINKHILL • WETTON MILL • ZINC • LMR (x3) • LMS (x3)

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**No. 45508 pictured on a light engine movement through Preston.
Note the ugly stovepipe chimney. Date of photo unrecorded.**

Photo: Bill Ashcroft © The LMS-Patriot Project.



Recycle Your Used InkJet Cartridges to Raise Cash for the Project

PROCEDURE TO SEND YOUR EMPTY CARTRIDGES TO RECYCLE4CHARITY

To date we have raised nearly £3,000 for the Project from Recycle4Charity from the recycling of used ink jet cartridges. The scheme has been using pre-paid envelopes, as many of you will have used, but these are being phased out at the end of this year and a new procedure is being introduced. If you have any used ink jet cartridges, please download a postal address label from the 'How You Can Help page' on our website:

lms-patriot.org.uk/sites/default/files/Recycle4Charity-Postage-Docket.pdf

You can package them up and send them free of charge to Recycle4Charity using the downloaded label. For every suitable ink jet cartridge that is recycled, The LMS-Patriot Project will receive a payment from Recycle4Charity. To check which ink jet cartridges can be recycled and their value please use the link to download the address label as the pre-paid envelopes can no longer be used: **www.recycle4charity.co.uk/InkjetCartridges**

Recycle4Charity will accept ink jet cartridges with a minimum recycle value of £2, and a maximum of £15 per package that you send.



There are three easy steps:

- Go to **www.easyfundraising.org.uk**, search 'LMS Patriot Project' and sign up for free. Now you have your account and you have chosen what good cause you are supporting you can do the second thing.
- Start shopping. Every time you shop online, head to **easyfundraising** first. They have over 3,000 retailers on board, so simply pick the one you want to visit and start shopping.
- Now the third and best thing, after you've checked out, the retailer will make a free donation to the project and it won't cost you a penny extra!

All you need to do is remember to go back to **www.easyfundraising.org.uk** before you shop to keep collecting donations, or you may find it easier to download the Easyfundraising Donation Reminder from their website and a reminder will pop up automatically on the shopping website you are using.

It doesn't cost you a penny extra. When you shop online the **easyfundraising** way with one of our 3,300 shops and sites they give us a commission for your purchase. We turn that into a donation and give it to your good cause.

DONATE TO THE LMS-PATRIOT PROJECT THE EASY WAY

easyfundraising makes it simple for you to raise funds for the Project.

www.easyfundraising.org.uk/causes/lmspatriotproject



The LMS-Patriot Project

CREATING THE NEW NATIONAL MEMORIAL ENGINE

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

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

Standing Order Mandate for Regular Donations

TO THE MANAGER

(YOUR BANK'S NAME)

YOUR BANK'S ADDRESS

POST CODE

YOUR ACCOUNT NAME

ACCOUNT NUMBER

SORT CODE

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

£

ON

AND THEREAFTER AT MONTHLY INTERVALS UNTIL

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

QUOTING REFERENCE – URN (if known)

SIGNED

DATE

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

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

Registered Company Number 6502248 • Registered Charity Number 1123521

VAT Registration Number 978 8801 48.

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

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

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FOR OFFICE USE:

MEMBERSHIP NO.

URN

SPONSOR A PART OR MAKE A DONATION

This is just a small section of parts available, www.lms-patriot.org.uk/sponsorship for the full list. If your chosen part is not available we will choose an alternative for you.

Rivets (thousands required)	£5 each
Tender Rivets – supply and fit (2,854 available)	£25 each
Copper Pipe (3 metre lengths)	£36 per length
Reverser Nut Machining (50 available) – Total cost £2,200	£44 each
Crank Axle (100 available) – Total cost £10,000	£100 each
Transverse Stays (12 available)	£300 each
Axle Box Castings (4 available)	£625 each
Stretcher 3 - Casting (1 available)	£637
Stretcher 2 - Casting (1 available)	£1,375
Stretcher 4 - Casting (1 available)	£2,500
Tyres (4 available)	£3,500 each

I WOULD LIKE TO MAKE A DONATION OF:

£10 £25 £50 £75 £100 £250 £500 £1,000

OTHER (Please state) £ _____



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

£55.51

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

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

AND ENCLOSE A CHEQUE FOR £ _____

MEMBERSHIP NUMBER/URN: _____

NAME: _____

ADDRESS: _____

POST CODE: _____

TELEPHONE/MOBILE: _____

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

Please make cheques payable to 'LMS-Patriot Company Ltd' and return this form to our office:

LMS-Patriot Company Ltd., Civic Centre, Riverside, Stafford ST16 3AQ or call **01785 244156/07801 945689**

1
NEW



2

3



4



5



6



7



8



9



10
NEW



11a



12a



13a



14



15



11b



12b



13b



16



17



18



19a



19b

SALE

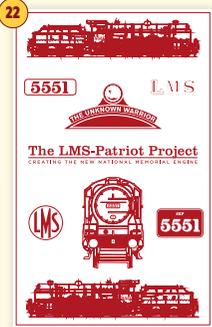


21a

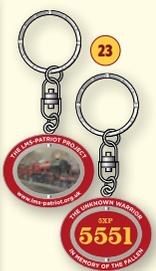


21b

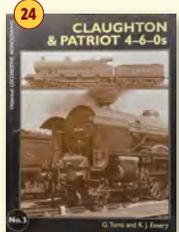
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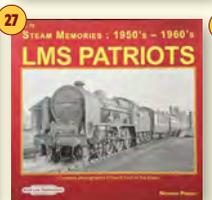
SALE

26



SALE

27



28



THE LMS-PATRIOT PROJECT – SALES ORDER FORM

Item	Item Description	Size	Quantity	Cost £	P&P £	Total
1	NEW White Polo Shirt with In Memory of crest (S, M, L, XL, XXL)			20.00	4.50	
2	Green Polo Shirt with crest and BR number (S, M, L, XL, XXL)			20.00	4.50	
3	Crest and BR Number Cap – Green			10.00	4.50	
4	Crest and BR Number Beanie Hat – Green			9.00	2.50	
5	Crest Polo Shirt – Burgundy (S, M, L, XL, XXL)			20.00	4.50	
6	Crest Sweatshirt – Burgundy (S, M, L, XL, XXL)			25.00	4.50	
7	Crest Fleece – Burgundy (S, M, L, XL, XXL)			35.00	4.50	
8	Crest Cap – Burgundy/Black			10.00	4.50	
9	Crest Beanie Hat – Burgundy/Black			9.00	2.50	
10	NEW 2025 LMS-Patriot Calendar			10.00	2.50	
11a	Patriot Isle of Man Mug – Green			6.00	4.50	
11b	Patriot Isle of Man Coaster – Green			3.00	2.50	
12a	5551 Loco Profile Black Mug			6.00	4.50	
12b	5551 Loco Profile Black Coaster			3.00	2.50	
13a	Patriot Project In Memory of the Fallen Red Mug			6.00	4.50	
13b	Patriot Project In Memory of the Fallen Red Coaster			3.00	2.50	
14	In Memory of... Crest and Nameplate Pin Badge			4.50	1.75	
15	'The Unknown Warrior' Profile Badge – BR Green			4.50	1.75	
16	5551 Pin Badge			4.50	1.75	
17	45551 Pin Badge			4.50	1.75	
18	Crest Backpack – 19-litre capacity			30.00	4.50	
19a	SALE 5551 Socks – 1 pair			4.00	1.50	
19b	SALE 5551 Socks – 3 pairs			10.00	2.50	
20	The Unknown Warrior CD by Alf Tubb (Basel Festival Orchestra)			10.00	2.50	
21a	Greetings Card – 'Ready to Go' – pack of 3			5.00	1.50	
21b	Greetings Card – 'Arnside Double-header' – pack of 3			5.00	1.50	
22	LMS-Patriot Project Tea Towel			5.00	2.00	
23	LMS-Patriot 5551 'Spinning' Keyring			4.50	2.00	
24	Cloughton & Patriots 4-6-0s Book – G. Toms and R. J. Essery			16.95	3.50	
25	SALE The Patriots – Volume 1, 45500-45525*			10.00	4.00	
26	SALE The Patriots – Volume 2, 45526-45551*			10.00	4.00	
27	Steam Memories – LMS Patriots			9.00	2.50	
28	The Book of the Patriot 4-6-0s – Graham Onley			12.95	3.50	
*If you buy both Patriot volumes postage will total £6.00						
					TOTAL	

Ordered by: _____

Delivery Address: _____

Post Code: _____

E-mail Address: _____

Tel. No: _____

Garment colour and size: _____

Membership No./URN _____

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

LMS-Patriot Company Limited

Creating the new National Memorial Engine

Patron: Simon Weston, CBE



Company Registered in England and Wales No: 6502248

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

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

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

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Tel. 01785 244156/07801 945689

or email: office@lms-patriot.org.uk

Email: info@lms-patriot.org.uk

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

Website: www.lms-patriot.org.uk

Tyseley Patriot Volunteer Warriors

Roger Bateman, Ian Kinsey, Neil Kinsey,

Barry Mathews, Anthony Pilkington,

Keith Riches (Supervisor), Pete Sikes, David Tuffin,

Kevin West (Supervisor)

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The Warrior

No. 45550 on Northampton MPD, date unknown.

Photo: Bill Ashcroft © The LMS-Patriot Project.

