

STOVEPIPE

Magazine of the Urie Locomotive Society



Contents

Page

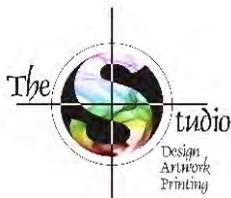
2	Contents	15	My Involvement with Railways Pt 2
2	Legacy	20	ULS Sales
3	Honorary President's Statement	21	Date For Your Diary
4	Chairman's Statement	21	Donations
5	Engineering Report	22	MHR 40 Years' Service Awards
11	Photo of 30506 in 1962	23	... and finally!
12	2017 Open Day		
14	Letters to the Editor		

Legacy

In the January issue of Stovepipe we announced the sad passing of Barry Fletcher, a long-time member of, and financial contributor to, the ULS. Barry clearly thought highly of the group and wanted to do as much as he could to help us achieve our goal, so much so that he remembered us in his will.

The Society has now received a very generous legacy and this will be used towards a specific component for 499 - we know which one and will reveal all during 2018!

Mark Pedley



Stovepipe is printed by The Studio, Romsey.
Telephone: 01794 511800
ben@thestudioromsey.co.uk

Cover Photo - The new ULS Sales Cabin open for business at Ropley

Honorary President's Statement

Memories - more recent this time!

A very warm day in June and a magnificent display of the achievements of the Society - it really was a great occasion and many congratulations to all involved with the Open Day. The two locomotives and the rolling stock are steadily making progress in a very professional way and this is a great achievement by all concerned. A very sincere "thank you" to everyone.



September is back to school time, which recalls some of my school days which were spent at Shoreham Grammar School in Sussex. Possibly one of the better schools for someone who was interested in railways as it was situated on the south side of the railway line between Brighton and Worthing and just to the west of Shoreham Station.



32424 "Beachy Head" H2 Class Atlantic, 13 April 1958. Location and photographer unknown

Not very good for studies, though - the first interruption to concentration was the 9:40am from Brighton to Bournemouth. This was usually a four or five coach train hauled by Atlantic "Beachy Head" or a T9 - the train was non-stop through Shoreham and would normally be making short work of the gradient up to the bridge over the River Adur.

The next interruption to studies would be the 11:00am from Brighton to Cardiff, again non-stop through Shoreham, and the heaviest of the three non-stops. A Brighton West Country would be in charge. The two West Country's would take their trains to Salisbury.

Amongst the frequent service of electric trains would be the occasional Push-and-Pull between Brighton and Horsham via Steyning. Happy days!

Robert Urie (Grandson of Robert W Urie)

Chairman's Statement

Well here we go again; the nights are closing in, the temperature is falling and the weather is definitely getting wetter. September this year is just like all the others ... but not for the ULS. This September is different because we have finally achieved another of our goals ... the Society now has a permanent sales base! My very grateful thanks go to Matt Drain from Elford's Sheds who provided and erected the customised cabin at a very generous discount and to all those who helped complete the build. I would also like to thank Jan Coward for her most generous donation towards the cost of the cabin which was finally brought into use for the MHR members and shareholders weekend. It will be opened again for the diesel gala in October then closed down for the winter which will allow us to complete the few jobs still outstanding. This facility gives us a focal point to not only generate sales revenue but also to showcase the Society and the work we are doing. Hopefully membership and donations to the 499 Appeal will increase as a result, but for that to happen the cabin needs to be open on a regular basis. Can you help???

Matt Drain (left) formally hands over the new cabin to Mark Pedley. Photo © ULS



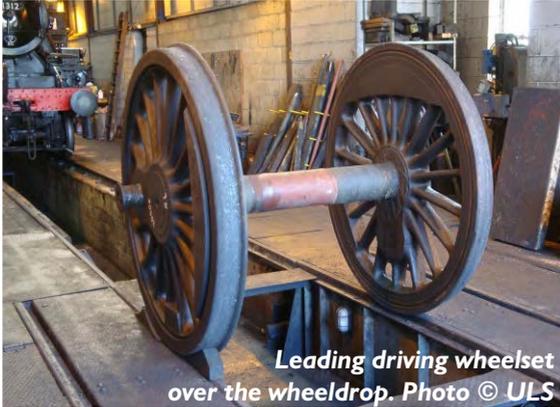
On a more sombre note, it falls to me to inform you that Ian Coward is temporarily stepping down as Sales Officer to undergo treatment for a serious illness. We all wish Ian well and look forward to his arrival back in the team next year with the high levels of energy and enthusiasm for which he has become so well known. In the meantime, I am delighted to announce that Sue Heanes has agreed to take over as Sales Officer in Ian's absence and we all look forward to working with her to develop this important aspect of the Society. If anyone is interested in helping out on the sales side either at Ropley or events further afield, please contact us by post or via urieloco.sales@hotmail.com.

The summer period generally has been spent finishing off 'little' jobs on 30506 whilst the MHR's engineering team has got to grips with the rest of the mechanical overhaul. Now though, THE project is about to be restarted ... the restoration of 499 to full working order in her original, 1920 as-built condition. Why not come along to the AGM in November and find out all about this unique project. I look forward to seeing as many of you there as possible.

Mark Pedley

Engineering Report

With the completion of the rebuild of the frames and cylinders of 30506, the next major task was to remove the driving wheels to allow refurbishment to the entire axle box and wheelset assembly.



Leading driving wheelset over the wheeldrop. Photo © ULS

The plan was to use the wheel drop, dependent on the availability of two accommodation workshop trolleys to support the frames. One trolley was due to be released from under Cheltenham which itself had undergone frame and axle box repairs, however, a second trolley was not available. We therefore proposed using our

spare S15 bogie which was dismantled at Ropley; it was re-assembled in a few short hours utilising 499's wheels.



30506, temp bogie at the front and accommodation trolley to the rear. Photo © ULS

The loco was moved into the wheel drop and the driving wheels removed by the railway staff and volunteers. With access to the frames, we could now remove the frame stretcher under the firebox which was found to be cracked some while ago.



Old rear frame stretcher. Photo © ULS

A replacement was made on site and subsequently riveted up.



Newly fabricated rear stretcher. Photo © ULS

There was some concern with an area of the original frames just to the rear of the R/H motion bracket which had two separate old welded repairs, but these were subjected to a non-destructive test and were found to be OK. With this done, we could then look at replacement of loose rivets in the same area, the reason for which became evident when they were removed. No doubt these rivets had been replaced on a number of occasions over the years as the holes were oversized, oval and bore the signs of none too accurate use of a gas axe! Suffice to say a great deal of effort was needed to rectify this, drilling and cleaning the holes and re-doing the countersinks. The actual riveting proved to be the easiest part of the job!



Loose rivets have been removed. Photo © ULS



New rivets seen from inside the frames. Photo © ULS

The driving wheels, once removed, were sent to a contractor to re-profile the tyres and true-up the journals and crank pins. When the driving axle boxes had



New axlebox casting ready for machining. Photo © ULS

last received attention nearly 20 years ago we had noted that two were badly cracked and were unlikely to remain usable for long. Fortunately, the original pattern was available and we had two replacements cast at some considerable expense. These were removed from storage and have now been machined.

The remaining axle boxes are of considerable age and have received various repairs to reclaim worn faces. The workshop staff have made a good start to totally refurbish each one as near as possible to original dimensions. When the horn block liners were closely examined by them, some were found to be worn and not worth re-grinding as the recesses for the fixing bolts were barely deep enough to accommodate the heads, so new plates are awaiting machining.



30506's front bogie has been totally dismantled and work at present includes new side control stops and replacement of various loose rivets. This resulted in the removal of two horn blocks as, again, the holes were so badly gas cut and over-size that we had to weld up holes in the frames and re-drill to the original size.

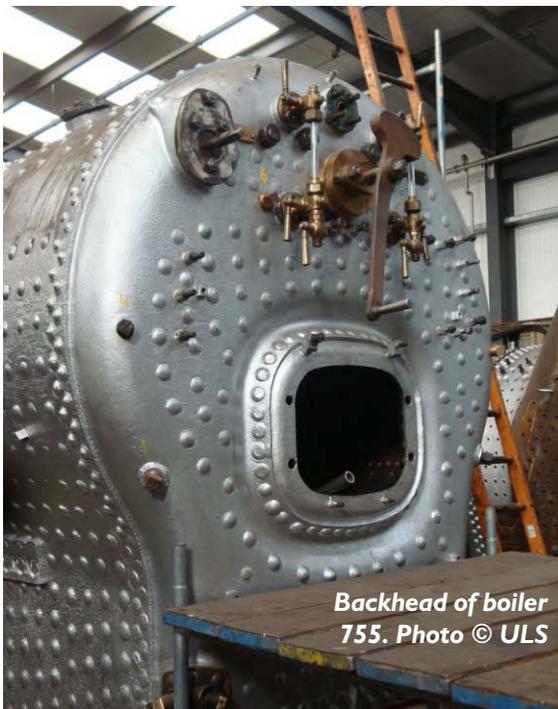


The main pivot casting was found to have a slight crack and has been welded. The slide faces, which the casting bears on, are in need of new lining plates. Many parts have been refurbished in the machine shop ready to refit. The valve heads have been replaced and all new bushes made to fit the valve rods, along with countless bushes and pins for the break gear.

In the boiler shop, great strides have been made on boiler 755 and all of the firebox crown stays are now in place. This has proved to be a monumental task – the crown stays consist of 180 sling stays, three rows of direct stays and two rows of set bolts



Completed installation of firebox crown stays, crown bars etc viewed from inside the boiler barrel. Photo © Andrew Netherwood



Backhead of boiler 755. Photo © ULS

screwed into crown bars – a very complicated set up when one adds the various internal steam pipes and other bits. Considering the small space it's all crammed into, the guys have done a brilliant job.

The back-head fittings are largely in place along with the regulator with a fully overhauled valve which, I am reliably informed, caused some interesting antics during installation!

The new super-heater flues have had their copper ends brazed on and the small tubes removed from store and annealed (see photo overleaf).



**Braising copper ends
on flues. Photo © ULS**

These brief notes can only give an outline of the tremendous amount of work that has been undertaken by all the staff and various volunteers, both during the week and at weekends, and we are indebted to them all.

Barry Stratton



**The gang moving small tubes to the boiler shop.
There's Compo, Clegg, Foggy!!!. Photo © ULS**

30506 at Bournemouth, April 1962. Photo © Simon Dewey



2017 Open Day

The months of June and July appear to be becoming our strongest period for fundraising. Last year's trial open day raised £2,500 on the day and together with the subsequent 4 weeks, that total increased to £6,500 in all forms (including membership renewals and new standing orders for the 499 Appeal). Members and public alike showed tremendous enthusiasm for the show we put on so we were determined to do it again this year, even though we knew the funds raised wouldn't reach the heady heights of 2016 ... WRONG! I readily admit to being the world's biggest optimist, but even I didn't envisage what was about to happen: on the day we raised £4,000, and after the same 4-week period the total finished at £8,500!



Visitors at the June 2017 Open Day. Photo © ULS

Thank you so much from the committee to everyone who came along, it was wonderful to see and talk with so many of you. We were particularly delighted to welcome Bob Urie, his son David and his family, who all came along for the afternoon. It was encouraging to see future generations of the Urie family taking such a keen interest in progress on the engines.



The 'team' from L - R: Mark Pedley, Bob Urie, Barry Stratton, Steve Gault, John Fry and David Urie, Bob's son. Photo © ULS

Our grateful thanks again to Andy Netherwood, MHR Boilershop Foreman, who came along to talk with visitors about the work done on boiler 755, to Becky Peacock from the CanPac project who organised a number of site tours on the day and to Lynda who spent many hours preparing signage, photo boards and all the 'behind the scenes stuff' which can be the difference between success and failure in these events. Lastly, but by no means least, our very grateful thanks to everyone at Ropley who ensured the sheds were tidy and free from obstacles for our visitors to safely enjoy their day with us.

It goes without saying that we will hold another open day next year. I haven't yet agreed the date with the MHR but I hope to be able to announce it in the January 2018 issue of Stovepipe. In the meantime, let me give you something to think about: June next year, 30506 COULD have the boiler in the frames; 499 COULD be riveted up with cylinder blocks on; our locos COULD be sat next to each other for the first time in ??? years ...now that's what I call a target!!

Mark Pedley

Letters to the Editor

Thank you to Alan Gosling, life member, who wrote in with his memories, inspired by an article from the last Stovepipe:

“The photograph on page 19 of Issue 5 reminded me of a certain Saturday when I was amongst children and families of members of the Railway Correspondence and Travel Society who had popular picnic events and cricket games on Shawford Downs.

We were enjoying ourselves with cakes and trying to play cricket when an unusual sound appeared. This turned out to be T14 No 30446 on an

additional boat train from Southampton Docks to Waterloo. This must have been one of its last runs, as it was withdrawn shortly afterwards at Eastleigh.

This was a much-described event, and duly was reported in “Railway Observer” monthly magazine. Such events on Shawford Down are no longer possible as Mother Nature has taken over the space formerly used.”

Member Ted Taylor, who wrote part one of his memories in the May issue of Stovepipe, wanted to mention a couple of points before continuing his story:

Coupling up under corridor connections was not the cause of my seeking a better option. It was the chaos underfoot. Loco’s standing over the points with a multitude of rails, including live electric rails, to contend with. I was once warned not to pee over the side of the loco to avoid electrocution. A likely tale, I afterwards discovered.

Empty cars into and out of Waterloo brings another couple of experiences to mind. On one trip, the driver was told to compress the hydraulic buffers as the last coach was standing foul of the next platform. We did. The result was that the water escaped from the hydraulic system and caused a flood in the staff canteen which was situated downstairs. A more common experience was that, after uncoupling our train brought in from Clapham sidings, on the train being given the ‘right away’, it was our job to help the train loco get away by pushing the coaches to the end of the platform. It seemed to be a normal occurrence that our driver was distracted and we got left behind. Once caught up we were then going faster than the departing train, so bounced off the rear coach buffers a couple of times before adjusting our speed to that of the train engine!

My Involvement with Railways - Part 2

I do not know why it was that I chose to visit St Pancras to see what was offered by other parts of British Railways. I could just as easily have gone to old haunts at Euston, King's Cross or perhaps Paddington. I have to say that a visit to the black hole that was Liverpool Street never crossed my mind. I guess that part of the decision-making was that, whilst at Nine Elms, my transport was my trusty bike that my Dad had bought for me a few years previously. One morning on the wet, slippery cobbles that were adjacent to part of my route to work, near Battersea Dog's Home, I skidded and came off. Little damage to me but a bent crank on the bike which was more or less put right when I arrived at the Loco Shed by my friend the Steamraiser; he who had taken me under his wing to initiate me in the art of fireboxes, brick arches, tubeplates and, of course, fire lighting and steam raising. He used his hefty boot to more or less straighten the bent crank far enough for it to clear the bottom bracket and frame.

Anyway, from a St Pancras visit, I chose to move to Kentish Town. With that well-known every-day experience, hindsight, a bad move, but more on that as this story progresses. With my application to move regions accepted, there were no more footplate excursions for me. Warned about losing my months of seniority, I ploughed on. My last remembered task was to clean an



out-of-steam 30777 'Sir Lamiel'. Odd how even though I gave up collecting engine numbers the day I started work, much of my on-going regret is for not keeping notes of my involvements. Some numbers, for whatever reason, remain fresh in my memory.

So transfer with my loss of seniority happened very quickly. Transport was now via District Line underground train from South Kensington, change to Tottenham Court Road and then Northern Line to Kentish Town; this followed by a brief walk up Fortress Road to the loco shed. This was all very exciting because, Bullied Pacifics apart, the locos on shed all appeared to be much more modern than I was used to. Regulations meant that a young lad could not progress from cleaner to fireman until aged 16. Approaching my 16th birthday I spent a short while back cleaning engines. Mostly 5XP Jubilee class, of course. The only one that sticks in my mind was 45616 Malta GC. Because the island of Malta had played a key part in the not long finished war, I decided that the nameplates should get an extra shine; I therefore gave it my best effort. This was commented upon and commended by passing drivers.

45616 'Malta GC' at Leicester, April 1956. Photo by P. H. Groom, courtesy of Mark A. Hoofe. Used with permission from the website of Simon Robinson (www.jubilees.co.uk/photos/45616a.html)



Unlike Nine Elms, there were no useful footplate experiences to be had. You were just an object. No interest at all to 'higher management'. The only other experience that remains in my memory was that a fellow cleaner showed me the joys of smoking. What happened to Woodbines? I was hooked. Even progressing to Capstan Full Strength.

My sixteenth birthday arrived and I was promoted to fireman and partnered by Harry Ambridge. There I was as part of the 'Cattle Dock Link'. The Cattle Dock hardly appears in maps that I have seen of the area, but there it was, just

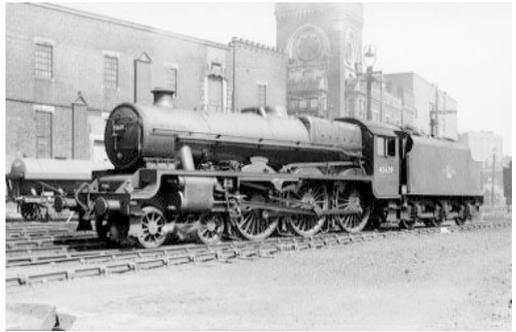
across the main lines on the other side of the loco shed. The task there was to shunt wagons and coaches as required with the normal loco being a 'Jocko' please, not a 'Jinty'. That term was not known to railway men. For some reason, occasionally the Fowler 3F 0-6-0T (Jocko) was replaced by something else. A venerable Class 2F 0-6-0 dating from 1875 is remembered with affection. It was custom and practice towards the end of the shift to fill the water tank and clean the fire ready for the next shift. My first proper experience of so doing.

Harry Ambridge was a joy to be partnered with. I was told that he had suffered an altercation between a bridge and his head whilst a fireman and thus was confined as a driver to the Cattle Dock shunting operation. A jovial man, he was the perfect introduction to my career as a fireman. I even got to move the loco on my own from time to time whilst he retreated to the cabin. But only as far as the water column.

All too soon, as it happened, my euphoric introduction to footplate work was shattered. Promotion to the next link up. A link was a set of tasks that encompassed a type of work and involved a number of weeks with different signing-on times and a set number of men to carry out those tasks. Link sizes varied. The largest links were, in my experience, those devoted to Control Relief. But more on that later. Promotion was based upon seniority and you progressed from simple shunting, local trip working, local passenger working, long distance freight working and lastly, the top links - Express Passenger work.

So here we are in the next link up - Preparation and Disposal. Always two or three sets of men on duty to either spend their shift getting an engine ready for another crew to take out or, even worse, spending the shift disposing. That entailed coaling and watering the loco, cleaning the clinker from the fire, emptying the ashpan, cleaning out the char from the smokebox, then stabling the engine in a position so that it could easily be retrieved for its next duty. My driver in this link, another lovely man, was Harold Dobbs. A non-smoker, moderate drinker and devout Christian. No swearing, despite the traumas faced during disposal, and no playing crib in the bothy between activities. A preparation turn could be just that. Preparing a number of locos and leaving them ready for a crew to take over. A better turn was to take the prepared loco down to St. Pancras, there to hand over to the crew that would work the

train. The loco would normally be a 5XP Jubilee. You were allowed one hour to prepare or dispose of a tender engine and 45 minutes for a tank engine. A day's work would therefore normally consist of six locomotives, thus allowing for a meal break. When we were really busy on disposal, Harold would take one engine and me another. I



45639 Raleigh at Kentish Town. Date unknown.

therefore got a lot of experience in driving a multitude of different locomotives, if only for a matter of 50 yards or so.

One turn in the link was different. Book on at 2200 hours and dispose of eight tank engines that had been employed on local passenger turns. The locos were already lined up when you booked on. Boy did we shift between us! I normally managed to catch the last underground train from Kentish Town about 15 minutes after midnight. It was on this turn that, jumping across the inspection pit one night, I tripped and fell into the pit, smashing both of my front teeth. Fortunately, I had fallen completely into the pit and not left dangly bits of arms or legs for Harold to run over.

Going back to the disposal of tender engines, those 5XP's were thrashed to keep time on the Manchester, Leeds or Sheffield runs. When you opened the smokebox door you had to step back to avoid getting a boot full of ash. It would be level with the locking bar most times. Facilities were appalling; no water to keep the ash down, and standing in a pit full of water, ash and clinker. If the wind was blowing, you would normally get ash down your neck as well.

Some of the later 'black fives' were fitted with rocker grates and self-cleaning smokeboxes so it was a total delight if, when it was your turn for the next loco on shed, it turned out to be a 'rocker'. We always seemed to be on duty at the same time as driver George Bunker and his mate. George always seemed to have the luck of the devil and had more than his fair share of 'rockers'. George remains in my mind for another reason as well. If he needed to take a comfort break for what a Glaswegian might call a 'jobbie', he would announce that he was "off to clean my fire". I have to confess that, in the right company, I have picked up that saying and use it myself.

1952 was the year of the last great London smog. Transport was severely disrupted with bus conductors walking in front of the few buses running with lighted torches. I walked to work from Chelsea to Kentish Town and, despite taking a wrong turn from The Strand, got to work on time. 1952 was also the year of the Harrow smash. Our breakdown crane attended.

In due course I was promoted to the next link up. Harold looked at the list when it was posted and said that I would be partnered by Driver Hallam. An individual that nobody had a good word for. He said that he felt sorry for me. I had a hateful time with this driver. He was a control freak and nothing a fireman could do was ever satisfactory. The tasks in the link were various local trip jobs together with local passenger turns between St Albans or Barking and either St Pancras or Moorgate on the underground.

In this link I discovered that the Fowler 4PT 2-6-4T locos were flyers and could run faster than the later Stanier versions. Talking of Fowler locos reminds me of the one and only time in my career that we stuck for shortage of steam. The loco was 40022, one of the condensing versions. Not that anyone ever used the condensing facility. You were supposed to use it when travelling on the underground to and from Moorgate. Condensing heated and fed water in the tank. Injectors will not work with hot water so you would have to use the feed pump. The chances were that the pump would not work. Anyway, on a St Pancras to Barking turn with 40022 we stuck eventually on a downhill section with not enough steam to keep the vacuum brake from applying itself and, needless to say, the boiler water in 'the bottom

40022 at Kentish Town, 1962.



nut'. My driver was not best pleased. I expect I got the blame when the delay was reported but I think that the loco had been out too long without having the fire cleaned and should have

been restricted to freight only turns because of its reputation. As a naive seventeen-year-old, I had not the wit to request a change of driver so put up with it.

I said in one part of my story that we were very poor - no bathroom and having to share beds with siblings. Well, we did not know that a better life existed, that was how life was. Despite my father being away in a Nursing Home, where he subsequently died, and the fact that my earnings were extremely valuable to my Mother, I had got married at the stupidly young age of seventeen and moved out to live with my new wife in digs. I am sure that my Mother felt compensated by not having to put up with my grime and odd hours. At least my brother could then sleep with clean sheets and not be faced with my odd working times.

In the bothy one early morning I got talking to a fellow fireman, George Tarbuck. He said that he had applied for a transfer to Bletchley in Buckinghamshire where a new town was being built and a house could easily be obtained. I decided to follow his example and applied for a transfer to Bletchley. ... *to be continued.*

Ted Taylor

ULS Sales

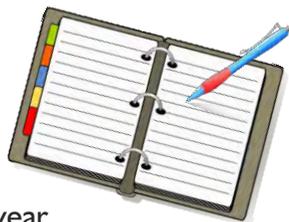
So far this year, with attendance at Southampton MRC show, our Open Day and all the MHRS gala events, sales have achieved the princely sum of over £1,600 (with a further £600 from eBay). We all owe our sales team of Sue Heanes, John Barrowdale, Crawford Wright, Ian Coplestone and Mike Petherbridge, a great debt for all their efforts.

The weekend engineering team have now provided us with a magnificent sales platform in the shape of the sales shed at Ropley, which will greatly eliminate the transport, storage and handling of stock. It also gives us the opportunity to tout for business throughout the operating season. To capitalise on this, we need more helpers. Can you give us a few hours to operate the sales shed next year? We don't have to open all day - just a few hours in the middle of the day will suffice. With 506 steaming next Summer, the railway will be attracting the crowds and give us a golden opportunity to raise funds to speed the restoration of 499. Please help us to achieve that goal in 2020.

Ian Coward

Date for your Diary

ANNUAL GENERAL MEETING



This year's AGM will be held at Ropley on Saturday 18 November. The format will be much the same as last year (see enclosed flier), with an opportunity to view our loco's and chat with the team/fellow members for a couple of hours before we gather for the formal stuff. Weather permitting the sales cabin will be open for business, so don't forget your wallets & purses!!!!

As an added incentive for you to attend, I have PROMISED to keep fairly quiet this time so we don't overrun!

Please come along if you can and feel the buzz.

Mark Pedley

Donations

OUR APOLOGIES

We will always acknowledge donations of books or any other items for our sales stand. Unfortunately, a note containing the names of some recent donors has gone missing! If you have recently made a book donation which has not been acknowledged, please let us know and we will make the correction in the next Stovepipe.

Our thanks go to the following for their kind donation of books, magazines and other items for the sales stand:

Colin Amesbury
Richard Bentley
Keith Brocks
Martin Buckle
John Charlton

Neil Cox
Andy Ford
Bryan & Jack Girling
Barry Goring
Alan Inder

George Shields
Bob Smythe
Ted Taylor
Bob Waterman
Andrew Westlake

MHR 40 Years' Service Awards

Congratulations to Barry Stratton, John Fry and Fred Rogers who were among a number of long-serving MHR volunteers to receive their certificates for 40 years' service to the railway. Clearly, they are also the longest standing members of the ULS engineering team and we owe them a huge debt of gratitude for getting us to where we are today.

Mark Pedley



Elford Sheds












THE RIGHT CHOICE FOR SERVICE AND VALUE

Quality timber buildings made to your specifications

All types of Building Including: Sheds & Workshops • Summerhouses & Gazebos

- Play Houses • Garages • Tool Tidies & Potting Sheds • Home Offices
- Solar Sheds • Pool Houses • Swimming Pool Pump Rooms
- Pool changing Rooms • Timber Conservatories • Dog Kennels • Beach Huts






Why Choose Us?

We are a family run business that has been designing and erecting Timber Buildings for over 26 years. We can design and construct any timber building to your specification

- Shed repair service available from re-felts to new panels
- Profast Rubber Flat Roofing installed here !!!
- 20 year Guarantee











TO AVOID DISAPPOINTMENT CALL FIRST TO CONFIRM OPENING HOURS

The Yard, Botley Road, North Baddesley, Southampton, SO52 9DP | OPEN 6 DAYS A WEEK

www.elfordsheds.co.uk • 01794 523388 • FREEPHONE 0800 644 6334

... and finally

Taken from 499, 30506 and 828: "Is this the biggest gathering of S15 chimneys since the sixties?!!!" Steve Gault's own words after a Summer's day weld repairing all three.



Photo © Steve Gault

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

Robert Urie - Honorary President & Trustee

Mark Pedley - Chairman & Director

Bridge House, Chilworth Drove, Chilworth, Southampton SO16 7JH
(email: urieloco@hotmail.co.uk)

Roger Burt - Vice Chairman & Trustee

David Barfield - Director, Secretary & Trustee

Tylston Cottage, Tunbridge Lane, Liphook, Hampshire GU30 7QA

Barry Stratton - Director & Trustee

135 Winston Avenue, Branksome, Poole, Dorset BH12 1PD
(email: urieloco.engineering@hotmail.com)

John Fry - Trustee

(email: urieloco.technical@hotmail.com)

Fred Rogers - Trustee

Steve Gault - Trustee

Ian Coward - Sales

(email: urieloco.sales@hotmail.com)

David Pratt - Membership

(email: urieloco.membership@hotmail.com)

Lynda Pedley - Marketing & Website

(email: urieloco.marketing@hotmail.com)

Lizzie Harrison - Finance

(email: urieloco.finance@hotmail.com)

© 2017 Urie Locomotive Society Limited, all rights reserved.

The Urie Locomotive Society Limited is registered as a private limited company (Company number: 4703357) and registered charity (1145787).

Registered address: Tylston Cottage, Tunbridge Lane, Liphook, Hampshire GU30 7QA

www.urieloco.co.uk
urieloco@hotmail.co.uk

