

STOVEPIPE

Magazine of the Urie Locomotive Society



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Call for Articles

We decided on the 'memories' theme for this issue of Stovepipe following the receipt of some wonderful articles from members reflecting on their experiences of steam in their younger days. If these thoughts stir any hidden memories for you, why not share them? Jot down your recollections and send them to urieloco.marketing@hotmail.com and we will publish them in the forthcoming issues. We could possibly make this a regular feature as a 'letters' section if there is sufficient response - what do you think?

Lynda Pedley

Donations

Grateful thanks go to the following for their generous donation of books, magazines and other articles:

John Barrowdale

Barry Goring

Robert Treagus

John Charlton

Bill Horsfall

Richard Woodbourne

Barry Eagles

Les Jackson

Bob Waterman

Colin Edwards

Ted Taylor

Michael Wilson

Cover Photo - the end of another long day working on 30506. Photo ©ULS

Honorary President's Statement

I was very fortunate to have spent the first eighteen years of my life living in Compton Road in Brighton. Our house was on the West side of the valley which includes the Main Line between London and Brighton. The nearest station was Preston Park which is also still the junction for trains to and from Hove and stations on the Coast Line towards Portsmouth. There was steam activity in spite of the many electric trains which provided the passenger train service. A must-see was the 9:38pm freight from the top yard in Brighton to Bricklayers Arms - almost always hauled by a K-Class 2-6-0 and working hard as it climbed towards Preston Park.



Other memories include occasionally seeing the leader locomotive on a Sunday morning as it made its way from Brighton towards Eastleigh via Preston Park and the Spur to Hove. The leader was always accompanied by a Brighton tank engine.

2017 promises to be another very successful year for the ULS and I do hope that you will all have a good New Year. As always, thank you very much for all of your efforts on behalf of the Society - they really are very much appreciated.

Robert Urie (Grandson of Robert W Urie)

Chairman's Statement

Christmas is now a distant memory so I am probably the last person to say that I hope you all had a wonderful time and enjoyed the festivities. Lynda and I took the opportunity to recharge the batteries and savour the first Christmas with our two new grandchildren - truly magical moments and as I cuddled them close I found myself muttering those immortal words "that's another £1,000 you've cost me for two more seats on that flippin' train!!" Seriously though, I don't mind, in fact it's a double win for me. The ULS has another £1,000 towards the restoration of 499 and when 'that train' finally runs, I'll get to see the wide eyes of sheer amazement on those kids' faces ... Grandad helped to make this happen!

Many things have happened in the ULS since the last edition of Stovepipe, but for me personally the highlight was my re-election at the AGM to serve a second term as your Chairman. Needless to say I was delighted to accept and continue to be a part of what I firmly believe to be one of the surprise packages of the current preservation movement. The ULS is a small Society owning (with all due respect to Robert Urie) two non-glamorous old freight engines. We are, however, growing! Membership is up, sales are up and income from donations and appeals is up.

Most importantly though, we have achieved something many others could not - the replacement of the front frame sections of a locomotive for the grand sum of under £10,000! The reason ... we did it ourselves. Stripping down, removal of both cylinder blocks, removal of the huge centre casting, cutting of the old frames and welded replacement of the new sections (with the help of a specialist welder).

Once the frames had been welded, the rebuild began. It may only be an old steam engine but a tremendous amount of precision work was involved in putting it back together, not to mention hundreds of rivets and fitted bolts. We taught ourselves new skills along the way and I am so proud to tell you that as I write this piece, the last rivet is in ... approximately 15 more fitted bolts and the front end rebuild of 30506 will be complete; all done with a team of 5-6 people.

Ladies and gents, this is a significant moment and I hope you are as proud to be a part of the ULS as I am. We have a long way to go before we realise our dream of returning 499 to steam, but it IS do-able. Unfortunately, whilst dreams can come true, they don't do so for free. Money is the key to our success so we really do now need to raise our profile and get those income streams flowing fast.

There is an appeal for help with the sales stand later in this issue; please consider assisting for just one weekend a year. Significant expenditure is likely to be authorised during 2017/18 and if we are to achieve our charitable objective of retaining 2-3 years' expenditure in revenue reserves at all times, then we do need to ramp things up. Any help you can give will be greatly appreciated and could make a big difference.

Thank you all for your continued support. We will soon be back working on 499 in earnest and I look forward to sharing that progress with you next time.

Mark Pedley

Engineering Report

30506



Reaming cylinder block bolt holes. Photo © ULS



Cylinder bolts made by MHR Machine Shop staff. Photo © ULS

All the bolts (of varying types) have been made in the railway's machine shop to very exacting standards by the railway staff. The fitting of the bolts has been a most demanding task, especially within the confines of the centre casting. Some other locations proved to be just hard work!

Over the last 4 months, work on 30506 has proceeded extremely well. The main focus for our Society has been the mounting of the cylinder blocks and the re-assembly of the front framing and running plates. The cylinders are secured with 78 No. 1¼" Whitworth bolts with a shank diameter of 34mm. This has enabled us to have good fitting holes in both the cylinders and frame plate; this allows tightly fitted driven or fitted bolts to securely fit altogether.



A bit of gentle persuasion! Photo © ULS



Making good progress. Photo © ULS



Fitted bolts viewed inside the centre casting. Note the nuts welded on top of the bolts in case any have to be removed (we use a draw-bolt). Photo © ULS



The upper section of curved plate has been salvaged for re-use. It is bolted on and therefore removable for valve inspections. The lower section is new plate which is ultimately riveted in place. Photo © ULS

Once the cylinders had been secured, we could turn our attention to the running plate and front platform. On close inspection, only the front platform and curved sections of plate which give access to the valves were suitable for re-use; the lower curved sections and the straight sections which sit above the cylinder blocks were not salvageable.

Firstly, new plate was cut out from sheet material and the front sections rolled by our own team. The sections over the cylinders, forward of the motion bracket, were cut out, profiled and aligned.



Cutting new running plate. Photo © ULS



New running plate sections cut, drilled, profiled and temporarily bolted up. Photo © ULS



L/H cylinder block drilled & tapped. Photo © ULS



R/H running plate section bolted & riveted up. Photo © ULS

When the drawing office at Eastleigh set out the loco design, incredibly the running plates were some 3/8" thick, which in today's metric world is 10mm! Once aligned, we then had to drill and countersink all the fixing holes, the majority for riveting the plate to new and existing angles and a lesser number to take countersunk bolts that required the cylinders to be drilled and tapped.

The next task was to refurbish the front platform - this is a massive 3/4" thick plate and angle which sits behind the buffer beam and in front of the centre casting.

Over the Christmas period we were able to rivet up the front platform, the draw hook mounting block and some of the running plate. In all, hard work, however the results were rewarding.



This casting sits directly above the cylinder block. The L/H one has received weld repairs to cracking (R/H corner). Photo © ULS

With the front end looking more like an S15, members of the railway's workshop staff have made good progress on machining many parts including brake hanger pins, and test machined a new valve head to prove the pattern and casting.

The expansion links have returned from grinding to remove wear with new die blocks. Many of the valve gear components have received new pins and bushes and various coupling rod bushes have been removed for renewal and assessment.



Lifting the front platform into place ... Photo © ULS



... insitu, awaiting riveting. Photo © ULS



New valve head casting. Photo © ULS

Work on boiler 755 for 30506 has made renewed progress with the start of fitting the crown stays, the longitudinal stays and the various copper internal pipes.



Sling stay hangers 'hang' by the pins in the waterspace between inner and outer fireboxes. Photo © ULS

As you can see, a great deal of work has been undertaken by both volunteers and railway staff and I would like to express my thanks to all.



The crown stays are fed through from the firebox and secured with nuts (top left). Photo © ULS

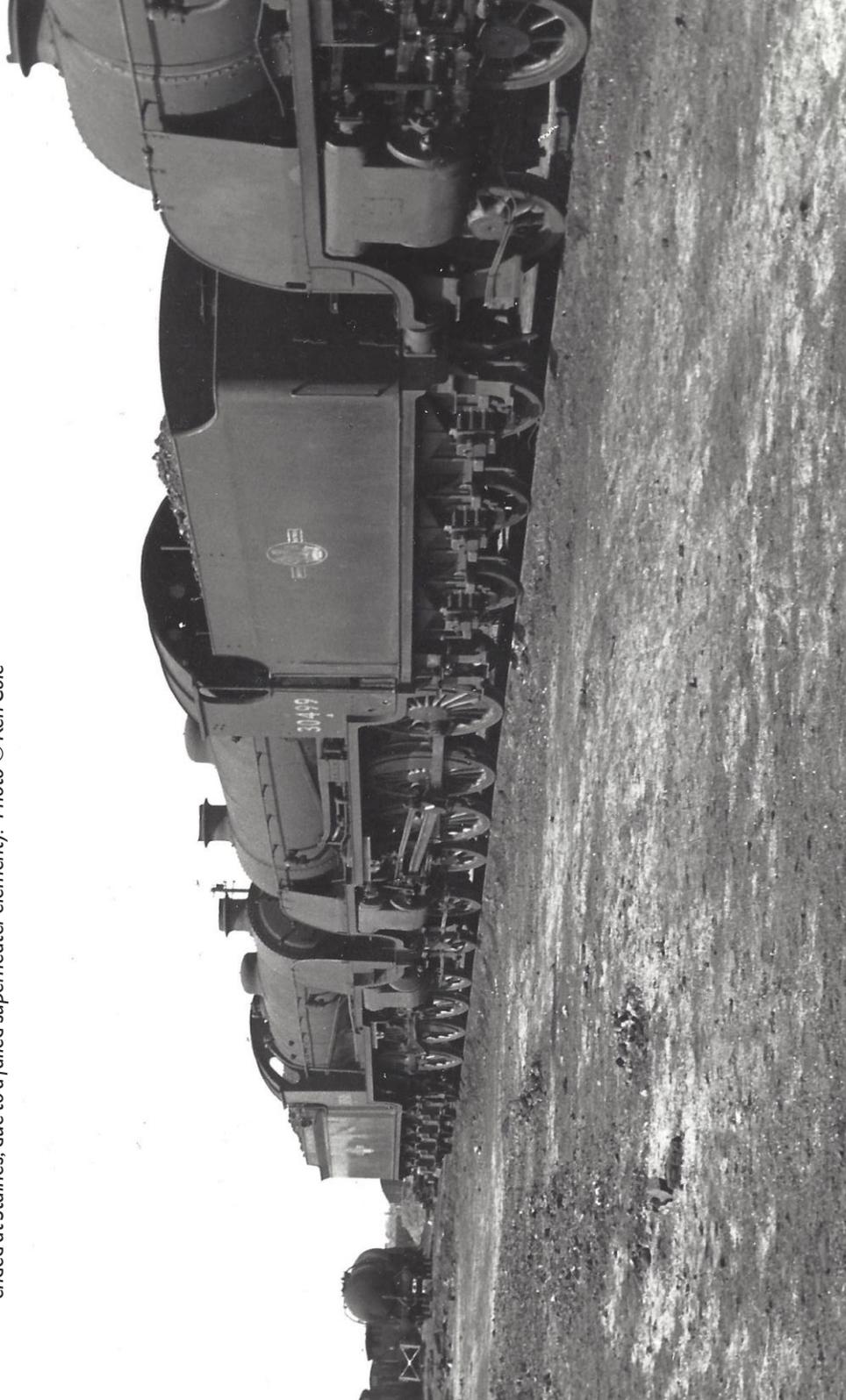
499

There isn't a lot to report on poor old 499, however, we have ordered new main bogie springs and a spare in conjunction with the Eastleigh guys with 828 who made the arrangements. Also we have ordered various drawings from the NRM and are looking at the pattern requirements for parts for both locos.

Other developments include the purchase of an additional pneumatic air hammer and rivet sets and spares from the USA. Special thanks to Mark for making the arrangements, and especially those who have continued to support us with very generous donations.

Barry Stratton

30506 (L) and 30499 are seen at Feltham Yard in 1964, coupled to a Maunsell S15 (believed to be 30841). This picture was taken shortly before the ill-fated attempt in June 1964 to use 30506 to haul its sisters to Barry for scrapping (which ended at Staines, due to a failed superheater element). Photo © Ken Cole



2016 Annual General Meeting

Hot on the heels of such a successful first open day, the 2016 AGM proved to be the best ever. Almost 40 members attended, taking the opportunity to have another look at both locomotives and discuss progress with our engineering team. It was almost a mini open day ... but without the sun! The riveting up of the front end of 30506 was of particular interest to many members; it is extremely gratifying for those of us working on the engines to find there is such a level of interest in the work we are doing. On behalf of the team, may I take this opportunity to thank you for your kind and positive words.



Barry Stratton (third from left) talking to visiting members. Photo © Ken Cole



AGM, 19 November 2016. Photo © ULS

My grateful thanks go to the whole committee for ensuring we had so much positive news to report, and special thanks also to Ian Coward for setting up and running a small sales stand and to Lynda for providing refreshments prior to 'the formal bits'.

Mark Pedley

In Memoriam

We were extremely sad to hear of the passing of Barry Fletcher last year. Barry was well known in preservation circles, having been a member of many different groups. He was a staunch supporter of the Urie Locomotive Society and, like so many other members, regularly made financial contributions for which we are eternally grateful. Barry will be sorely missed by all those who knew him.

Mark Pedley

Memories of the LSWR

I lived for the first twenty years of my life at Winterbourne Gunner, a village a few miles north of Salisbury, with the LSWR main line on an embankment some 200 metres or so behind the house, so the passing of trains was something I took for granted. For this reason, it is only the unusual that has stuck in my failing memory. Even my Ian Allan, bought from a little newsagents in Fisherton Street, Salisbury, at the bottom of Station Road and a veritable cornucopia of transport-related literature to my childish mind, failed to survive the house move in 1960 so I have no way of corroborating what I did and didn't see.

My local station was Porton; the father of one of my classmates at primary school was signalman there (Mr Steadman) so entry to the box was a special treat. My very first visit to the station though, and my first introduction to an S15 loco, was a visit to Blenheim Palace. It must have been a school trip around 1946, perhaps a belated celebration of the end of World War II and the platform was thronged with pupils and their parents. I was 6 or so and had never before been out of the village. The only thing I really remember of that day was the grandeur of the Palace but the seed of the railway bug had been sown. The loco was one of those I was used to seeing bringing coal up to Porton sidings for Porton Camp (more of that later) and only later did my precious Ian Allan reveal its details.



Porton up-side platform. Photo © Barry Lake, Issue 69, Summer 2011, Pewsey Vale Express

My Aunts travelled down from the London suburbs to visit my grandmother who lived in a village over the hill. As they passed, they waved a white hankie from the carriage window to Mum and me waiting in the garden. How, in the age of no phone and certainly no mobile or email, did Mum ever know what time train? Word of mouth, I guess!

How many times was 35006 Peninsular and Oriental S.N. Co, shedded at Salisbury, the train engine roaring down the bank before braking heavily for

the tunnel at Laverstoke on the entry to Salisbury station? Is it any wonder I have been a member of the P&O Society almost as long as the Urie Society and what a joy to travel behind her - now back in service on the Gloucestershire Warwickshire Railway this summer after a meticulous restoration.

The Atlantic Coast express was a “look out on Saturday” regular. By then, of course, a bicycle had materialised and I could go trainspotting on Salisbury station and smugly know that it wasn't really non-stop at all because we had seen the relieving engine come off shed and disappear to Wilton well in advance of its arrival. But the station then in the late 1940's/early 1950's was so busy with the added attraction of GWR locos coming in from the Bristol area. They did also seem quite smartly turned out, I have to admit, whilst occasionally the, by then, BR(S) turned out something rather less so. For example, on a very busy Summer Saturday afternoon, an ancient T9 came labouring in from Portsmouth and there were rust holes in the top of the tender. Clearly a disaster somewhere had required Eastleigh to send out anything which could hold steam. Funny what sticks in your memory!



Of course, this was the era of the Devon Pullman. How I envied those rich folks (to my country boy's mind) in the luxury of the observation car at the back. I never imagined then I would actually travel in it on the Paignton and Dartmouth some 50 years later!



Idmiston Holt. Photo reproduced from free publication www.lendarlingirl.com

Another highlight was the Porton Camp workman's train which ran up from Salisbury early each morning to Idmiston Halt (specially built for it) and back down at 4 - 4:30pm when I was back from school. The tank engine in charge was always, I think, an M7 and the reason I remember it so well was the carriages were elderly, wood-framed stock with 'garden gate' doors so beautifully shown on page 95 of G R Weddell's book - LSWR carriages. At that tender age I always worried the passengers would fall out. Usually, progress downhill was quite sedate.

Occasionally, usually on a Friday, a few sparks would be generated and, on one particular occasion, the poor little tank was really flying, rods a bit of a blur and the worry was, would the carriages that were rocking along behind actually make it back to the terminus. They must have done so as the local paper had no reports of anything untoward. Perhaps the driver was having a retirement thrash? We shall never know.

Around this time, the line through Downton, Fordingbridge and on down to the coast was still open. So, with a sixpence saved from the Aunt's last visit, on my own at age 11 or 12, I embarked one lunchtime into 2 coaches hauled by another M7 to visit the coast. I ended up in Poole, stayed on the train because I was afraid of getting lost and my mother's resultant anger, and then rode all the way back again. Imagine doing that today - weren't we lucky!

The significance of the Modernisation Report took a while to sink in and other interests appeared but it was brought home to me more forcibly when, one day in 1958 whilst waiting for a train from London bearing the current girlfriend, around the bend into Salisbury station's platform one clanked a Black 5 in appalling condition and, of course, late. It was then I realised the halcyon days were almost over. The subsequent appearance of the Beeching Report confirmed it.

The interest disappeared then but it didn't stop the desolate feeling I got some 5 or 6 years later when, revisiting my family home, an S15 appeared, toiling up the bank towards Porton towing a group of dead locomotives. It crossed Gomeldon road bridge and into the cutting before I could react so didn't even

get the numbers. That was almost my last view of steam (until Clun Castle appeared at Didcot many years later - another story) except for a visit to Stockbridge about the same period when a Class 700 Black Motor was heading the works train, tearing up the track from Andover. The final nail!!



Commendably clean Drummond 700 class 'Black Motor' No. 30698 at Feltham mpd, 27.6.53. Photo © Mike Morant

But to end, here's a little poser perhaps a fellow member could add some facts to? I mentioned the acquisition of a bicycle at age 8 or 9 (1948). This opened up the delights of the Bourne Valley amongst other places and a frequent destination was Porton station. The sidings there did not only serve the local domestic coal market and other odds and ends, but what became the Porton Camp Germ Warfare Centre and its camp railway. This was narrow gauge and I only ever saw one train on it thought there was regular usage. The whole place had a sinister reputation and, though Dad worked there for the best part of 30 years, I never did get inside it; even though the Silver Star Bus Co, of which later on I was a regular late night patron, had their workshops and garage there. But the station sidings were open to the public and, one day, round the corner from the bridge over the man line, came a steam engine with two squaddies hanging out the side of that tiny footplate, dressed in khaki overalls. I remember the saddle or side tanks, round spectacles, tall chimney; a bit like the Hunslets which Statfold Barn are re-creating.

This has intrigued me for years. The secretiveness of Porton Down has meant that little has been publicised about it or their railway. I have found some notes in "Porton Military Railway" by K R Norris which says "it does seem that motive power after 1924 was provided by internal combustion locomotives". Not so, or was it just a mirage? Can anyone add to this?

Nick Bailey

Appeal for Help with Accommodation

One of our members from Canada, Chris Saunders, is planning to attend the Mid Hants Gala this Summer and has asked if we can put an appeal in Stovepipe for assistance with accommodation. Chris will be arriving on June 30th and would be very grateful if anyone who lives in or near Alton can put him up for three nights. His only request is to be near to the station as he has to get to Gatwick on 3rd July for his flight back to Canada! Chris has generously offered to make a substantial donation to the Urie Locomotive Society if anyone can assist. Please contact Mark Pedley at urieloco@hotmail.co.uk if you are able to help. Thank you.

More Urie Memories

I was born in 1951 and my grandparents ran a farm very near to Ascot West where I spent a lot of my holidays and later on every weekend. Therefore, I have watched 'our' locos hundreds of times. My Gran always told people that when I stayed she had to do all the vegetables early so we could go down and see the 12 noon goods (also had to see the 4pm goods - although I think it was 3:40pm). Despite a very long train they always made their work so easy, clonking along effortlessly with wisps from safety valves despite a cold start up the bank out of Bracknell. Of course, latterly Uries made way for U/N, BR5 and Q1's.



30509. Photo from ULS archives, date and location unknow. Any suggestions?

I can also remember a late through goods after midnight (H15 worked until they were scrapped but after that ?) Also, SR Mogul early pick-up goods before the electric service started. I believe it served Binfield Brick Works with coal and Sunningdale Gas Works. It returned Westwards to Reading. I didn't do many passenger runs but did travel the Salisbury - Basingstoke run very near S15's but Maunsell type. However, I did get a run on the Reading - Guildford with Urie after a Mogul was failed after 'coupling-up' - it was somewhat late so we had a spirited run! Memories!

Keith Spencer, Life Member 986

ULS Sales

Headed up by Ian Coward, the ULS sales team comprises a core of about 7 members working predominately MHR galas/special events and local model railway exhibitions. The team put in an extraordinary effort but we do need more volunteers. Would you and a friend be willing to take a stand along to just one exhibition/gala a year somewhere local to you? The more events we can attend, the more we raise the profile of the ULS and increase funding as a consequence. Some significant expenditure decisions will be taken during the next 12 months and the greater the income flow, the easier those decisions will be.

I would like to double our sales returns this year but that target can only be achieved if we can more than double the numbers helping out. Stock will be delivered to your door and subsequently collected, all you have to do is set up and sell everything!! Don't forget the perk of the job ... free entry to whichever event you are attending. If this is an area you feel you could help, or would like to discuss what's involved in more details, please contact Ian on urieloco.sales@hotmail.com. Thank you.

Mark Pedley

RESEARCHERS NEEDED

Now that Stovepipe has been successfully re-established in its new format, we want to expand the remit by printing more articles about Robert Urie, his engines and other related subjects. To do this, we need a person (or people) willing to research and submit articles for us to publish both in Stovepipe and on our website.

The aim eventually is to build a site which is the 'font of all knowledge' on everything Urie. Stovepipe is printed 3 times a year and ideally we would release one new article per issue - the articles do not necessarily need to be long. The hard work is the research; Lynda as Editor will prepare the items for print. If you are interested and can spare a few hours a month to do the research, please contact Lynda on urieloco.marketing.com.

Happy days!

My early memories of trains date back to the 1950's and 1960's when I did most of my spotting from twin bridges at Woking where footbridges spanned both the West of England main line and the Portsmouth direct, very near where they parted company. However, my most evocative memory was probably trying to get to sleep on a hot, still Summer's night and listening to a procession of freight trains heading West. Most had the unmistakable sound of an S15 at their head. I could hear them as they came through Woking station steadily slogging their way up to milepost 31. You knew from the beat that they probably had 60 or 70 wagons behind the tender and the regulator would be wide open. After a few minutes the beat would muffle as they entered Pirbright cutting only to emerge a few minutes later at the other end. I can hear them now!



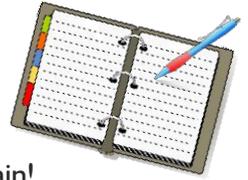
30499 standing in Woking down yard and would have been working a freight to Basingstoke yard. Photo © David Salmon - G Burch Collection

A n o t h e r favourite place for spotting, particularly in the afternoon, was the old cattle dock at the neck of the up-yard at Woking. Throughout the day empty fish vans would accumulate until at 4:30 the complete train of empties would depart for Feltham and the

North Sea fishing ports. Often the engine for this would be a Feltham S15 which would appear from the West early afternoon and after depositing its load, would retire to the cattle dock to attend to the fire and await departure. This led to many illicit cabbings of the engine!

Ian Coward

Dates for your Diary



OPEN DAY

Last year's event was so successful, we've decided to do it again!

17 June 2017 is the date, the day is yours. Come along and meet the team, get up close and personal with the engines and see the progress made to date. Further details will be published in the May edition of Stovepipe but mark the calendar now, we're looking forward to seeing as many of you as possible.

ANNUAL GENERAL MEETING

This year's AGM will be held on 18 November 2017. We are hoping to have the use of the Ropley education room again; this will be confirmed in the September Stovepipe.

... and finally

As we were putting this edition of Stovepipe together, Lynda made a very poignant comment: "The things you're all doing now will become the memories of the future." ... memories I look forward to sharing with those grandkids!



30506 in the engineering works at Ropley. Photo © ULS

'Stovepipe' is published three times a year in January, May and September.

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