

STOVEPIPE

Magazine of the Urie Locomotive Society



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Photograph Quality

While we try very hard to bring you top quality photos in Stovepipe, from time to time some of them, sadly, are a little short of our high standards simply because of their age or the fact that we have had to scan a photograph in order to upload it to the magazine.

The third factor to consider is that the engineering team take their own photos as work is progressing and not only is the camera an old digital 'point and click' model, it is sometimes extremely difficult for them to snap a well composed or focused image when they are in the middle of a complicated task under the engine!

Apologies - we will try to do our best and hope you will bear with us!

Lynda Pedley



Cover Photo - 30506 sits over the Ropley wheeldrop, all driving wheels removed. Photo © Alex Luckham

Honorary President's Statement

Holidays - well, it is almost time!

In my early years these were occasions spent in Cornwall and involved catching the 11:30 train from Brighton to Plymouth Friary. The motive power for the 11:30 was one of the West Country Pacifics allocated to Brighton, and this worked the train to Salisbury. From Salisbury, another West Country would take the train to Exeter Central and at Exeter, would be replaced by two West Countries for the journey to Plymouth North Road and Plymouth Friary via Okehampton and Tavistock.



We stayed on the Plymouth train as far as Plymouth North Road and then caught the Great Western train to Liskeard. A really exciting journey for someone interested in railways - Southampton Docks, Salisbury Shed, Exmouth Junction Shed, the 1 in 36 gradient to Exeter St David's, the hard work of the West Countries as the train was worked over the gradients on the North side of Dartmoor, the Brunel Bridge over the Tamar, and the train for Looe in its own platform at Liskeard.

As everyone prepares for the Open Day, I do wish you all every success as you show visitors just how much work is involved in the work of the Society. The results are a great tribute to everyone at Ropley - thank you very much for the progress that is being made with both 506 and 499, and the rolling stock.

Robert Urie (Grandson of Robert W Urie)

Chairman's Statement

I remember (just!!!) life as a kid when the long school holidays seemed to fly by and there were never enough hours in the day to do all the things that teenagers wanted to do ... yet my parents were adamant that time passes more quickly the older you get. Never, I thought - for a start, no stressing over crash revision for exams once you're 'all grown up'. All you do is go to work, come home and then have a whole weekend to do whatever you want with no pressure!!! How wrong could I be?? I really can't put my finger on one specific reason; I guess it's simply life, but time is racing by at breakneck speed.

It really feels like only 5 minutes ago that I sat down to write my piece for the January issue of Stovepipe, yet here we are almost 4 months gone and Winter is consigned to another incorrect weather forecast. In that time we have achieved something incredible - you see, it's done! The remaining fitted bolts that I mentioned last time are in. Everything around the front end is on and bolted up or riveted. Barry's engineering report has all the detail, but in short, 30506 is on the way back. I spoke recently with Toby Jennings from 'Steam Railway' and when I told him that the cost of the front end rebuild of 30506 came to no more than £5,000 the line went silent - he was truly stunned that the group has achieved so much for so little cost. That achievement got us another mention in the magazine, see page 18 of the May/June issue. We have a few more jobs to complete from our 'to do' list before leaving the rest of the overhaul in the capable hands of Mark Drinkwater and his MHR team, with input from Barry.

Slightly tenuous I accept, but we marked the transformation from Winter into Spring with ... springs! Three to be precise. Two bogie springs have been purchased for 499, plus one spare - the first major acquisition for our second loco for some time. It may seem innocuous but in reality this transaction has huge significance. It marks the beginning of the migration of your engineering team from 30506 to 499 and once we're back on the latter, it all starts in earnest. With 30506 due back in traffic during 2018, the next stop for us is the return to steam from scrapyard condition of 499. We have that goal in sight, we have an eye on THAT train, so now it really is all about funding. I feel I ought to apologise for the constant bombardment of appeals for funds, but I won't because I have committed to you all to do whatever I can to ensure this project succeeds ... and primarily that means raising money! Donations, however small, seats on 'the train', gifts of items for sale, whatever you can give will be used directly in 499's restoration. I have taken the liberty of enclosing a membership/499 Appeal pamphlet. Could you perhaps encourage a friend to join or take out a standing order for a seat? If we can ramp up the fundraising now we can plan the boiler restoration and then we really will stand a chance of achieving our dream. Watch your letterboxes over the next few weeks; the letters I mentioned last time about monies donated to date will be landing soon!

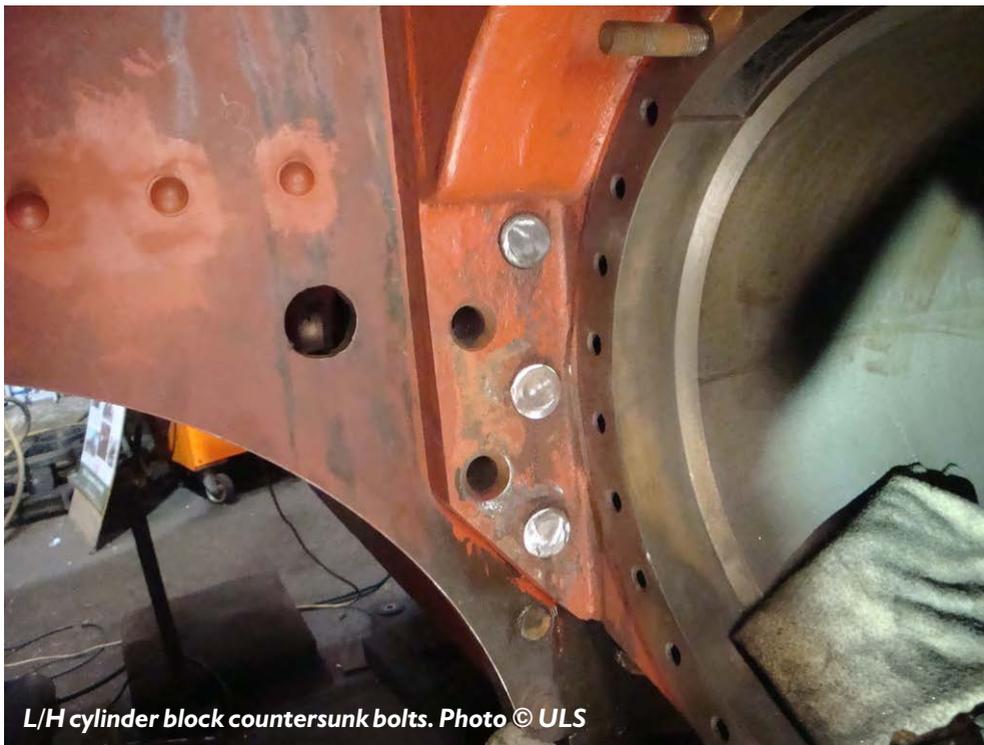
Only a few weeks to go to our 2017 open day. I look forward to meeting as many of you as possible and sharing the success that is the Urie Locomotive Society.

Mark Pedley

Engineering Report

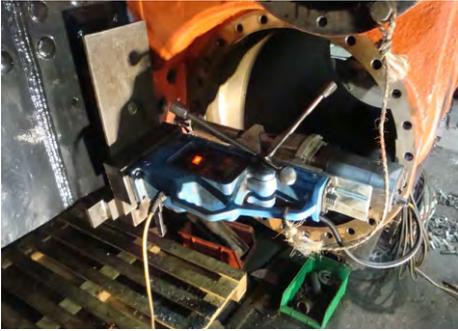
30506

It's that time again to put pen to paper and try to remember just what we have done on our locomotives! The huge news on 30506 is that we have basically completed the front end rebuild. The fitting of the cylinder bolts has proved to be a monumental trial. The final ones to fit were the 20 countersunk bolts to the front and back edges of the cylinder blocks which go through both the main frames and the centre stretcher.



L/H cylinder block countersunk bolts. Photo © ULS

The holes needed to be reamed out to size but there wasn't enough clearance to simply use the mag base drill directly on the frames. After some experimenting and in true ULS style, I made up a drilling platform to mount the mag base drill onto the frames and with less than $\frac{1}{4}$ " clearance between the drill and the cylinder block, we were able to accurately open up the holes and re-machine the countersinks.



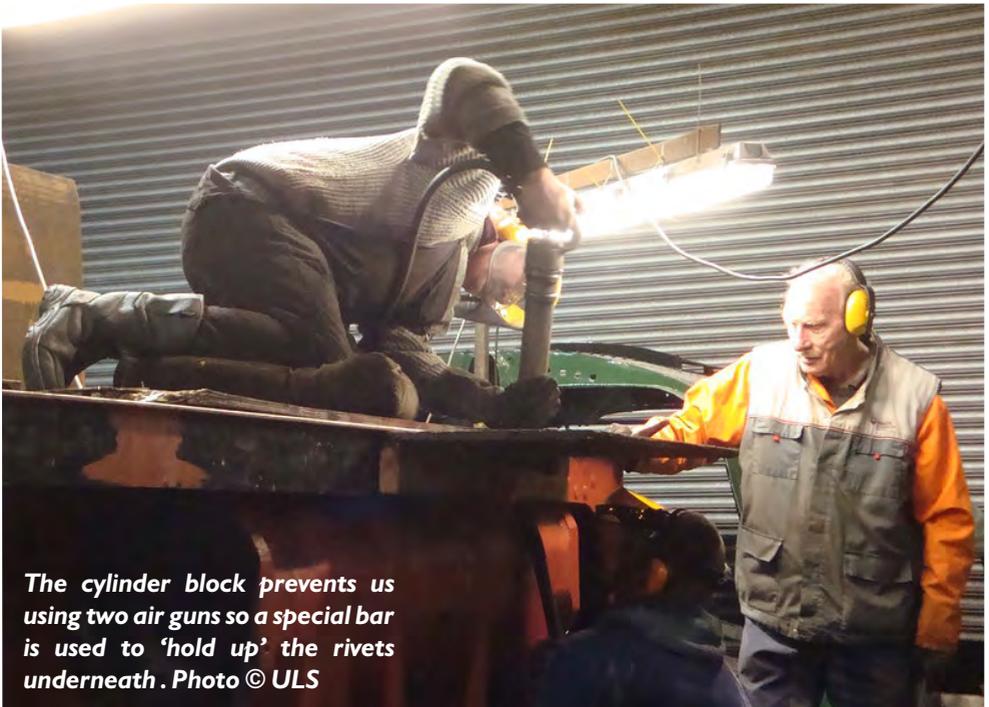
Drilling platform ULS style. Photo © ULS

At least the bolts were sufficiently accessible to allow their delicate fitting with a long handle sledge hammer! On the subject of hammers, each securing nut has been driven up dead tight prior to the nuts being spot welded to prevent movement.

The riveting to the remainder of the running plate and valence caused some head scratching; we had to get white

hot rivets into some very inaccessible places and held up in a matter of a few seconds. Well we do like a challenge!

The final piece of the jigsaw was the riveting on of both the front foot steps and brackets. These are the original steps which have been straightened and repaired to remove the ravages of a long and hard working life. To complete the job, all the countersunk heads have been tooled down with a small pneumatic air hammer to finish off and a coat of red oxide primer applied.



The cylinder block prevents us using two air guns so a special bar is used to 'hold up' the rivets underneath. Photo © ULS



Looking at the end result, I can't believe we have done it; it looks as if the engine has never been apart.

The next job was to make new steel plates which form the floor of the smoke box. These have to fit accurately to the contours of the steam and blast pipe casting as it's most important that air is not drawn into the smoke box because this will cause the unburnt char to catch light, something 30506 was prone to in the past. Steve Gault took on this particular job and has made a superb job of it.



Both rear cylinder covers have been test fitted following replacement of the studs, which in turn allowed us to test fit the slide bars. This was the moment of truth; one end of the bar locates on the motion bracket on the original frame plate, the other end mounts on the cylinder block bolted to the new frame plate. Any misalignment of the new welded frame section would show up at this point, in fact, I can honestly say that with some relief, and a little satisfaction, the original bolts pushed into the holes with no effort. *(See *Chairman's comment, page 10*).



New cylinder cover studs. Photo © ULS



R/H rear cylinder cover. Photo © ULS



R/H slide bar fits perfectly. Photo © ULS

Various parts have been repaired and are in the process of being refitted; front section of vacuum and steam heat pipe, lubricator tray and oil pipe, new studs to the centre casting to name but a few. The guys in the boiler shop have made fantastic progress on boiler number 799 with all 180 sling stays to the fire box crown fitted, all the longitudinal stays repaired and fitted along with the various copper pipes for the internal steam supply to fittings.

In the smoke box all the mountings have been faced up and new studs fitted, which has allowed the tested superheater header and other components to be refitted.



Boiler 799 with superheater header refitted. Photo © ULS



The component parts to the regulator - valve, steam pipe elbow, rod, handle, back head gland box, packing bar and steam pipe cone - are all undergoing refurbishment prior to refitting to very exacting standards.

Steam pipe elbow undergoing refurbishment. Photo © ULS

499

Not a great deal to report due to work on 30506, other than the delivery of the new bogie springs. We are at present awaiting drawings from the National Rail Museum, York for the side control bogie springs as the ones on 499 are beyond reuse. It is also most likely that we will send the driving springs away for evaluation/replacement in the near future.



The main centre casting is now undergoing refurbishment with a new access plate cut out and drilled utilising 30506's as a drilling jig.

The stud holes for this plate have already been tapped out.

Barry Stratton

STOP PRESS

With Easter and Thomas over, 30506 is now in the wheel drop part of the workshop.

Within days of the engine's move, the driving wheel sets had been removed and work commenced on the frames and components.



Spare bogie assembled to support 30506 in the wheeldrop move. Photo © ULS

*Chairman's comment

I have a golden rule NEVER to interfere with Barry's engineering reports. Very rarely, however, rules have to be broken!! Barry is a master at understating his achievements and he has certainly done that with his words here. This was not simply 'the next job'. This was the point in time where we would find out if we had got it right. We would finally see, after those years of sweat and toil, of teaching ourselves new skills, of working outside of our comfort zones, of finding ways round problems, of designing and making all kinds of devices to complete the tasks, and yes, of those years of hope, had it all paid off?

It was a memorable moment when the first pin simply slid in; there was almost palpable emotion in the air; dare I say, even a lump or two in the throat. For this was the moment we knew we had done it - the ULS had successfully dismantled and rebuilt the front end of a 97-year-old steam locomotive ... and Barry, my friend, you led this one. It is a fantastic achievement, I am proud to be part of your team and look forward to doing it all again with 499!

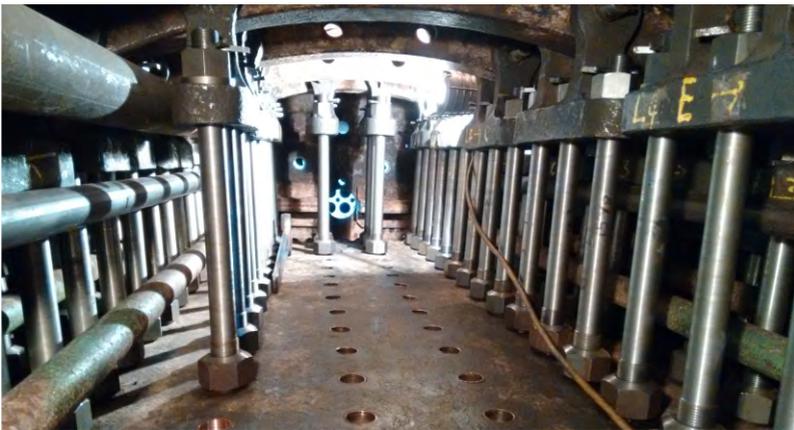
Mark Pedley

Boiler 799 Sling Stays

As Barry mentions in his report, the sling stays have now been reassembled. These support the firebox crown and sit in the waterspace between inner and outer fireboxes.



The only way to fit them is to crawl into the water space itself and we want to make special mention of the MHR Boilershop Foreman, Andy Netherwood, who undertook this difficult task. The images give an idea of the cramped area he had to work in.



In Andy's own words, "I've been in some tight spots in my time but that has to be the king of all of them!"

Mark Pedley

Original Artwork

A couple of years ago a well known heritage artist, Stephen Bedser, donated a painting of 30506 to help raise funds for the group. We began promotion at the time but other events took over. We now intend to run a limited edition of prints and the original will be sold to the highest bidder. If you are interested in bidding for the painting, please contact me (see back cover). Closing date for bids: 31 August

2017. This lovely painting, measuring 58cm x 47.5cm including frame will be on display at our Open Day on 17 June. All monies raised will go directly into the locomotives.



Mark Pedley

APPEALS FOR HELP

Can anyone help Nick Adlam, who contacted us recently looking for a first edition of The Barry List? Nick is happy to pay for a good copy so if you happen to have a spare or know someone who has a copy that they would be willing to sell, please contact Mark Pedley at urieloco@hotmail.co.uk and we will put you in touch with Nick.

We mentioned in the January issue of Stovepipe that one of our members from Canada, Chris Saunders, is planning to attend the Mid Hants Gala this Summer. We included an appeal for assistance with accommodation as 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! To date there have been no offers of help and as Chris has generously offered to make a substantial donation to the Urie Locomotive Society if anyone can assist, we are re-running the appeal. Please contact Mark Pedley at urieloco@hotmail.co.uk if you are able to help. Thank you.

Letters to the Editor

Many thanks to David Lindsell, Life Member number 1037 for writing in response to an article in the last Stovepipe. David writes:

“Thank you for another interesting magazine informing me of the latest position with the Urie locos.

I felt the need to write regarding several points mentioned in Nick Bailey’s article in Issue 4 - January 2017, pages 12 to 15. On page 14, he says that he saw a Black Motor on a works train at Stockbridge tearing up the track from Andover. The track was not removed at Stockbridge until sometime in September 1968 (see picture 60 in the Middleton Press

Book, Andover to Southampton). Incidentally, the last goods train ran to Andover Town Yard from the Junction on 22 September 1967 hauled by Class 33 D6541.

The Porton Military Railway article by K R Norris was published in the Industrial Railway Record number 148 dated February 1997, of which I have a copy. On page 281 there is a picture of the four steam locos on shed in November 1917, apparently they were all disposed of in the early 1920's.”

Nick Bailey was invited to respond and his comment was:

“Glad someone even read my notes! I guess the work at Stockbridge must have been maintenance. I saw a wagon loaded with track on the Eastleigh side of Stockbridge and, as passenger services had been withdrawn, assumed they were removing the rails. Shows it’s not enough to draw conclusions from a ‘drive-by’ and at least I know now the link survived for several years after. It was certainly gone in the 1970's as, one day on one of my early visits to the Mid-Hants from Salisbury, I pulled in (just off the road to Andover) and the

area was a scene of desolation. As to the Porton situation, we can only speculate. The air of secrecy about the place still pervades today but I do know what I saw with my own eyes. It’s not very conclusive to argue that, because 4 steam locos which had been at Porton were disposed of in the 1920's, steam was never used there again. I still live in hope that someone can throw some light. Incidentally, I spotted another error ... trains from London arrive at Platform 2 at Salisbury. Pressed the wrong button, didn’t!!!

We have been delighted to received several positive comments from members following the last issue of Stovepipe which revolved around the

theme of 'memories'. Continuing along the same lines (no pun intended!) we are very happy to include two more superb articles written by members David Harland and Ted Taylor which give a real flavour of the era and what life was like working with steam. We would love to publish more of the same in future issues, so if you have any stories to share please email them to me or post to Bridge House (addresses on the back cover).

Lynda Pedley

Railway Training Memories

My very clever elder sister went to university in the 1950's, aided by a 'State Scholarship'. I was not so talented academically but had a rather practical turn of mind, so the (then new) idea of a BR sponsored Sandwich Course was available to me. It appealed greatly for the nature of the learning as well as the fact that I would be paid, hence financially independent, if I was accepted on it.

I was born and lived all my school days at Hastings, so after an interview at the illustrious board HQ at 222 Marylebone Road, I expressed a wish to do my practical training at Ashford (Kent) or Eastleigh. I was told that there were 'no vacancies' at those places but I had a choice of training at Glasgow or Doncaster, so that is how I became a 'Great Northern' man and most of my railway career was spent in Yorkshire.

I started the 'Works' sessions of my 'thin sandwich' training in March 1959. I recall that 'new boys' did some useful work, initially in the Light Machine Shop. My very first job was drilling split-pin holes across a batch of spring hanger bolts. Before long I had broken the $\frac{1}{4}$ " drill I was using and I recall feeling dreadful at 'owning-up' to this as I imagined the whole factory would grind to a halt because I had broken a drill! I was wrong. Other simple machining tasks followed this but the pinnacle that I recall was being trusted to screw-cut a thread up to a shoulder at each end of a transverse brake beam. The threads ended up a bit sloppy but I managed it using what was, to me, a very long lathe.

The following year I was in 'D-shop' which was the main machine shop, fashioning all the main mechanical components for steam locos and also producing some sub-assemblies for them. The main frames for 'Drewry' 0-6-0 diesel shunters were also being made in D-shop at this time.



Departure from King's Cross of the inaugural run of the 'Elizabethan', 29 June 1953. (Copyright Ben Brooksbank and licenced for reuse under the Creative Commons Attribution - ShareAlike 2.0 license)

Among my memories is being trusted to specially highly polish the outside connecting and coupling rods for locos which would haul 'The Elizabethan' prestige train. I was (privately) so proud of this that I often took

my lunch breaks sitting on a pile of sleepers overlooking the station so I could see the locos with my shiny rods steam by, hauling their 'named' trains!

In later years I was allowed into steam loco assembly and finishing, and the beginnings of electric loco building at Doncaster.

Some of the early main-line diesels came through Doncaster Works for minor mods and acceptance trials, and later they started to come back for overhaul, so I was lucky really to be around at the time of transition from steam to main-line diesel traction on the ECML. Before they were all superceded I managed to get some first-hand experience of steam locos in action between King's Cross and Doncaster.

I remember firing one of the late-type Pacifics when the driver called out "Watch out, she'll rock a bit through here." So I stopped firing as we shot through Hitchin and over the Cambridge line junction at speed; I glanced at the speedometer which showed 90mph - a life-time memory for me!

David Harland

My Involvement with Railways

I was born in 1935 in Lambeth, London and, so I was told, lived the first part of my life in Brixton before we moved to Chelsea. Lewis Buildings, I might add, not the posh part. The Chelsea part is significant, as we shall see.

My very first memory of railways is that, I presume in early 1940, Mother, sister and I were evacuated to Pembrokeshire. Sadly I never took the opportunity to ask my Mother where exactly. I remember that we were in a compartment packed with soldiers. I also remember passing through the Severn Tunnel. I don't know how long we remained in Pembrokeshire. Probably not long. We had no money and survived on the Oxo cubes my Grandmother used to send us.

Back in Chelsea we survived the war. At one time I had quite a good collection of shrapnel that I used to pick up on a daily basis in our yard. We survived a nearby parachute landmine and a V1 'buzz bomb' which landed within 75 yards of our flat and blew out all of our windows, showering me with glass as I was sleeping behind the settee under the window. From then on it was down the shelter every night. Schooling was, of course, punctuated by air raids, V1's and later V2's.



LCDR Kirtley designed RI 0-4-4T No. 1706 at Gillingham on 12 February 1939. [Mike Morant collection]

At the age of 11 it was time for secondary school. With so much schooling missed there was no chance of grammar school. Instead, I went to Chelsea Secondary Central. Odd title for a school that was located at Bagleys Lane, Fulham. I can't

remember which of my fellow pupils suggested that we take our lunch just down the road to the gas works which was adjacent to, what I now know, was the West London Extension Railway. I also now know that what was just the other side of the gas works was Chelsea Basin, a goods yard of some size, originally built on top of a former canal basin. The only locomotive that I remember seeing was an ex-SECR R1 number 31706. How odd, the little things that stick in your mind. Every day it seemed there appeared 31706 on a pick-up goods train. Always going North.

It was about this time that, although we were very poor, we managed to have two holidays. The first was to Ramsgate. I remember that we travelled from Victoria behind a King Arthur class locomotive. On arrival, there across the station was the loco shed. The second, and last holiday that we had, was to Ryde on the Isle of Wight. My father must have been interested in railways because we travelled over every bit of the network. Ryde obviously and Ventnor stick in my mind.

That started my fascination with railways and soon I was 'bunking off' school to spend the day at Clapham Junction, there to collect engine numbers. I have no idea whether a fellow pupil started me off trainspotting or whether it just happened. I duly expanded my visits to include Stewarts Lane where you could stand on a bridge which led into the shed yard. I remember seeing 'Spitfire' and 'Fighter Command' brand spanking new. Visits then to Nine Elms, where by leaning my bicycle up against a wall and standing on the saddle, I could peer over the wall to take in the vista of the shed yard.



46208 Princess Helena Victoria c.1948 approaching Shap summit. [Mike Morant Collection]

As I got more adventurous I visited Camden. It wasn't possible to get in by the official entrance as it was overlooked by an office. An adjacent road had a gents urinal and via that it was possible to get over the wall and then along a ledge and drop down adjacent to the turn-table. There I had my first encounter with a railway employee. I was spotted and so was expecting to be ejected from the shed. But no, this man turned out

to be a shed driver and invited me up onto the footplate of a loco in steam. Another indelible memory. It was 46208 'Princess Helena Victoria'.

My trainspotting continued with visits to Grosvenor Bridge outside Victoria where there was an iron gate that allowed me to see Brighton Atlantics for the first time. King's Cross with the mighty A1's, A2's, A3's, A4's and V2's. Frequent visits meant that you soon got blasé. Not 'Mallard' or 'Woodcock' again! At the platform ends at Paddington were the gloriously named Stars, in addition to Castles, Kings, a multitude of Halls and some Counties. Plus, of course, 'tanner ones' on local passenger trains and panniers on empty car duties. I was never that keen on Euston or St Pancras, and Liverpool Street was a strange, very smoky hole of a station. My second footplate experience was at Maidenhead when I was invited onto a 1400 class 0-4-2 locomotive. All of this made me decide that when I left school I wanted to work on the footplate. I said earlier that we were very poor. We got poorer when, in 1950, my father was admitted to hospital. He died in 1953 aged just 42.



Ted Taylor in 1951.

I hated school. My best subjects were English and, thanks to my fascination with coach destination boards, Geography. I hated French lessons. Why did a railwayman need to learn French? So, at the first opportunity, I left school after my 15th birthday, whereas I should have stayed on until 16. The family desperately needed me to be earning money with no income from Dad, two sisters and two brothers to support and Mum working as a cleaner at John Lewis. I started work at Nine Elms (70A) in 1951 as a cleaner. To my great regret, from that day on I stopped collecting engine numbers, although again, one or two locos stick in my mind.

I read somewhere that someone had stated that unrebuilt Bullied Pacifics did not catch fire. I can assure you they did. The oil bath would spread oil everywhere, including under the boiler cladding. I remember cleaning 'Sir Archibald Sinclair' which had hardly any paint left on one side where the lagging had caught fire. Another memory from Nine Elms was seeing the last two 'Paddleboats' out of steam and waiting to be towed to Eastleigh for scrap. As my 16th birthday approached I was given the opportunity to join footplate crews on a variety of locomotives. All part of the sensible plan to give a trainee as much experience as possible before being passed for

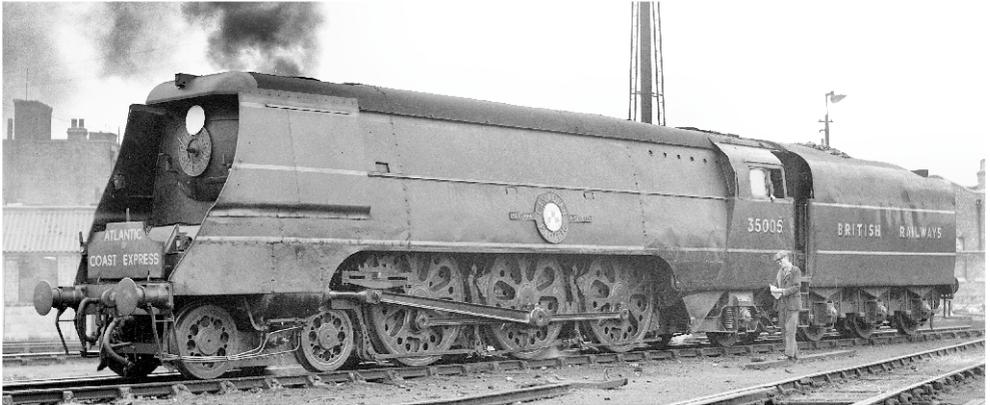


Rebuilt Drummond T14 class 4-6-0 No. 30446 with the West of England main line headcode but running on the local line rather than the main. This shot isn't firmly dated but 30446 came out of storage at Nine Elms in March 1949 by which time it had been BR numbered and was withdrawn in April 1951. [Mike Morant collection]

firing. So, everything from the humble M7's on Waterloo/Clapham empty cars, H class and E4 carriage shunting at Clapham yard. The E4 gave me my first introduction to Westinghouse brakes - with the standard remedy of clouting the pump body with the coal pick when it stopped working. Z class shunting in Nine Elms goods yard, Q1 class, 700 class (Black Motors), N15, S15 and H15 (Chonkers) classes on Feltham goods workings, Schools, WC, BB and MN classes to and from Waterloo to Basingstoke.

Especially difficult was getting the Bullieds to climb up the very stiff incline on the exit line from the loco shed to the running line. I recall walking alongside a violently slipping loco armed with a shovel, placing sand and ballast on the rails in an attempt to find grip. It was at this time that the coal hopper was out of action due to a wagon on the tippler deciding not to get to the top. It was Festival of Britain year so to avoid smoke at Waterloo, Welsh coal was used instead of the usual hard coal. Very, very soft stuff is Welsh coal. Being craned out of the receiving wagons onto the ground and then craned again into tenders and bunkers was a recipe for dust rather than lumps. Not that it made any difference to the problems of MN 35005 Canadian Pacific which was fitted with a mechanical stoker. The stoker failed frequently due to coal

blockages so imagine finishing the run having to use the shovel with no decent lumps available through the half fire door! Woe betide you if you made smoke at Waterloo! There was always a 'smoke jack' (Loco Inspector) on duty to report failings.



Bulleid Merchant Navy No. 35005 'Canadian Pacific' sports the original style of Atlantic Coast Express headboard at Nine Elms mpd. [Mike Morant collection]

Similarly, blowing off from safety valves was a crime. It was very difficult as we had no previous experience of Welsh coal which ignites in a totally different way from 'hard' coal. Working the empty cars from Clapham Yard you would struggle for steam most of the way and then the fire was nicely burned through by the time you got to Waterloo.

I hated the M7's; very weak locos. It was always touch-and-go getting a long train of empties away from Waterloo across most of the running lines to reach the 'Down Windsor local' line to Clapham. Similarly, if you were stopped at Vauxhall by signals, getting away with the train on a fairly tight curve could be a problem.

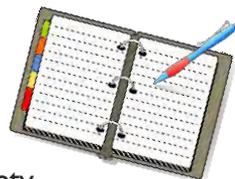
Anyway, not wanting to finish up as an electric train driver and being frightened to death by the act of coupling a Pacific to the Bournemouth or Devon Belles with the added problem of the overhanging corridor connections, I decided to find out if the shunters did the coupling at other stations. A visit to St Pancras provided the answer. So, to the horror of my chargehand cleaner, I applied to move to Kentish Town. ... *TO BE CONTINUED.*

Ted Taylor

30499 - Tender still to be lettered and receive its 'cycling lion' crest. Taken at Eastleigh, 13 January 1949. Alan Warren, Canada. Photographer was a late friend of Alan's, Cyril Norman.



Date for your Diary



OPEN DAY

As mentioned in the January issue, the Urie Locomotive Society will be holding its annual open day on Saturday 17 June 2017. We have replaced the front frame sections on 2 steam locomotives and fully rebuilt the front end of one of them. Come along, meet the team who have achieved this incredible feat and find out why the restoration of 499 will be a truly unique project.

Donations

Many thanks to the following for their kind donation of books, magazine and other items for the sales stand:

Richard Bentley	Barry Goring	Les Jackson	Ted Taylor
Martin Buckle	Vic & Trish Hickmott	Neil Marshall	Robert Treagus
John Charlton	Bill Horsfall	David Sparrow	Bob Waterman

ULS Sales

The sales stand volunteers have done a remarkable job of raising £1,100 this year to date by selling second-hand books, DVD's and other donated items at various events, and Ian Coward has raised a further £400 on eBay sales. However, with more cash needing to be spent on the locos this year, we need to raise as much as possible.



Our sales team comprises around 7 members who work predominantly MHR galas/special events and local model railway exhibitions but they cannot do everything and more volunteers who would be willing to 'man' the stand to help them out are desperately needed. We have the following events booked: Open Day on 17 June and two Bullied weekends at the beginning of July (the Mid-Hants Summer Spectacular) on 1-2 and 7-9 July, but we could do more! If anyone would like to volunteer their services on the sales stand, please contact Ian Coward on urieloco.sales@hotmail.com. Many thanks.

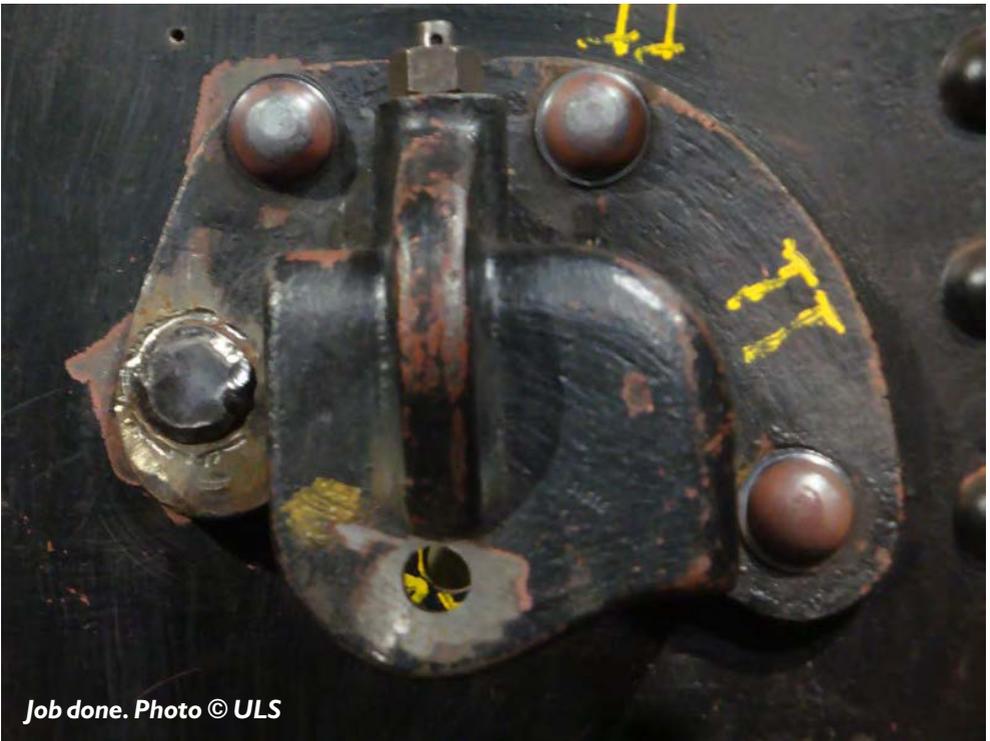
... and finally

Our newly acquired riveting skills were recently put to good use to help out the Mid-Hants engineering guys with a little job. 12 spring-hangers had been removed from the new chassis for Wadebridge's tender to facilitate some remedial works. The problem was that these then needed to be riveted back on, but the boiler shop team (who would normally be tasked with this work) were overloaded themselves. Enter team Urie! All done in a day and a bit, we're pleased to help.



The team in action. Photo © ULS

Perhaps we should audition for 'Britain's Got Talent' next???



Job done. Photo © ULS

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

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