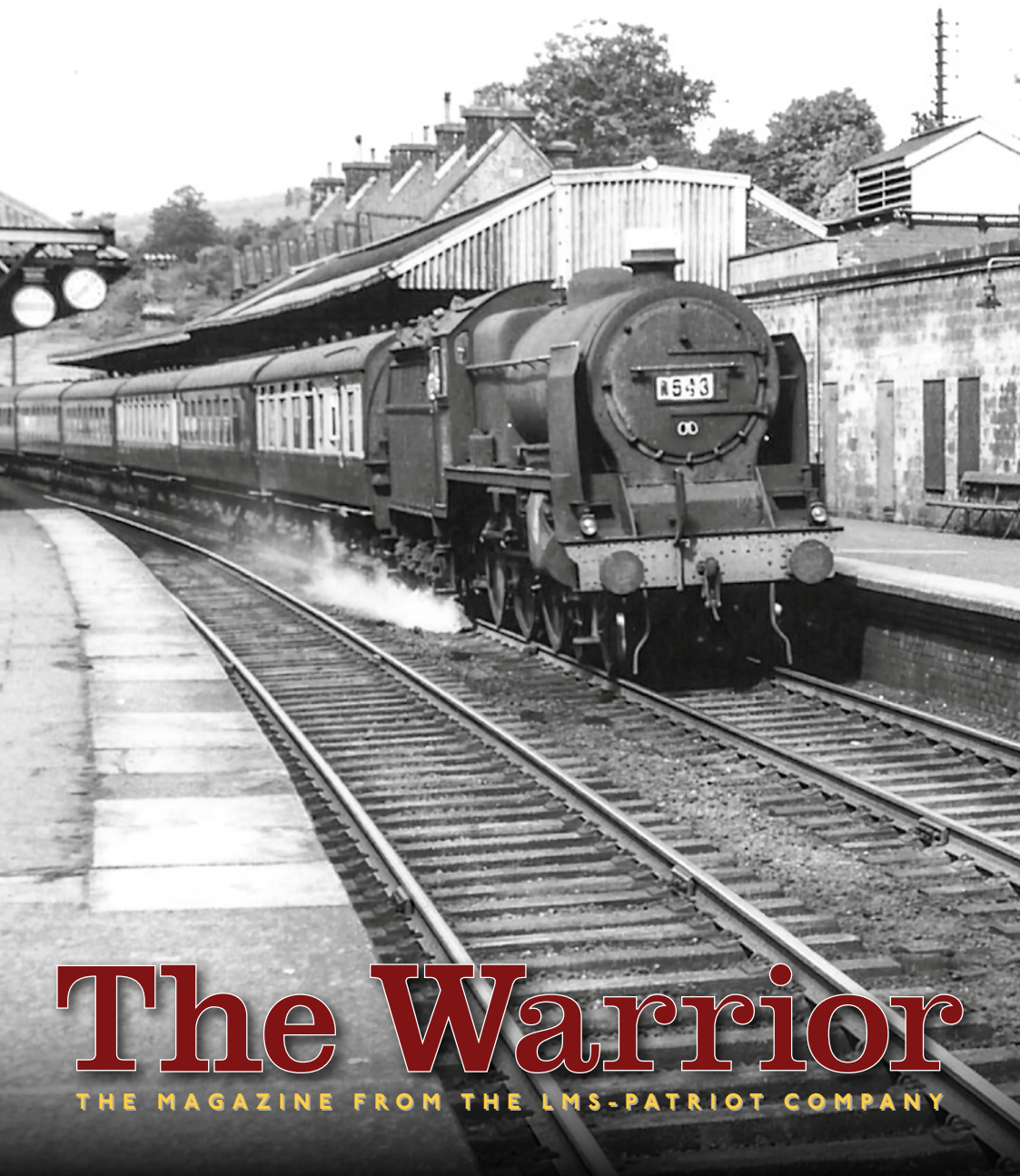




MAY 2026
Issue 69 • £4.00



The Warrior

THE MAGAZINE FROM THE LMS-PATRIOT COMPANY



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Editorial

Welcome to the latest edition of The Warrior and first of all I am pleased to confirm that our Members' Day and AGM at Tyseley Locomotive Works has been confirmed for Saturday 19th September.

We will announce details of the event in due course so look out for details on the website and in our monthly members email bulletin. And of course, we will also contact those of you who prefer to be informed by letter.

As you will see in this edition work continues at a steady pace to get the frames back to where they need to be, but we can increase this pace if we could attract a few more volunteers to help out at Tyseley. Don't be afraid to give it a go, and then if you don't think it's your thing then no problem, but if you enjoy getting stuck in and the environment of a genuine locomotive works then we would love to see you on a regular basis. Full safety training will be given and all you'll need is a pair of work gloves, a hi-vis vest and toe protector boots.

We are still running our appeal for 'Nuts and Rivets' so if you could help out buying a few of these lower cost parts we should be grateful, details can be found on page 23 and on our Sponsorship/Donation form on page 44.

I hope you enjoy this edition of The Warrior and don't forget, if you have any comments or articles you would like to appear in the next edition, don't hesitate to get in touch.

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



**2020 AWARD FOR
COMMUNICATIONS**

**16th August 1958 - 45505 The Royal Army Ordnance Corps
passes through Oxenholme on an Up express working.
Photo: © Manchester Locomotive Society**

Vice-Chair's Thoughts

MAY 2026

It really does not seem to be that long since the editor was badgering me to write my thoughts for the March Warrior. It has been another three months of “steady as we go” as we build up to the longed-for spectacular progress we all crave.

I remember this phase of assembly first time around when we were at Llangollen over ten years ago, but that doesn't seem to make me anymore patient! Work on the build at Tyseley continues to progress steadily and work to complete the work on the wheels and boiler should allow for the chassis to be re-wheeled and the boiler to be trial fitted before the end of this year. Although we are trying our best to make this happen for our Members' Day/AGM on Saturday 19th September, we can't guarantee that this will happen.

Fund-raising continues to hold up remarkably well, but we need to aim to raise £250,000 per year for the next three financial years to complete the job. To that end the Board are devoting a whole day to the topic by holding a special Board Meeting on 6th June and hopefully will come up with some innovative ideas to present to you in the next Warrior. In the meantime, if you have any ideas, please let us know.

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

The Bachmann models are still on target for delivery in the summer so invoices will be appearing in the not-too-distant future for final payment.

I have a few talks scheduled but please be on the lookout for more (see page 31).

Finally, the quest for a permanent Chairman continues to fail to bear fruit. My health has taken a turn for the worse during the winter and while I will continue to do what I can, I cannot do what the job requires. It would be great if there was someone within the project who has so far been holding back, who would now step forward, so over to you, we would be very pleased to hear from you. See David Tuffin's recruitment article on page 22 for contact details should you be interested in any of the available positions.

Thank you for your continued support.



JOHN HASTINGS-THOMSON, VICE-CHAIR

chairman@lms-patriot.org.uk

TREASURER'S REPORT

NEIL COLLINSON, TREASURER

Quarter 4 to 31st March 2026 and the full financial year

First thought for the quarter: Our income was boosted quite considerably in March by a legacy of £61,000 plus. It was not without considerable pressure on the solicitor concerned by my compatriot at The Strathspey Railway and myself that the issue was eventually resolved. I will not go into detail but suffice it to say, our member/donor died in 2022.

INCOME

Total income for the financial year amounted to £313,000 against a budget of £217,000. Even without the aforementioned legacy we achieved the objective we set at the beginning of the financial year.

Second thought for the quarter: The breakdowns of the various total incomes will either be contained within each heading that follows but some will also appear in the Financial Results chart, which could be anywhere within this report, as its position is solely down to the editor.

Total Membership income for the financial year was £25,300 or 108% of budget. One highlight was there were four new life members, double the number that we predicted. The number of members has stabilised this quarter and at the end of March our membership totalled 774.

Total donations The budget for the year was set at £170,000 but adding on the total legacies for the year of £74,000 it gave us a total donation income of £243,000 or 143% of the budget set. This does include Gift Aid on donations of £29k for the year.

Regular Donors As you see from the following chart there has been a slight reduction in the amount received in quarter 4 and we only achieved 97% of the budget set for the whole year.

	2025/26 Donors			2024/25			2023/24		
	New Donors	Lost Donors	Total (£) for Quarter	New Donors	Lost Donors	Total (£) for Quarter	New Donors	Lost Donors	Total (£) for Quarter
Quarter 4	2	6	£21,431	0	5	£21,838	1	6	£21,873
Quarter 3	4	5	£21,714	4	5	£22,140	1	3	£22,313
Quarter 2	4	6	£21,496	2	3	£21,706	0	3	£22,238
Quarter 1	3	8	£21,901	2	4	£22,462	1	13	£22,596

Other donations including bespoke numbers, trustee donations, Gift Aid and legacies totalled £157,000.

Third thought for the quarter: The stabilisation of the membership is in no small way attributed to Neil Jarvis, our new membership secretary. Other irons are in the fire to hopefully increase the numbers this year. Many thanks Neil, from the other Neil.

Full Financial Year ending 31st March 2026

EXPLANATORY NOTES

	Annual budget 2025-26	Quarters 1 to 3 actuals 2025-26	Q4 actual 2025-26	Total for the full year 2025-26	% actual against budget	Annual budget 2024-25	Quarters 1 to 3 actuals 2024-25	Q4 actual 2024-25	Total for the full year 2024-25	% actual against budget
INCOME										
Membership	£23,366	£19,854	£5,454	£25,308	108%	£24,776	£17,059	£5,076	£22,136	89%
Donations and Legacies	£169,881	£144,038	£99,037	£243,075	139%	£168,301	£267,303	£45,411	£312,714	186%
Compensation	n/a	n/a	n/a	n/a	n/a	n/a	£8,566	n/a	£8,566	n/a
Sales/Events	£24,000	£24,752	£11,509	£36,261	151%	£20,500	£19,671	£6,361	£25,032	127%
Wheels settlement	n/a	n/a	n/a	n/a	n/a	£27,500	£24,750	£2,750	£27,500	100%
Other (interest)	n/a	£6,365	£1,824	£8,189	n/a	n/a	£6,522	£2,193	£8,715	n/a
Loans	n/a	n/a	n/a	n/a	n/a	n/a	£25,000	n/a	£25,000	n/a
TOTAL	£217,247	£195,010	£117,824	£312,834	143%	£241,078	£366,947	£61,791	£430,663	178%
EXPENDITURE										
Locomotive	£42,347	£31,553	£73,114	£104,667	247%	£94,927	£37,337	£3,604	£40,941	43%
Tender	n/a	n/a	£500	£500	n/a	n/a	n/a	n/a	n/a	n/a
Boiler	£30,000	£27,719	£1,456	£29,175	97%	£40,000	£98,058	£10,488	£108,546	271%
Other Engineering	n/a	£3,221	£1,578	£4,799	n/a	£1,000	£1,337	n/a	£1,337	133%
Crane repayment	n/a	-£1,203	-£134	-£1,336	n/a	n/a	-£3,941	-£736	-£4,677	n/a
Insurance	£5,500	£6,223	n/a	£6,223	113%	n/a	£5,327	n/a	£5,327	n/a
Sub-total	£78,847	£67,513	£76,514	£144,027	183%	£135,928	£138,118	£13,356	£151,474	111%
General expenses	£56,150	£49,856	£12,111	£61,967	110%	£48,150	£40,407	£14,026	£54,433	113%
Loan(s) and interest	£82,250	£6,279	£575	£6,854	8%	£57,000	£56,613	£575	£57,188	100%
Sub-total	£138,400	£56,135	£12,686	£68,821	50%	£105,150	£97,020	£14,601	£111,621	106%
TOTAL	£217,247	£123,648	£89,200	£212,847	98%	£241,078	£235,138	£27,597	£263,095	109%

1. As in the previous year I have inserted a total figure for quarters 1 to 3. These quarters were shown individually in Warrior 68.

2. The two loans totalling £75,000 are still on our balance sheet, hence only the interest payments of £6,604 are shown as expenditure. The reasons are:

- For the £25,000, the lender rolled it over for a further 12 months on a new loan agreement and

- The member who loaned us the £50,000 which was due for repayment in December 2025 died in October. The death certificate and a copy of the will have been received but I am awaiting the grant of probate. At the request of the deceased's solicitor, we have referred the matter to our legal advisors as we may be able to keep this as a legacy. Further updates on this matter will be provided in our monthly newsletter

Sales and Events. A fantastic result for the year with £36,000 in sales of various types as follows:

Sales stand and office sales: £28,428

Commission earnings on sales of models: £1,716

Patriot book sales: £1,047

Prize draw: £5,070.

About £1,470 of the £,5070 relates to the 2026 draw and will be treated as a pre-payment in the final accounts by our accountants. Bringing the draw forward with the AGM from November to September and the late dispatch of the tickets last year resulted in the final figure for 2025 being around £3,600. This was the reason why the board brought the production and issuing of the draw tickets forward.

Other funding. Interest earnings for the year were £8189. It saw a decline quarter by quarter throughout the year in line with the bank rate reductions.

Bank Accounts. The amounts held in both CAF bank and The Co-op Bank still amounted to over £500,000 at the end of March in spite of some large engineering spending in February and March. We are also expecting over £20,000 for our VAT and Gift Aid claims which should hit our account sometime in April or May. This was yet to be received when I penned this report in early May.

EXPENDITURE

Analysis of the expenditure for engineering is detailed in my chart, but it is worth reiterating what I said earlier about the expenditure in February and March. £73,000 was spent on the actual locomotive in the quarter, which was out of a total spend of £77,000. Bear in mind that the boiler spend was only £1,456 in the quarter as opposed to the previous quarter, when we spent over £13,700. This reflects the fact that with most of the major work done on it, it will be ready for trial fitting to the chassis at Tyseley later in the year.

Fourth thought for the quarter: The foregoing is the personal views of your Treasurer, not necessarily the views of the engineers.

Overheads. These are the expenditures of the various departments necessary for the efficient running of the project. They are Marketing and Publicity, Membership Services, Governance, Sales and Events, Risk Management, Finance, Company Administration and Trustee Expenses. Whilst you might balk at the title trustee expenses, which totalled £7,000, trustee donations on the other side of the balance sheet, amounted to over £6,000. This will generate Gift Aid of 25% which added together totals £7,500. A win, win!!

The total expenditure on overheads was £62,000 for the year with the expenditure on sales topping the charts. However, do bear in mind the amount of income that sales of all sorts generate.

Fifth thought for the quarter: A previous director always said 'Sales of merchandise and associated income alone will not build a locomotive' but it does help, and to coin a well-known supermarket saying 'every little helps'.

Loans and interest payments. If you recall, the budget set for the last year included two loans which were due for repayment during the year. One was for £25,000 which the lender said we could roll over. A new agreement was drawn up for a further year. The other one was a £50,000 loan provided

5551 ENGINEERING EXPENDITURE FORECAST	Q4 – 2025/26			Q1 – 2026/27			Q2 – 2026/27		
	January 2026	February 2026	March 2026	April 2026	May 2026	June 2026	July 2026	August 2026	September 2026
	£	£	£	£	£	£	£	£	£
Current Bank Balance	£488,623	£502,783	£511,982	£507,712	£504,707	£516,375	£494,733	£492,006	£457,763
Income (Budget) excluding Gift Aid	£16,236	£16,236	£16,236	£16,236	£16,236	£16,236	£16,236	£16,236	£16,236
New Bank Balance	£504,859	£519,019	£528,218	£523,948	£520,943	£532,612	£510,969	£508,243	£474,000
Other Expenditure (Budget – excludes loan repayments)	£4,679	£4,679	£4,679	£4,679	£4,679	£4,679	£4,679	£4,679	£4,679
Loan Repayments									
Engineering Expenditure	£12,900	£27,020	£50,436	£19,583	£21,800	£33,200	£32,600	£45,800	£52,400
Gift Aid Return	£8,511				£4,960		£4,960		
VAT Refund (Estimated)	£6,472				£16,951		£13,357		
Forecasted Bank Balance	£502,263	£487,320	£473,103	£499,686	£516,375	£494,733	£492,006	£457,763	£416,921
Revised Bank Balance assuming interest on 75% of Boiler Loans is donated back plus Gift Aid	£504,333	£489,390	£475,173	£501,756	£518,446	£496,803	£494,077	£459,834	£418,991
Actual Bank Balance (last day of month)	£502,783	£511,982	£507,712	£504,707					
Actual Income in Month	£32,467	£41,023	£52,836	£18,673					
Actual Outgoings in Month	£18,139	£31,884	£58,858	£21,947					

to us for a five-year period back in 2019, interest free. That was due to be repaid in December 2024 but as the provider lived locally to me, I went to see him to seek permission to keep it for a further year. He readily agreed and a new agreement was drawn up. This was due for repayment in December last, but I learned before then that he had passed away in October. Both loan repayments have been included in the forecast for repayment this financial year although I am at present in correspondence with the solicitor acting in the estate regarding some spurious wording in his will. This has necessitated in me taking legal advice to ascertain whether it has to be repaid to the estate. I will provide further updates as soon as the position is clear, either in the monthly bulletin or in Warrior 70 when I know the outcome. Suffice to say that the interest paid on loans for this financial year amounted to £6,800, but amongst donations of this interest back to the project was a large one of over £1,900 in December.

Sixth thought for the quarter: The total budget discussed in January by the financial sub-committee for 2026/2027 was discussed at the board meeting in early February, and ratified at the meeting on 25th April without any amendments. It has been set conservatively again at just over £200,000 but with your support and any new donors/members I am sure that we will achieve considerably more.

Final thought for the quarter and the year end: Regular donations are vital to our success so if you don't already do so, please consider setting one up and encourage others to do so. If you do already donate, consider increasing the amount. Every pound makes a difference, so increasing by this minimum amount will help us finish the job. I have a strong feeling that the end is in sight, at last. Your continued financial support is vital.

Best wishes and thank you for your continued and vital support.

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



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- 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.

ENGINEERING PROGRESS REPORT

BY KEITH RICHES, PROJECT DIRECTOR

LOCOMOTIVE

The engine build continues to make progress although at a slower pace after the initial burst of work. The cylinders are fitted as far as can be achieved. Initial fit cannot be completed until we have the Bogie Centre Pin casting.

The Bogie Centre Pin casting machining is out for a quotation. All motion brackets are now fitted, and work continues with the final fit of the axle box keeps, brake hanger and spring brackets. The weighshaft is now in place although final adjustment is required. Inside Expansion Link Brackets and components fitting is in progress.

As mentioned in the previous report the machining and assembly of the wheel sets will now likely commence in May/June of this year. The final quality assurance check has been completed. Riley's now have the final drawing set and are in the process of producing a production and process plan for the assembly of our wheel sets.

You may recall that due to the absence of supporting certification we went through a testing and verification process on several components, for example the motion brackets. We have compiled another list of components that need to go through the same process. A considerable amount of preparation needs to be done prior to this testing being carried out.

Work has restarted on the Bogie, which will be to the original design used on the later members of the Patriots, instead of the modified version to accommodate the 8F Axleboxes from 48518 previously built. The Bogie Centre Casting and the Horn Guides to the original design have been received and await machining. The Bogie Centre Pin casting which is mounted at the bottom of the locomotive Frames between the Outside Cylinders has also been cast and awaits machining.

VOLUNTEERS

TLW has agreed in principle that volunteers can work Saturdays providing TLW/Patriot supervision is available. We attempted to go for Saturday 11th April, however, appropriate supervision was not available. It is worth noting that anybody attending will need to go through induction training before commencing work at TLW. We think the next opportunity for Saturday working will be after the late May Bank Holiday.

BOILER

We are still waiting for the inspection report from BES. In the meantime, the planned visit to HBSS has been postponed because they are moving to a new facility. The move is expected to complete around mid-May.

HBSS no longer require the crane that was purchased by Patriot Company Ltd. The crane is subject to a purchase plan that will be honoured by HBSS. The crane needs repair and servicing however there are third parties that are interested in purchasing it. We hold the V5 Form and HBSS are requesting our permission to sell the crane.

TENDER

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

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

A visit is still to be arranged.

PLAN

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

- Complete the fitting of Spring hanger brackets, brake hanger brackets
- Prepare second batch of components for testing.
- Prepare running plates for shot blasting (current proposal to be done at TLW)
- Repair of Drag Box (in progress)
- Check alignment
- Commence wheel assembly TBA (probably May/June)
- Progress the bogie frame rebuild
- Bogie wheelset repair at Riley's (wheel set NDT complete now await quote).

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



Above: Inside Cylinder Main Steam Pipe.

Left: Frame Doubling Plate following riveting into place.

Opposite page, top: The left Weighshaft in position.

Opposite page, bottom: Weighshaft Arm.

Below: Brake Shaft Bracket.

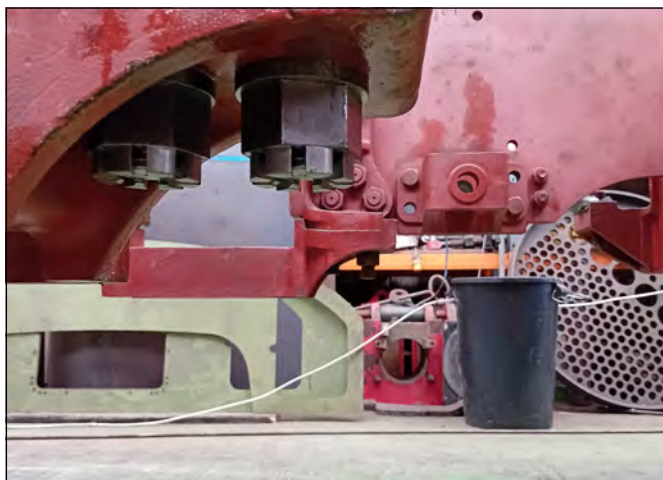
All Photos: Keith Riches





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Final fitting of Axle Box Keeps.
Top left: Old and remade studs.
Top right: Delivery of new studs.
Middle: New studs attached to axle box keep.
Left: Another view of the new studs.

Expansion Links
Right: Views of the progression of the fitting of the Expansion Links.



ILLUSTRATED GLOSSARY – CYLINDERS

TEXT AND IMAGES, KEVIN WEST, PROJECT DESIGN ENGINEER

Following on from the description of the casting process in the last Warrior, this time we will look at the most recognised use of castings on a steam locomotive, the Cylinders.

The Cylinders are where the power of the steam is transmitted into a physical linear movement. We will look at how this linear movement is converted into rotary movement to turn a wheel in a future article.

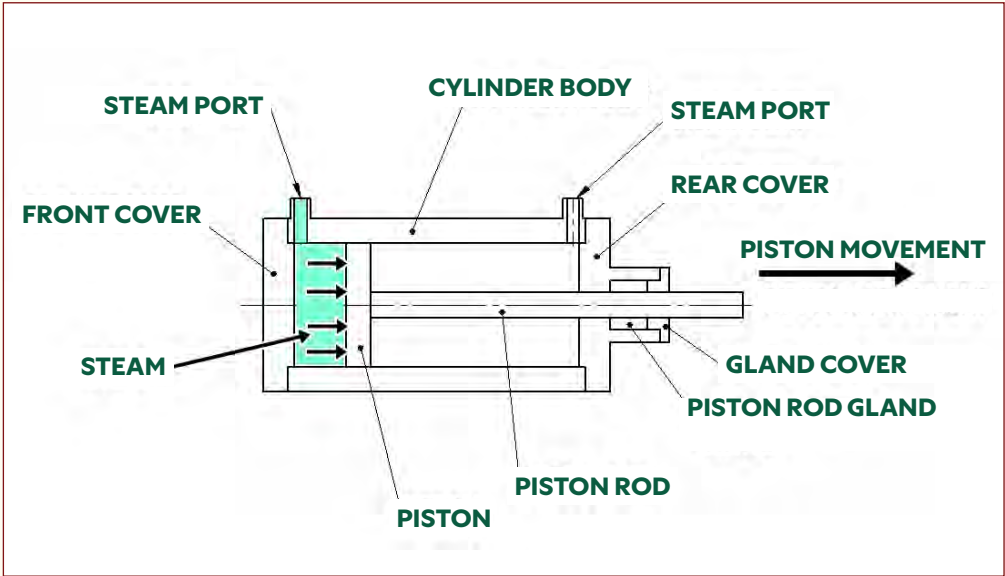
BASIC PRINCIPLES – WHY USE STEAM?

Steam has a number of very simple principles that we can use to generate power. It is easy to produce, requiring only water and heat. Once the water is heated to boiling point the liquid converts to molecules of its component parts, hydrogen and oxygen and is let off in a gas form as steam. If this steam is captured in a sealed vessel the gases are compressed forming a pressure. An example of this can be seen at home by boiling some water in a saucepan on a stove. Once the water is boiling, place a lid on the saucepan to stop the steam escaping. As the pressure under the lid rises the lid will be pushed off the pan to release the pressure inside. It is this pressure of compressed steam we use to drive any steam powered machine.

HOW A CYLINDER WORKS?

The cylinder is a cylindrical chamber fitted with covers at both ends to create a sealed space. A Piston is fitted into bore of the Cylinder. When steam generated in the boiler is admitted into one end of the cylinder it pushes the piston along the length. The Piston Rod passes through a sealing Gland in one of the end covers to transmit the movement of the Piston.

This simple linear motion of a Piston moving in a Cylinder is what moves a steam locomotive. Having moved the Piston from one end of the Cylinder to the other we must now get it back to its starting position, by admitting steam to the other side of the Piston. To do this we need a valve, set up to admit steam to push on the



other side of the Piston when it gets to the end of its travel. The valve must also release the used steam on the other side of the piston. There are several designs of valve used, the most common being the Slide Valve or the Piston Valve.

These valves are driven by the rotation on the locomotive wheels by the Valve Gear (which we will look at in greater detail in a future feature). The purpose of the Valve Gear is to move the Valve to open and close the steam admission and exhaust valves at the correct time, relative to the position of the Piston in the Cylinder bore. The Valves are fitted in an area known as the Valve Chest. This is located as close to the Cylinder Bore as is practical to keep the steam passageways as short as possible.

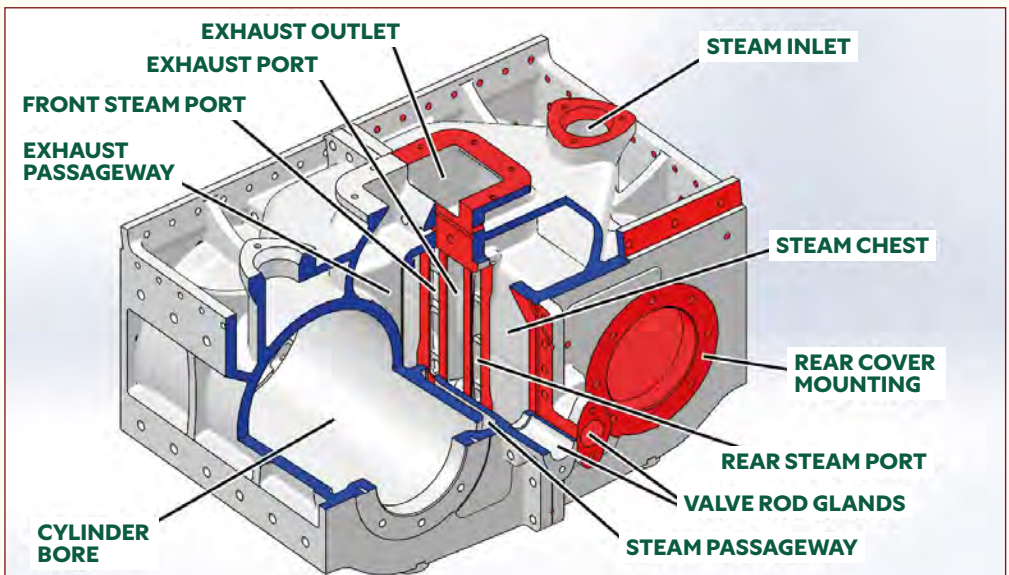
CYLINDER DESIGN

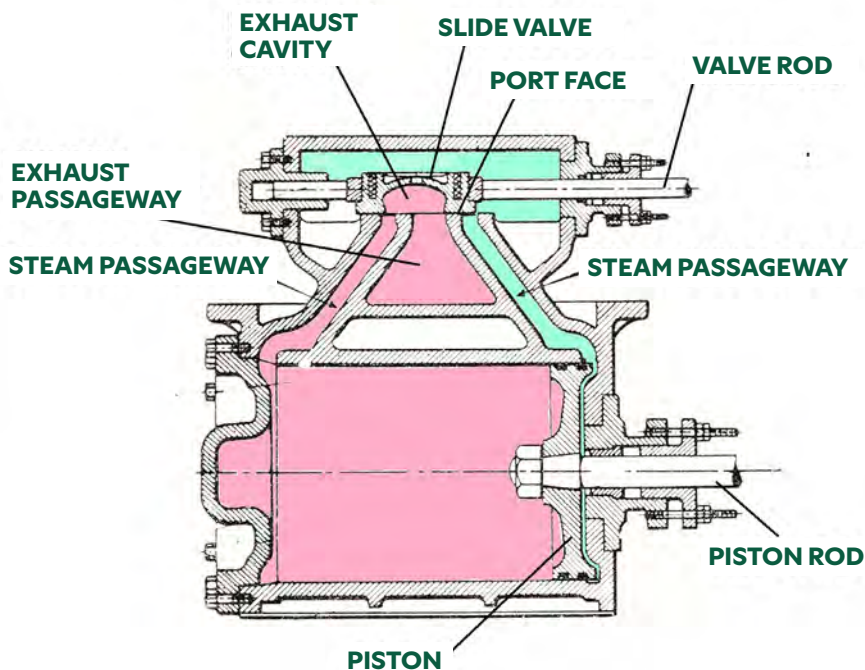
A steam cylinder comprises a number of features. These comprise of the Cylinder Bore, where the Piston is fitted, the Valve Chest. We need a way of attaching the Cylinder to the locomotive, so Mounting Flanges are required, plus mountings for the End Covers for both the Bore and Valve Chest, Steam Input and Exhaust Pipes, and passageways to get the steam from the Valve Chest to the Cylinder Bore. Using a casting allows the design to incorporate all these requirements and features into a structure that

is both strong enough to stand the forces involved and still be as light as possible. Having said that, the locomotive cylinder casting is the most complicated and important casting on the locomotive.

The size of the Cylinder is described by two features, the Bore, being the diameter of the Piston and the Stroke – the distance the Piston moves in the Cylinder. In direct drive steam engines, the Stroke is twice the throw of the Driving Wheel Crank Pin. The Patriot Cylinders are 18 inch diameter x 26 inch stroke.

If we look at a complete revolution of a driving wheel and see what is happening in the Cylinder to get this wheel movement. On the section drawings below, the Piston is shown towards the end of its Stroke at the right. This is the rear end, or back end of the Cylinder. In LMS terminology the back or rear was known as the Hind. The Piston Rod can be seen passing through the Hind Cylinder Cover, with its Sealing Gland. Off the drawing are the Crosshead and Connecting Rod which transmit the Piston movement to the Driving Wheel Crank Pins. On the Slide Valve Cylinder drawing overleaf it shows the Piston at the rear most position of the Stroke. In this position the Connecting Rod and Crank Pin will be in line with the Cylinder centre line, this is





known as Back Dead Centre. The clearance, or steam space between the Piston and Hind Cover, is typically $\frac{3}{8}$ " (10mm). Into this very small space, high pressure steam is admitted. Relative to the rest of the locomotive, the Cylinder and end cover is fixed, so the steam pressure moves the Piston along the bore. As the Piston moves further along the Cylinder the volume increases. The admission of steam to this end of the Cylinder is shut off at some point in the Piston stroke. The exact point is controlled by the Valve Gear setting and is known as the Cut Off. If we relate it to the motor car, when we need more torque (or power) for starting we use a low gear or a longer Cut Off, where steam is admitted for more of the Piston Stroke. As we move up the gears the Cut-off is reduced, steam admission is earlier in the Stroke and we use less steam for every Piston Stroke. Cut-off is described as a percentage of the Piston Stroke. Full Gear, or the longest steam admission for starting is in the 65% to 80% range, with express locomotives often using a Cut-off as short as 20% once cruising at high speed.

What happens in the Cylinder once steam admission is cut off? The steam admitted into the Cylinder is still acting on the Piston, pushing it along the bore. As the Piston moves further the volume of the sealed space increases and the steam expands to fill this volume, losing pressure as it does. This phase is known as Expansion. This continues until the Valve opens to exhaust, typically just before the Piston gets to the other extreme of the Stroke. The spent steam then passes out of the Cylinder pipe work to the Blast Pipe and out of the Chimney as the recognised 'chuff'. This process then repeats at the other end of the Cylinder to move the Piston in the opposite direction. With the steam working on both sides on the Piston this type of Cylinder is known as Double Acting. This process happens very quickly on an express locomotive, a Patriots' 6 foot 9 inch driving wheels rotate just over 300 times per minute at 75 miles per hour, that equates to five times per second.

The design of the Cylinder Block and the arrangement and size of the steam ports and the design of the Valve are carefully worked out to give the required port openings, steam admission and exhaust for the work required from the locomotive.

We will now look at the design of the Valves in more detail. Reference to the diagrams will aid the following descriptions. The colours show high pressure steam from the boiler in green and exhaust steam in pink.

SLIDE VALVE

The use of Slide Valves can be traced back to the very early steam engines as a way of controlling steam into and out of a Cylinder. Slide Valve fitted locomotives continued in use until the end of steam, primarily on lower powered locos such as the LMS 3F Jinty 0-6-0Ts and Great Western 57XX pannier tanks as examples.

A lot of twin inside cylinder locos were built for both main line and industrial use of this type with the Cylinders mounted inside the frames and the Valve Chest sited between the Cylinder Bores. Most comprised of two separate castings, joined on the locomotive centre line, although some had a very complicated single casting – the LSWR Class T9 being an example.

The basic design is quite simple. A flat machined face on the Cylinder block contains three openings, known as Ports. The two outer ports are usually smaller and lead into passageways in the casting that the steam will travel down into the ends of the Cylinder Bore. The centre port leads to a separate passageway for the exhaust steam to the Blast Pipe.

The Valve that works on this machined face will also have a smooth precision-machined flat surface base. These faces need to seal against each other to stop the steam squeezing between the faces and leaking from one port to the next. The Cylinder Blocks are normally cast iron with cast steel used in later years. The Valves are commonly made from bronze, which is a softer material with good wearing properties. As the bronze moves across the iron surface it will wear slightly and improve the seal between

the parts. The length of the Valve is related to the overall distance of the outer edges of the three Ports as the movement of the Valve opens them, controlling the admission of steam into the Cylinder. This is known as Outside Admission. Likewise, the underside on the Valve has a central chamber, the length of which is related to the distance between the inner edges of the two steam ports and control the release of the steam in the Cylinder to exhaust.

The Valve is connected to the Piston Rod in a way that allows the backwards and forwards movement of the Rod to move the Valve, but also allows the Valve to slightly lift off the Cylinder face. We will see the importance of this later.

Steam is fed from the Regulator into the Steam Chest and the pressure of the steam pushes the Valve down onto the Port Face. If either of the outer Ports are not covered by the position of the Valve the steam will pass down the steam passageway, enter the Cylinder Bore and start pushing the Piston. As the Piston moves it will start turning the Driving Wheels through its connection via the Connecting Rod. As the Valve is also connected to the Driving Wheels through the various parts of the Valve Gear it will also start to move to shut off admission of steam and open the exhaust.

PISTON VALVES

Piston Valves started appearing around the turn of the 20th century. Instead of being a flat face, the Valve comprises of two circular (or piston) Valve Heads mounted onto a Piston Rod, working in a circular Valve Chest. The steam passageways are cast into the Cylinder Block towards the end of the Cylinder Block, so give very short and straight passageways into the Cylinder Bore compared to the more restrictive path found on most Slide Valve locos. These short, straight passageways provide a better and streamlined flow of the steam into and out of the Cylinders.

Their use on high power locomotives requiring high steam flow was almost universal on later designs including all the BR Standard Classes (except the Caprotti-fitted locos like No. 71000 **Duke of Gloucester**).

The Valve Ports are machined into separate Valve Liners that are either shrunk or press fitted into the Cylinder casting. On a Piston Valve Cylinder live steam from the regulator is fed into the Valve Chest between the Valve Heads, movement of the Valve Rod opening the ports and admitting the steam into the Cylinder Bore inside the Valve Heads. Exhaust is controlled by the outer edges of the Valve Heads, This is known as Inside Admission.

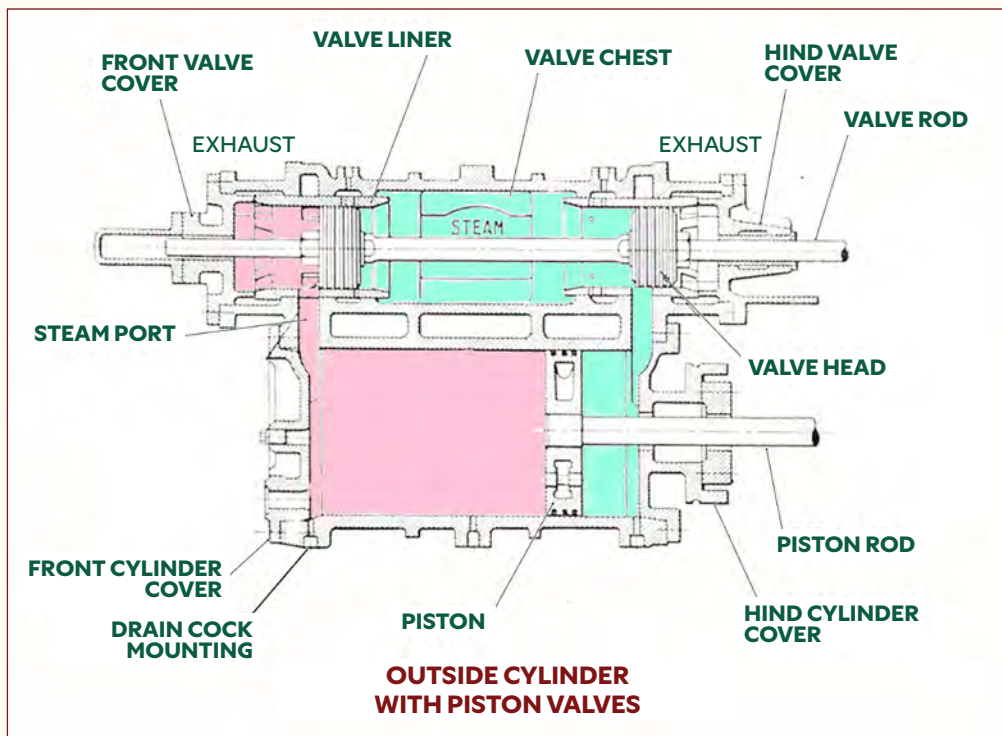
With the steam in the centre of the Valve Chest there are separate exhaust chambers each end with exhaust passageways from each to the Blast Pipe.

DRAIN COCKS AND CYLINDER RELIEF VALVES

I previously mentioned that as we boil water in a sealed boiler the steam collected compresses to create a pressure. But water as a liquid does not compress. If steam left in a Cylinder cools sufficiently to condense back into water and there is sufficient to completely fill the small

volume at the end of the Piston stroke, there is the possibility of the incompressible water causing major damage to the Cylinder casting, Piston or both? For this reason Drain Cocks are fitted to each end of the bottom of the Cylinder bore. Many engines will also have one fitted to the Valve Chest. On Slide Valve engines, the small amount of lift on the Valve mentioned earlier can act as a release for any trapped water.

On Piston Valve fitted engines, Pressure Release Valves are fitted at each end of the Cylinder Bore. These are spring operated Valves that are set to open slightly above the maximum boiler pressure of the locomotive. Under normal working conditions the valve remain shut, but in the chance of the pressure inside the cylinder rising above for any reason, the Valve opens and releases the pressure and minimising the risk of damage to the locomotive. On many LMS and BR Standard class locomotives these pressure Relief Valves can be seen on the Cylinder Covers. On the Patriot they are mounted below the Cylinders as shown on the photograph.





Above: One of 5551's Outside Cylinders being machined. The mountings for the Drain Cocks and Pressure Relief Valves can be clearly seen.



Left: 5551's Outside Cylinders at Tyseley follow recent work and prior to refitting. The Exhaust Passageways can clearly be seen.



Left: A view of 5551's Outside Cylinder showing the Pressure Release Valves mounted below the Cylinders.

Below: A works photograph of freshly outshopped 45506 The Royal Pioneer Corps to illustrate the completed left-hand cylinder and the location of the Pressure Release Valves.



Patriot Board Recruitment Exercise

We continue to urgently seek new individuals to strengthen the Board of Trustees for the Charity.

In the last issue of The Warrior we introduced our new Company Secretary Iain Gould. However, John Hastings-Thomson continues as Chairman only in an acting capacity; our Engineering Team requires further strengthening; and our Sales Director, Roger Bateman, has recently informed the Board that he will need to step down later this year.

These roles each involve commitment to quarterly board meetings in Stafford plus annual Members' Day/AGM attendance. The sales role comprises responsibility for both online sales from the office and our sales stands at various heritage steam railway and model railway events. All out of pocket expenses can be claimed.

If you have (or you know anyone who has) relevant skill sets in organisational leadership, engineering or sales, and would like to get involved, we would very much like to discuss with you how you can help.

Please contact David Tuffin for an informal exploratory discussion.

Email: david.tuffin52@gmail.com or david.tuffin@lms-patriot.org.uk

Phone: **07718 581005**

DAVID TUFFIN, DIRECTOR

LAST FEW LMS BESPOKE NUMBERS REMAINING

For a donation of £80 change your membership number to one of the remaining Patriot LMS loco numbers. We will then issue you with a new membership card and a certificate with your chosen number, plus the donation you make goes towards your ticket for the first train. Numbers are sold on a first-come, first-served basis, those that remain are listed below.

BR numbers in Locomotive Green or Lined Black and LMS numbers are available in either Crimson Lake or Lined Black as per the examples shown.

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

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

5516

5545

45532

45532

Call the office on 01785 244156 to order your bespoke number

A RIVETING APPEAL TO DRIVE YOU NUTS!

SPONSOR A NUT FOR £9 OR A RIVET FOR £5.

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

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

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

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

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

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

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

THANK YOU FOR YOUR SUPPORT.



11th June 1961 • 6A Chester (Midland) shed was situated on the north side of the Chester-Crewe line, east of Chester General station, and that is where we see Fowler 'Patriot' Class 6P 4-6-0 No. 45547 of Llandudno Junction (6G) shed pictured alongside rebuilt 'Royal Scot' No. 46158 The Loyal Regiment. Looking in good condition, a transfer to Edge Hill shed of the unnamed 'Patriot' was imminent, where the loco would see out its days until withdrawal in September 1962. Photo: R.C. Riley Collection © The Transport Treasury





OFFICE DETAILS

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

01785 244156 or 07801 945689

email: membership@lms-patriot.org.uk

For the past few years, board members, Janet Elson and Roger Bateman have been working in the office on a regular basis. In April they moved to the south coast so it's a bit too far away for them to travel. We now welcome new company secretary Iain Gould who will work from the office in Stafford a couple of times a month. Also, Mike Potter who has taken on another volunteer role of posting out merchandise orders.

In the early years of the project, all the post, donations and membership records were dealt with by company secretary Richard Sant at his home. As the work increased volunteers were sought and an office was found in the local voluntary centre. From then on, Norman Ball has been a regular volunteer. During that time he has probably filed more than 98% of the paperwork. He and his wife Brenda have also regularly prepared the envelopes for mailing out the magazine. Much to his annoyance, ill health means that he is now no longer able to get to the office. I am sure that you would all wish to join me in thanking Norman for the many years of extraordinary service he has given. He is a hard act to follow.

We do therefore need a few more volunteers to come along and help with administration. If you or someone you know have a few spare hours and can get to Stafford Civic Centre, I would love to hear from you.

With Warrior 68 you should all have received two books of tickets for the annual prize draw unless of course you have told us that you do not wish to receive them. Thanks go to those who have already bought tickets. As the draw doesn't take place until September you still have plenty of time. Whether you buy the tickets now or nearer to the draw date, you still have the same chance of winning a prize.

They cost £1 each and the first prize is £500.

Details of how to pay and where to return the stubs can be found on the separate slip which should be completed and returned to us with the ticket stubs.

Those of you who have opted to receive the electronic version of the magazine will not have received the tickets but we hope that you would still like the chance to enter the draw. See below for how to do this.

Arrange payment by bank transfer to our account – LMS-Patriot Company Ltd. – number 00092990 at CAF Bank – sorting code 42-52-40 and quote *'Draw'* as the reference. Please also advise the office by emailing membership@lms-patriot.org.uk to let us know the amount you have paid and the number of tickets required. Adding your membership number and/or URN and telephone number will also be helpful. We will then add your details to some tickets and we promise to include them in the draw.

Telephone our office on 01785 244156 if you wish to pay by debit or credit card.

Send a cheque to the office address with a note advising how many tickets you require and including your contact details as above.

Linda Westerman, Administration Secretary



THE UNKNOWN WARRIOR

NEW-BUILD LMS PATRIOT STEAM LOCOMOTIVE No. 5551

2026 GRAND PRIZE DRAW

Dear Members,

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

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

1st Prize – £500

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

• GRAND PRIZE DRAW 2026 •



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

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

To be drawn on Saturday 19th September 2026
Promoted: Mrs. Janet Elson, 47 Widcombe Avenue, Stafford ST17 5JHX
Registered under the Gambling Act 2005 with Stafford Borough Council

• Tickets £1.00 each •

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

TICKETS – £1 each

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

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

**The draw will take place on Saturday 19th September 2026 at the
Members' Day and AGM at Tyseley.**

THANKING YOU IN ANTICIPATION – JANET ELSON, PROMOTER.

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

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

Quarter 4 for 2025/2026 produced excellent sales of £13,300 against £12,700 for the corresponding period in 2024/2025. Considering we attended only four events in this period against six in 2024/2025 period, these results are very encouraging.

As per last year, April is a non-show/event month. But for myself and Janet it was certainly a very busy month as they prepared and then moved from Stafford to Paignton in Devon. The stress of that was the equivalent of doing two shows on the same day!

We have arranged for volunteers Brian Taylor and Mike Potter to take on the management of our Stafford Surestore items, ensuring stock is available for shows and events. They will also be heavily involved with transportation of stock to and from events. Gavin Shell has agreed to take on the show and event list with myself until a new Sales Director has been appointed.

Please check out our sales events calendar on the following page. As well as looking for new volunteers I intend to step down later this year so the Sales Director position will need to be filled. If you are interested in this role or just want to volunteer to help on the sales stand please let us know if you can help by making contact at **events@lms-patriot.org.uk**.

KIND REGARDS,
ROGER BATEMAN *sales@lms-patriot.org.uk*

New merchandise

Two new items are now available to order:

A 100% acrylic maroon scarf with the new 5551 logo which retails at £15 (+£4.50 p&p) and an updated 19-litre Backpack, again with the new logo at £30 (+£4.50 p&p). To order see use the form on page 46, online or call the office on 01785 244156.



£15



£30

2026 SALES EVENTS CALENDAR

✓ = Booked
P = Provisional

Event	Date	
Railx Buxton 2026 Pavilion Gardens, Buxton	Saturday 20th June Sunday 21st June	✓
Statfold Rails to Victory Statfold Country Park	Saturday 18th July Sunday 19th July	✓
Soar Valley Model Railway Club Loughborough Grammar School	Saturday 22nd August Sunday 23rd August	✓
Gauge 0 Guild Stafford Showground, Bingley Hall	Saturday 5th September Sunday 6th September	P
Leigh Festival of Model Railways Leigh Leisure Centre, WN7 4JY	Saturday 5th September Sunday 6th September	✓
Swanage Railway Autumn Steam Gala* Swanage, Dorset BH19 1HB	Friday 11th September Saturday 12th September Sunday 13th September	✓
Members' Day/AGM, Tyseley Locomotive Works	Saturday 19th September	✓
Stafford Railway Circle Stafford Showground, Bingley Hall	Saturday 26th September Sunday 27th September	✓
Great Central Railway Autumn Gala Quorn & Woodhouse station	Thursday 1st October Friday 2nd October Saturday 3rd October Sunday 4th October	P
Warley at Statfold Statfold Country Park	Saturday 10th October Sunday 11th October	P



A late addition to the sales events calendar was the Nottingham Model Railway Society's show at the Transport Heritage Centre, Ruddington over the weekend of 16th/17th May. It was a successful weekend with our stand situated at the entrance to the event which also coincided with the visit of Flying Scotsman and Tornado.

MEMBERS' CORNER

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

THE WAY WE WERE

Hello Pete,

Just thought you might like a copy of a painting I have done entitled 'The Way We Were' or 'The Lost Joy of Railways', depicting a 'Patriot' steaming past a group of spotters, say in the 1950s all with their Ian Allan spotters books.

If you like the picture, feel free to use it as you wish. It is an oil painting and not photographed quite as well as I would wish with my humble equipment, but thought I would give it a shot.

I mentioned it to the two Gents manning the sales stand at the Great Central 'Do' a couple of weeks ago

**BEST WISHES,
DON HIGHAM
MEMBERSHIP NO. 1464/09**



WARRIOR 68

Dear Pete

Superb contents, now I know how castings and moulds are done. My grandfather was from the Black Country and described as 'Cupola man'. Hard work indeed.

15th June 1960 must have been cold day judging by the cover photo.

BEST WISHES

TONY BROOKS, MEMBERSHIP NO. 5542/04

Thank you to all who contributed their articles that appeared in Warrior 68, we are pleased 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.**

Dear Editor

Thank you for my e-mail edition of 'The Warrior'.

May I say what a super edition. Clearly, to see such progress after all these years (since 2008) is wonderful. Keep going!

The magazine this time contained not only the financial status and the engineering progress but also a very useful article on foundry casting from moulds and also Peter Tatlow's article on LMS Breakdown Cranes. A particular interest of mine and very, very interesting. Can we have some more like this, please?

The foundry article took me back to earlier career days; of working in both ferrous and non-ferrous foundries and rolling/tube mills. It certainly brought the nightmares back and reminded me of the dozen or so Works Foremen who ganged up and checked off my first attempt at Semi-Spheroidal Graphite cast iron ('Grey Iron') after I came back from Wednesbury Technical College. The general view was my effort (a cigarette ash tray – we all smoked then) was: "As rough as a bear's arse!"

Given I had to make the two-box pattern and core, form the mould, 'get' and pour the metal, then break it out and fettle it. My excuse, anyway.

**BEST REGARDS,
TRISTAN MAYNARD, MEMBERSHIP NO. 1160/08**

PRESENTATIONS

We are looking to do more talks and presentations to societies, clubs and organisations. This is something we did on a bigger scale before the pandemic at various events around country.

We are now needing more speakers and also new events which we can attend to spread the word about 'The Unknown Warrior' and its progress. We are looking to do this on a regional basis with speakers responsible for specific areas.

If you're enthusiastic about 5551 and are interested in speaking to groups, please get in touch with us. We will provide a PowerPoint presentation that you can use for the talk and we can supply a small amount of Patriot merchandise for selling at these events.

Also if you're a member of any clubs, societies or organisations, such as Round Table or the Women's Institute and your organisation would like to hear about 'The Unknown Warrior' please do get in touch.

Please email: adminsec@lms-patriot.org.uk

AROUND STAFFORD IN THE LATE STEAM YEARS

WORDS AND PHOTOS BY ALAN POSTLETHWAITE

Between college years, I did six months of industrial training with English Electric, Stafford. As a Southern man with limited knowledge of the LMS, I soon became entranced by the Wolverhampton line, also by Stafford itself and the Trent Valley lines. I arrived during the Great Freeze of 1963 which lasted from the beginning of January until mid-April. I can still feel the chilblains!

The first photos here show the frozen landscape from which I escaped, chilled to the bone, into the relative warmth of a Midland Red Bus (with rear doors). As the weather became warmer, I explored further afield to the North Staffordshire Railway and to the GWR-LNWR joint lines from Shrewsbury. Most intriguing was the Great Northern branch from Uttoxeter to Stafford which had no right to exist – but then neither did the LNWR line to Peterborough. Competition was rife during the Railway Mania, however risky the investment.

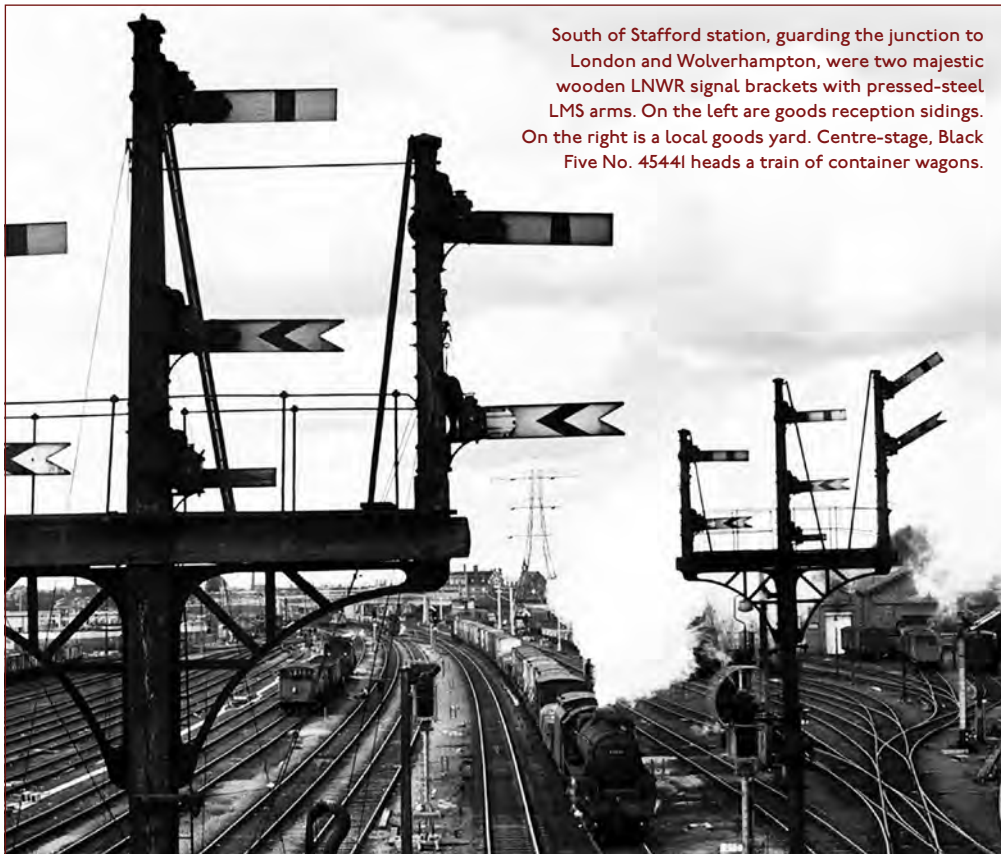


South of Stafford, a Stanier Mogul heads some remarkably clean coaches on a beeline to Wolverhampton.



The first (closed) station south of Stafford was Penkridge. I was privileged to be invited into the signal box by signalman Mr. A. Hunt. The LNWR lever frame is characterised by the loop-handles for the catch rods and a separate rear-board for the lever nameplates. Other features are the track diagram, telephone, two oil lamps, a tall desk with the train register, a tin of Nescafé on the stool and age-distorted window glass.

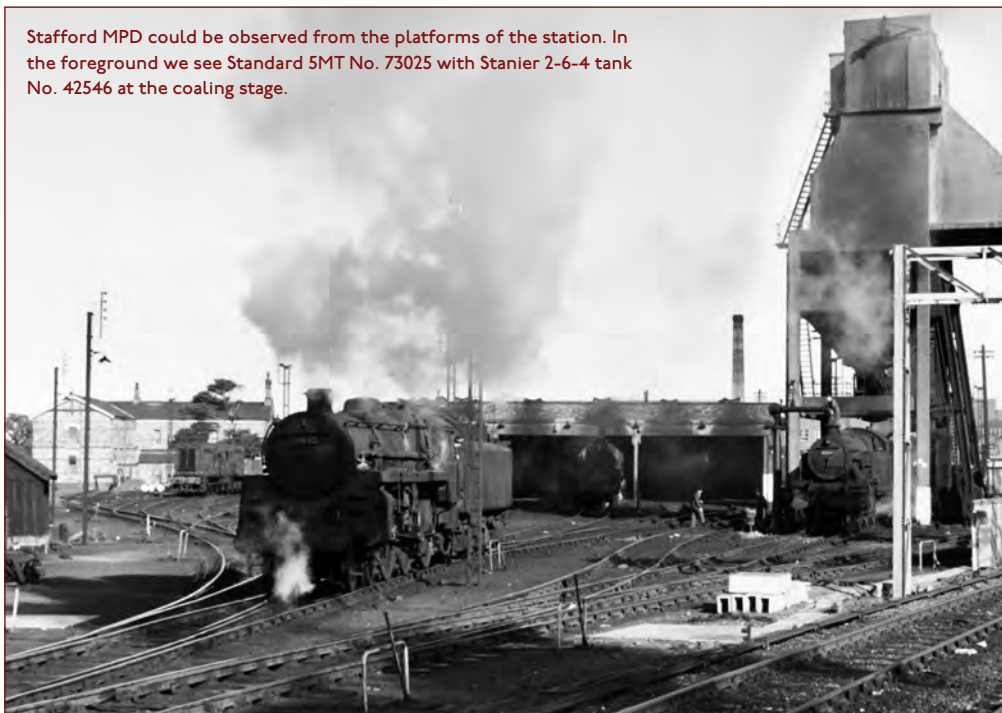
South of Stafford station, guarding the junction to London and Wolverhampton, were two majestic wooden LNWR signal brackets with pressed-steel LMS arms. On the left are goods reception sidings. On the right is a local goods yard. Centre-stage, Black Five No. 45441 heads a train of container wagons.



A DMU cruises towards Stafford station.



Stafford MPD could be observed from the platforms of the station. In the foreground we see Standard 5MT No. 73025 with Stanier 2-6-4 tank No. 42546 at the coaling stage.



The LNWR wooden Outer Home signal bracket off the Wolverhampton line was over 50 feet tall.





An unlikely set of coaches on a Stafford siding: on the right, two BR sleeping cars; on the left, part of an EMU built by Siemens in 1914 for the LNWR shuttle between Willesden Junction and Earls Court. In 1951, such stock was transferred to the Midland Railway's Lancaster to Heysham branch for BR electrification trials at 50 Hz.



Black Five 4-6-0 No. 45114 pictured on the Wolverhampton line with a short train which includes a Palethorpe's sausage van.



Part of a Midland Railway coach in Stafford goods yard.



LMS 'Crab' No. 42939 passes through the landscape on the quadruple main line between Stafford and Colwich Junction with a mixed freight.



A Down fitted parcels train speeds through the (closed) Colwich station. The building is in the Jacobean style of the North Staffordshire Railway whose Trent Valley line commences here on the right.

Beneath new catenary arms near Colwich Junction, Britannia class Pacific NO. 70031 BYRON, heads an express to Euston.



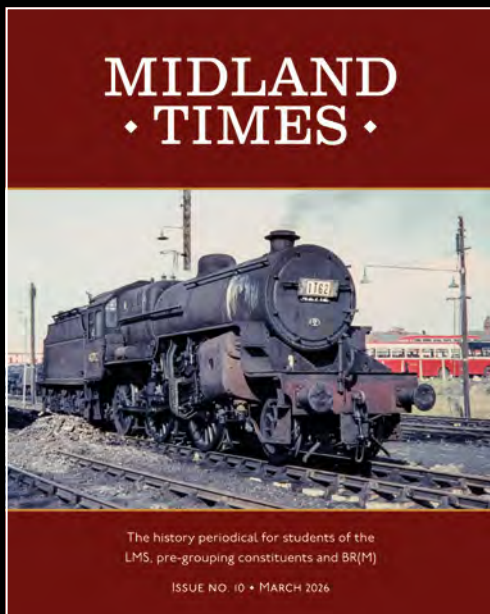
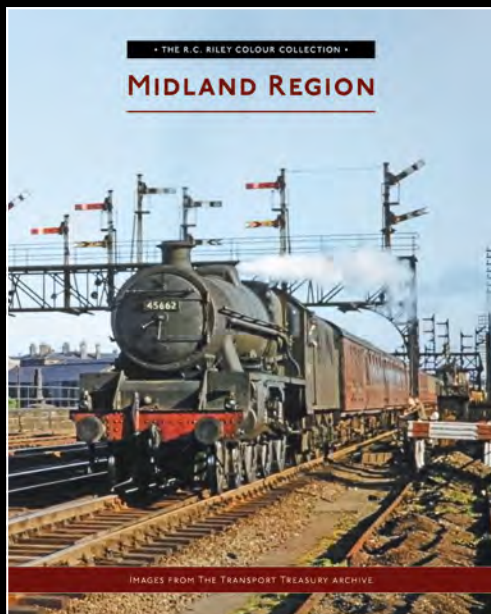
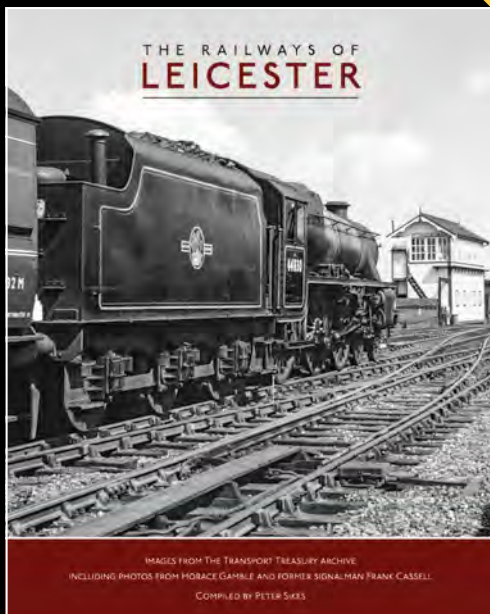
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All of the featured titles are compiled and produced by 'The Warrior' editor Peter Sikes

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No. 45546 Fleetwood at Watford
on a parcels working in July 1957.
Photo: © The Midland Railway Trust



ARE YOU LOOKING TO DONATE OR SELL YOUR MODEL RAILWAY?

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

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

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

PLEASE GET IN TOUCH AT

sales@lms-patriot.org.uk or call 01785 244156

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THE UNKNOWN WARRIOR

NEW-BUILD LMS PATRIOT STEAM LOCOMOTIVE No. 555I

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

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

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 (approximately 1,000 required)	£5 each
Philidas Nut (106 available)	£9 each
Tender Rivets – supply and fit (2,836 available)	£25 each
Reverser Nut Machining (48 available) – Total cost £2,200	£44 each
Crank Axle (split into 100 lots of £100) – Total cost £10,000	£100 each
Machining of Wheel Centres (2 available)	£380 each
Pushing of Wheel Centres onto Axle (2 available)	£540 each
Machine bore of tyres for Gibson Ring fitting (2 available)	£590 each
Bogie Frame Stays (1 available)	£575
Bogie Axle Box Casting (1 available)	£1,560
Bogie Centre Casting (1 required)	£3,000
Bogie Centre Machining (1 required)	£3,000

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:

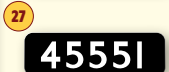
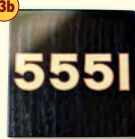
POST CODE:

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**



THE LMS-PATRIOT PROJECT – SALES ORDER FORM						
Item	Item Description	Size	Quantity	Cost £	P&P £	Total
1	Polo Shirt, Black with new logo design (S, M, L, XL, XXL)			22.00	4.50	
2	Polo Shirt, Burgundy with new logo design (S, M, L, XL, XXL)			22.00	4.50	
3a	Sweatshirt, Black with new logo design (S, M, L, XL, XXL)			28.00	4.50	
3b	Sweatshirt, Burgundy with new logo design (S, M, L, XL, XXL)			28.00	4.50	
4	Fleece, Burgundy with new logo design (S, M, L, XL, XXL)			35.00	4.50	
5a	5551 Socks – 1 pair			5.00	1.50	
5b	5551 Socks – 3 pairs			14.00	2.50	
6	NEW 5551 Scarf – Maroon			15.00	4.50	
7	NEW 5551 Backpack with new logo design – 19-litre capacity			30.00	4.50	
8	5551 Cap – Black			10.00	4.50	
9	5551 Cap – Burgundy			10.00	4.50	
10	5551 Beanie – Black			10.00	2.50	
11	5551 Beanie – Burgundy			10.00	2.50	
12	LMS-Patriot 5551 'Spinning' Keyring			4.50	2.00	
13a	5551 Sans Serif Mug – Black			6.00	4.50	
13b	5551 Sans Serif Coaster – Black			4.00	2.50	
14a	Patriot Isle of Man Mug – Green			6.00	4.50	
14b	Patriot Isle of Man Coaster – Green			4.00	2.50	
15a	5551 Loco Profile Black Mug			6.00	4.50	
15b	5551 Loco Profile Black Coaster			4.00	2.50	
16a	Patriot Project In Memory of the Fallen Red Mug			6.00	4.50	
16b	Patriot Project In Memory of the Fallen Red Coaster			4.00	2.50	
17	SALE The Patriots – Volume 1, 45500-45525*			10.00	4.00	
18	SALE The Patriots – Volume 2, 45526-45551*			10.00	4.00	
19	SALE Steam Memories – LMS Patriots			6.00	2.50	
20	SALE The Book of the Patriot 4-6-0s – Graham Onley			12.95	3.50	
21	R. C. Riley Colour Collection – Midland Region			24.95	3.50	
22	Derby Works Railway 200 Book – P.Sikes/Transport Treasury			16.50	3.50	
23	LMS-Patriot Project Tea Towel			5.00	2.00	
24	In Memory of... Crest and Nameplate Pin Badge			4.50	1.75	
25a/b	'The Unknown Warrior' Profile Badge – BR Green/LMS Red			4.50	1.75	
26	5551 Pin Badge			4.50	1.75	
27	45551 Pin Badge			4.50	1.75	
28a	Greetings Card – 'Ready to Go' – pack of 3			5.00	1.50	
28b	Greetings Card – 'Arnside Double-header' – pack of 3			5.00	1.50	
*If you order both Patriot volumes postage will total £6.00				TOTAL		

Ordered by: _____

Delivery Address: _____

Post Code: _____

E-mail Address: _____ Tel. No: _____

Garment colour and size: _____ Membership No./URN _____

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

LMS-Patriot Company Limited

Creating the new National Memorial Engine

Patron: Simon Weston, CBE



Company Registered in England and Wales No: 6502248

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

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

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

Board of Directors and Trustees

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Documentary Video:

Andrew Kennedy • Oakwood Visuals

Project Contact Details

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

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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

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

Magazine

Editor:

Pete Sikes • warrior-editor@lms-patriot.org.uk

Design and Artwork:

Pete Sikes • Accent Artwork Ltd. • 07831 394545

Produced by: LMS-Patriot Company Ltd.

Printed by: Lithgo Press • 0116 284 1414

HERITAGE
RAILWAY
ASSOCIATION

2020 AWARD FOR
COMMUNICATIONS



26th October 1961 • No. 45515 *Caernarvon* (26A) light engine at Lancaster Castle
being prepared to work 1K78, the 2.30pm Morecambe to Crewe. Photo: © Ron Herbert



The Warrior