

STOVEPIPE

Magazine of the Uriel Locomotive Society



Contents

Page	
2	Contents
2	Sponsorship
3	Honorary President's Statement
3	Honorary Patron's Statement
3	Chairman's Statement
5	Engineering Report
12	Report of the 2017 AGM
15	Letters to the Editor
17	Membership
18	My Involvement with Railways Pt 3
21	Donations
22	Dates For Your Diary
22	Sales Stand
23	... and finally!

SPONSORSHIP

With the rebuild of 499 underway, the first major task is to ream the holes in the frames ready for fitted cylinder bolts. A bolt with nut costs £26 ... and we need 82 of them plus a further 46 for the motion brackets!

Would you like to sponsor a bolt? I'll start the ball rolling with a payment for 4. Please send cheques to Bridge House, Chilworth Drove, Southampton SO16 7JH. If you prefer to pay on-line, please pay to Uriel Locomotive Society Ltd, Account 43671062, Sort Code: 20-21-78. Please send an email confirmation if you do make a payment to urieloco@hotmail.co.uk. Thank you for your support.



Mark Pedley



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Cover Photo - Boiler 755 as at 12 November 2017. Photo © ULS

Honorary President's Statement

The AGM in November was a very enjoyable and encouraging occasion. This New Year promises to be another of great progress for the Society, and I do most sincerely thank everyone involved for their very important contribution to the work of the Society.

Some more information about Robert Urié; this time, the information has come via Malaysia and Pickfords in the form of a clock that was presented to Robert by a few friends on the occasion of his leaving the Townholme Engine Works at Kilmarnock on 18 July 1882.



During the years from 1875 to 1890, Robert was engaged as a Draughtsman by Andrew Barclay and Sons of Kilmarnock, Grant Ritchie and Company of Kilmarnock, Hawthorn Davey and Company of Leeds, the Clyde Locomotive Company and the Caledonian Railway Company of Glasgow.

In 1876 there was a serious fire at Barclay's Caledonia Works in Kilmarnock. As detailed in Wikipedia, at this time two employees of Barclay's, Thomas Grant and William Ritchie, set up Grant Ritchie and Company at Townholme Engine Works, Kilmarnock. As recorded in his application for membership of the Institution of Mechanical Engineers, Robert was engaged by Grant Ritchie and the inscription on the clock records that he left Grant Ritchie in July 1882, adding a little bit more to the history of Robert Urié.

Robert Urié (Grandson of Robert W Urié)

Honorary Patron's Statement

I must admit that when Mark Pedley first asked me to be an Honorary Patron of the ULSI had no idea what a Urié was; it sounded like a nasty medical condition to me. So after a quick search on Google I discovered a class of locomotive I hadn't heard of before and with the local connection of having been built at Eastleigh and having two of the locos preserved at the Mid Hants Railway, I readily accepted Mark's generous offer.

The next thing to do was to visit the Mid Hants and see these magnificent engines in action. "Ah, slight problem there" said Mark who then went on to

explain the state of repair the locos were in. “No problem” I said “I’ll pop up and see them anyway” which I am so glad I did.

It’s not until you visit the repair and maintenance workshops at Ropley with Mark that you realise the scale of the workload being undertaken by such a small but dedicated and enthusiastic group of people. The amount of work that has gone into the restoration and refurbishment of 499 and overhaul of 506 is quite unbelievable so a special mention must go to Barry, John, Steve, Roger and Mark who turn out every weekend in whatever the weather to work hard in bringing their “Frankensteins” to life again and all with cost efficiency in mind.

So it was with pleasure that I accepted Mark’s offer to become an Honorary Patron of the ULS and help in my own small way to see that these two locomotives who have such a local history are both up and running within whatever time frame we can all work together towards.

Mark Collins



*L-R: Roger Burt, Barry Stratton, Mark Collins,
John Fry and Mark Pedley. Photo © Mark Collins*

Chairman's Statement

Firstly, may I wish all our members a belated happy New Year. It may seem odd reading my words 6 weeks or so into the year, but they are pertinent. In fact, I would say this is not going to be so much a happy New Year for everyone involved with the ULS but a fantastic New Year! 2018 is the year 506 WILL return to traffic—what a moment that’s going to be!

17 years after she last moved under her own steam we are now so close to seeing her back where she belongs, heading up trains on the Mid-Hants Railway. From the engineering team who I see every weekend to the members I talked with at the AGM and those who engage in correspondence, there is a massive buzz of enthusiasm in the ULS. The front end of 506 has been completely rebuilt, the MHR engineering guys are continuing apace with the mechanical overhaul, the boiler is all but finished and now we have restarted the restoration of 499. Membership is up, sales activity is up, fundraising is up; every aspect of the ULS is positive – how many of the smaller groups can honestly say that? With a large number of new-build projects and ‘grander’ overhauls/restorations underway (and I take my hat off to every one of them) it would be easy for 2 old freight loco’s to be consigned to history. But that’s not happening, in fact it’s the exact opposite ... and the railway media are taking a lot of interest in our little group. That the Society had its heyday in the 1970/80’s is true, but believe me, our second coming is just around the corner.

So, by the end of this year it will be ‘one down, one to go’! 499 has already been stripped down and the front frame sections replaced – 14’ to be exact. The team are now fully focused on the rebuild to fulfil our long held dream of running the loco’s together.... that day is getting ever closer. The only thing missing is the usual - more funds. Potentially, we will be spending big this year but I’m pleased to report we have the resources to do that; in fact, we probably have the financial resources to complete the lion’s share of the mechanical restoration.

What I’m now fully focused on is the boiler funding. Work will begin this year on stripping boiler 799; that can be done by the engineering team so will cost next to nothing. The rebuild will be a different matter though, requiring engagement of contractors as we have neither the manpower nor the equipment to complete the job in reasonable time. I cannot thank you all enough for the tremendous support you have given the team, both financially and morally, over the years ... but here I go again! 2018 is ‘the big one’. Let’s see how much we can make that jump - help with the sales stand/ winning new members/donations/seats on ‘the train’/component sponsorships - these will all help swell the coffers, or maybe you have another fundraising idea??? Remember, the ULS has minimal administrative costs so virtually every £1 raised goes directly into our locomotives. To borrow the words of a certain world leader, ‘let’s make Uri great again’!!!!

Mark Pedley



ULS is in the 21st Century! Our thanks to Stephen Bedser for setting up a Twitter account ... follow us on @uriesociety and help spread the word!

Engineering Report

Progress on 506 continues, reaching a major milestone in late December when we saw the final riveting of the new brake hanger pins and the renewal of the last of the frame stretcher and spring hangers. The wheels have returned from the South Devon Railway, all the tyres, journals and crank pins having been machined and axles tested with a clean bill of health.



The front bogie has seen extensive work on the horn guides and centre casting sliding faces to remove the general wear and corrosion. The actual centre casting has received specialist cast iron welding to repair a couple of cracks and has been machined true in the Railway's machine shop. The bogie axle boxes have been white metalled and machined to suit the new journal.



Bogie axle box being machined. Photo © ULS

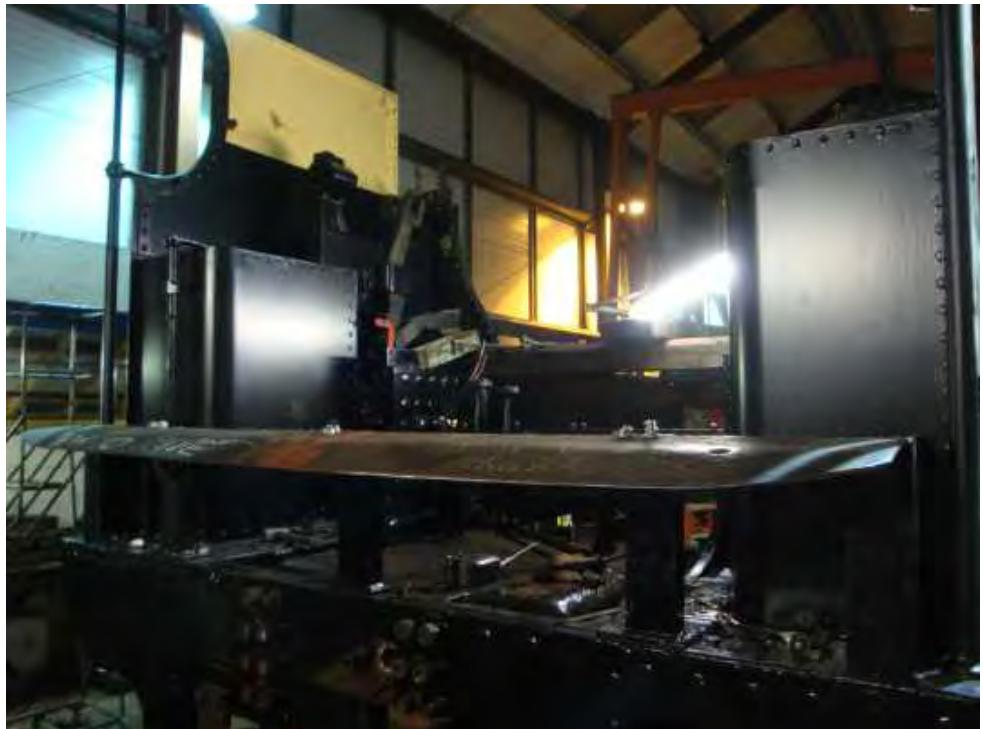


New axle box casting being machined: note the blow holes. Photo © ULS

Good progress has been made on the overhaul of the existing driving axle boxes, however, it's not such good news on the replacement castings. On commencement of machining it became apparent that some small blow holes could be machined out but the more serious ones could not.

This was a major problem as we could not ensure that the casting wouldn't fail in use. To prevent any delay in progress we made the decision to provide replacement castings. The pattern and its relevant core boxes were located and with the kind co-operation of the Bluebell Railway and the Mid-Hants staff, the pattern made it to the foundry just prior to Christmas. We should take delivery of the first casting as this issue of Stovepipe goes to press.

With all riveting completed, the frames have been attacked with brush, roller and paint, and look resplendent in a final coat of gloss black. The inside of the cab has been painted and numerous components have received attention. Other work on 506 has seen the cab seats toolboxes replaced due to advanced corrosion, the fall plate has been straightened and new hinges riveted on.



Inside of the cab freshly painted. Note the new tool boxes. © ULS



Two essentials are required to straighten a bent fall plate: 1. A good heat source, and ...



2. A large hammer! Photos © ULS

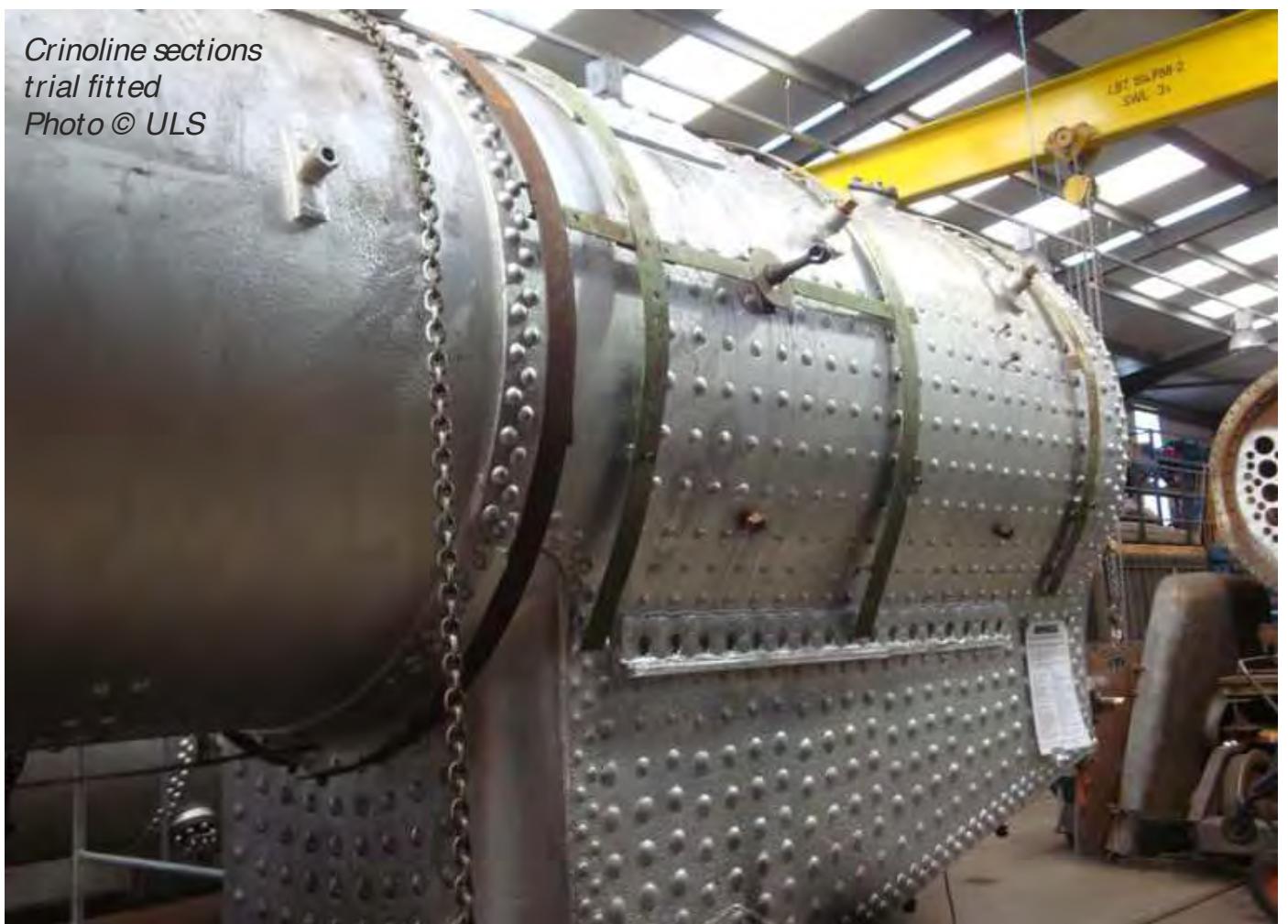


An image of corrosion to the lower edges of the cab roof. Photo © ULS

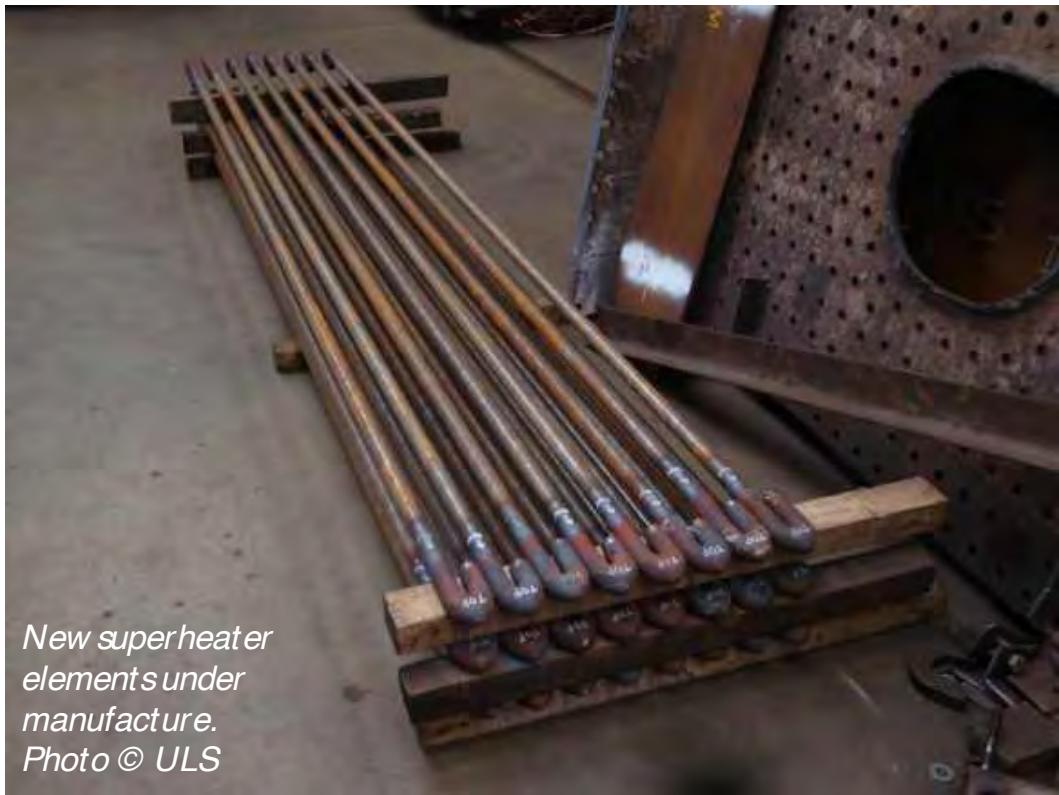
The cab roof has suffered corrosion to plate work but fortunately we were able to cut back to good material and let in new material and rivet on new angle. In the boiler shop the old crinoline bars for boiler 755 have been repaired/replaced and the lagging sheets are now in for evaluation, either for repair or renewal. The MHRboiler staff are now in the process of making new superheater elements which is their last major outstanding job.



*Repaired cab roof section and replacement angle.
Photo © ULS*



*Crinoline sections trial fitted
Photo © ULS*



New superheater elements under manufacture.
Photo © ULS

With work nearly completed on boiler 755, we have now turned our attention to fire bars. In the past, we had fitted boiler 799 with a full rocking grate, and this was fitted to boiler 755 with limited success due to the differences

in the size of the grate and the fact that a rocking grate needs a hopper ash pan which, due to the frame stretcher and braker rigging, cannot be fitted.

With this in mind, we have made up a new SR fixed grate pattern. With the current coal situation it has been found essential to increase the air space from 3/8" to 1/2" to allow the ash to fall through to the ash pan. We are looking at providing a small drop section under the fire hole door to allow the grate to be cleaned of clinker rather than paddling it out with a shovel.



SR grate pattern. Photo © ULS

You may have read in the railway press that we have now begun the arduous task of rebuilding 499. In October we lifted the L/H cylinder block over the frames (we literally had just enough clearance to do this!) and bolted it to the frames with accommodation bolts. The next job is to ream the mounting holes to full size but before we can do this we need to construct some sort of shelter to protect the tools (and us!) from the elements; remember, the



A case of déjà vu as 499's L/H cylinder block is prepared for lifting. Photo © ULS



Over the frames - just! Photo © ULS



Safely bolted on. Photo © ULS

restoration of 499 will take place outside the works! I hope we will be in a position to show you significant progress at our open day in June. As is always the case, we are indebted to both staff and volunteers for the work they have done on our locomotives.

Barry Stratton

Report of the 2017 AGM

The Society's 2017 Annual General Meeting was held in the workshop viewing gallery at Ropley on Saturday 18 November. Most members attending the meeting had taken the opportunity to visit the workshops and yard to see the work that was being carried out on 499, 506 and the boilers, and there was a general buzz of enthusiasm as the viewing gallery started to fill, and fill it certainly did! By the time the meeting was ready to start, over forty members had crammed into the viewing gallery and late arrivals had to stand. There was no doubt that a quorum was present.



AGM, 18 November 2017. Photo © ULS

It was great to have Bob Urié, Honorary President of the Society, present - especially as he had driven down from Doncaster to attend the AGM. Also present was the Society's new Honorary Patron, Mark Collins and his partner, Claudia. Mark is very well known as a presenter on Wave 105 and is equally well known as a rail enthusiast. Our Chairman could not resist playing an excerpt he had recorded from Mark's Monday morning Wave 105 show (clip available on our website) on the day following Mark's first visit to Ropley to see the work of the Society. A copy of an article reporting Mark's appointment as the Society's Honorary Patron, published in the Hampshire Chronicle on Thursday 9 November, was also made available.

The formal proceedings started with the trustee's statement, which was an opportunity to thank the Society's engineering team for their work on both 506 and 499, to thank the MHR staff, in particular the boiler team led by Andy Netherwood and the mechanical team led by Mark Drinkwater, for their work on the boiler and the mechanical overhaul of 506. The trustees also thanked the MHR Wagon Group, led by Chris Le Corney, for their work on restoring and maintaining the Society's fleet of nine goods wagons.

Financial matters began with the announcement that volunteer labour employed on 499 and 506 was conservatively estimated to be worth around £112,000, but volunteer labour is not enough; real money is needed to buy materials, castings and specialist engineering skills. Lizzie Harrison reported that the Society does have real money, and in fact had £117,500 in the bank, split between the 499 restricted funds and the general engineering fund. The processing of Gift Aid and VAT refunds was partially completed giving a net income for the year of around £13,200 after taking into account purchases, such as the sales cabin, and other engineering purchases. Sales from the sales stall have been buoyant this year with over £2,500 raised from attendance at two outside exhibitions and six events on the Mid-Hants Railway. In addition, eBay sales this year have generated over £800.

Our Chairman had made the outrageous prediction at the 2016 AGM that membership would be 250 by the time of the 2017 AGM - he was able to gleefully report that membership stood at the 250 mark. Our Chairman then certainly shocked the committee when he stated that the target to be reached at the 2018 AGM was 300.

Our Engineering leader, Barry Stratton, gave a comprehensive engineering report. Barry reminded everyone that one year ago, at the time of the AGM in November 2016, the frames on 506 had been welded but the cylinders had yet to be put back on. Those who had been able to view 506 before this year's AGM would find it difficult to believe that the whole front end of 506 had been cut off and put back on again. Barry was particularly proud of the riveting team and the way it worked as a true team. The fact that the Society had obtained its own riveting equipment, including the air guns, meant that all riveting could be done in the way required. The enormous job of refitting the cylinders had been completed with the critical part being the fitting of the slide bars which at one end attached to the cylinders on the new part of the frames, and at the other end attached to the old part of the frames; Barry was pleased to report that the bolts holding the slide bars went straight in, showing that the correct alignment had been achieved.

Barry indicated his admiration for the work carried out on the boiler for 506; he felt that the workmanship was exceptionally good. He reported that the boiler for 506 had been inspected by himself and Andy Netherwood on the previous Tuesday and he was able to report that the boiler could be ready to

be hydraulically tested when necessary; it was 98% complete with only the superheater tubes being needed, but testing would be delayed so that the maximum time would be obtained on the boiler certificate. Once the frames were re-wheeled the finish line would be in sight. In 10 to 12 months, 506 would be back running.

Barry then reported that some work had started on rebuilding the front end of 499. The left cylinder had been lifted into the correct position and locating dowels fitted to line everything up ready for drilling for the fitted bolts that will hold the cylinder in place. It will take 4 or 5 months to get the cylinders and centre casting back on 499. Considering that 499 was taken apart 25 years ago, it is remarkable that the bits taken off can be found. The serious point was made that the team are putting their fingerprint on the two engines, respecting the work of the people that originally designed and built them.

The formal matters then continued with the directors, Mark Pedley, Barry Stratton and David Barfield, resigning in accordance with the practice of the Society. Fortunately, they were all re-elected with a unanimous vote in support and thanks. The auditors were also reappointed.



Stephen Bedser, Mark Pedley & Sue Heanes.

AGM to receive the painting which was presented by Stephen to Mike's daughter, Sue Heanes.

Our Chairman thanked Stephen and I presented him with a ticket for the 499 commemorative passenger train in recognition of his gift of the painting.

Fundraising comes in many different forms, and includes the donation and sale of paintings. The artist, Stephen Bedser, had donated a painting of one of the Society's engines and this had been auctioned to raise funds for the 499 boiler appeal. The painting had been sold for £500 to Mike Heanes, and Mike attended the



Stephen Bedser & Roger Burt

Fundraising has been good but the work starting on the rebuild of 499 will mean there will be lots of parts to acquire so existing bank balances will inevitably be depleted and will need to be topped up.

The work of the sales team will be even more important this year. In addition, there will be component sponsorship offered - anyone can sponsor apart, big or small. For example, fitted bolts may be sponsored at £26 each. Mention was made of John Barrowdale who was thanked for sponsoring the purchase of a rivet gun last year.

The members present were reminded that the Society had had a large stock of membership and 499 appeal forms printed, and members were asked to take some with them and hopefully sign up friends and family. Distribution of leaflets at shows and exhibitions was encouraged. The request for help manning the sales stand and the sales cabin was repeated.

Looking forward to the next year, the plans are that 506, in Southern wartime black livery with sunshine lettering, will be in traffic. 499 will have the centre casting and cylinders refitted during 2018, and at the open day on 30 June, all hope to see 506 close to a return to traffic and significant progress on 499.

The AGM concluded with our Honorary President, Bob Urié, proposing a vote of thanks to the directors and trustees, but especially to the engineering team who had achieved so much. All present wholeheartedly agreed with Bob and applauded in the time-honoured manner.

The next AGM has been provisionally booked for Saturday 17 November 2018; the confirmed date and venue will be announced in Stovepipe. Members may be surprised to hear that donations of almost £10,000 were received at the AGM and in the following week.

Roger Burt

Letters to the Editor

Our apologies go to member Eric Youldon who very kindly replied to a request back in the January 2017 issue for information. Unfortunately, Eric's letter had slipped through our processing system and was only unearthed after he wrote again in October last year quite rightly asking why we hadn't published his comments. Eric's original letter of February 2017 states:

"With reference to the mystery photo of 30509 in the January (2017) 'Stovepipe', the location is the Feltham turntable. With regard to the date, the nearest I can get is sometime between pairing with Uriel pattern tender 3210 ex-N15X 32328 (in

place of a watercart in February 1955 with the first BR emblem), and the application of the second emblem in November 1960. Details from the Irwell Press book on the H15 and S15 4-6-0's by Peter Swift. Hope this helps."

Thanks very much for a letter received from member Ken Cole, who recalls memories of the last of the 'King Arthurs':

"The letter from Alan Gosling in September's 'Stovepipe', concerning T14 'Paddleboat' No. 30446, reminded me of an experience I had myself, around early September 1962. At the tender age of 12, I was on a school trip, returning overnight from St Malo on board the 'Falaise'. We all had to sleep on deck, on wooden benches, covering ourselves with blankets. Fortunately, it was a calm crossing, but I imagine that Health & Safety would take a dim view of such a practice these days!"

On arrival at dawn in Southampton Old Docks, we immediately boarded the boat train so I was unable to see

what was on the front until we arrived at Waterloo. There, I was delighted to find, hissing away at the buffer stops, N15 'King Arthur' No. 30770, 'Sir Prianius' (note unusual spelling). I knew this was something rare, so I decided to take a photograph. However, my parents were waiting to meet me and, unfortunately, my father was in a hurry, telling me not to bother as it was just another train!"

A few weeks later, I read in 'Trains Illustrated' that 30770 was the very last 'King Arthur' in service - and that its final working had been on a boat train from Southampton to Waterloo!"

30770 'Sir Prianius' at Eastleigh, 14 October 1962. Photo © Brian Kennedy



Member Alan Dixon quotes an interesting piece in his letter about another Urie:

"18th August 1940 - Sunday. Flight Lieutenant Dunlop Urie, acting commander of City of Glasgow Auxiliary Squadron RAF was wounded in both legs by shell splinters having been hit in aerial combat by fire from a Messerschmidt BF109. However, he managed to crash-land his badly damaged Spitfire X4110 without flaps at Westhampton airfield. The right tyre burst on impact and the aircraft spun clockwise to a halt. F/Lt Urie was rescued from the cockpit, but X4110 was a write-off. It had been delivered brand new to RAF Westhampton that morning! It had flown for half an hour in the midday battle which followed, having been 'grabbed' as a last minute substitute for his own Spitfire which was not immediately available when

the squadron was scrambled. Heavy bombing raids were made on the nearby airfields of Ford and Thorney Island on 18 August 1940 and the BF109 would probably have been one of the fighter escorts for the Heinkel 111 bombers."

Below: X4110 with holes and broken back, as seen by the crinkling. Right: drawing by Cuthbert J Orde, WW1 veteran, of JDunlop Urie, 602 Squadron.



Membership

Our membership target for 2017 was 250 ... and we achieved just that, what a fantastic effort. Unfortunately for everyone, I'm not a believer in sitting still so this year we're going for 300! 2018 membership is already at 261, we have a proven track record of achieving the seemingly impossible, so let's do it. If we can achieve our target, the ULS will have grown by almost 60% in 3 years - how great would that be?

You can help achieve this goal; encourage friends to join or maybe take a handful of leaflets to other railways/exhibitions/shows or anywhere else you think might attract interest. If you would like some membership leaflets, please contact Lynda on urieloco.marketing@hotmail.com. Remember, as far as the ULS is concerned, NOTHING is impossible.

My Involvement with Railways - Part 3

My requested transfer from Kentish Town to Bletchley came through quite quickly. It was a great relief to be away from my awful last 'mate' at Kentish Town. I was too young and inexperienced to have requested a move away from him which, after all these years, I realise was an option that I did not know about. My time after leaving the Preparation and Disposal Link with Harold Dobbs was not all a bad experience. I regularly was asked to work my 'rest days' and Sunday turns. Then there were the usual opportunities for main line work when the regular firemen on a Saturday evening turn phoned in sick and needed replacing. My best experience on one of those jobs was with the 1830hrs train from St Pancras to Derby - six coaches and a Compound. My first experience of a Compound at speed. I found it easier to fire with my bum perched on the edge of the tool box rather than trying to stand up. My first experience as well of the loco having stopped on dead centre, so the driver had to reverse slightly before we were able to start the train.

So the day came when I caught the train from Euston and reported in to the duty Shed Foreman at Bletchley. In my naivety I had asked for a move with no knowledge of where I was going to live.

All was revealed when I climbed into a 5 cwt van and was taken to the local British Railways lodge situated at Little Brickhill on the A5 road. This was to be my home for the whole of the time I was at Bletchley. We are talking here of 1953, and travelling to and from the loco shed was not a good experience. Cars did not have heaters in those days and, I presume, de-icing solutions were not yet available, so winter journeys with iced-up windscreens and freezingly cold interior was not a good start to the day.

My memories of life in the BR hostel are, I am afraid, vague. I have no memories of meals, laundry facilities etc. My only lasting memories are of the horrific journeys to and from the loco shed, getting a call in time to get up and get out, and, it being whilst food rationing was still in place, my packed sandwiches which seemed to alternate daily between mousetrap cheese and lemon curd in four slices of bread. I look back now and wonder why I never knew about lodgings. If only I could have found a decent alternative to the hostel, my life changes might well have been different.

Given that my move to Bletchley was because houses were available, I had another rude awakening due, again, to me not knowing much about anything at that time. A visit to the local Council Offices to enquire about getting a house revealed that you had to be aged at least 21. I was 18.

My life consisted of travelling to and from work in that hated van. I do not remember whether or not I had non-uniform clothes with me so never ventured out from my incarceration to savour the delights of Bletchley. This time, of course, was many, many years before Bletchley became subsumed into Milton Keynes. I vaguely remember the occasional visits back to London to see my wife. Being in railway uniform, these journeys were always without purchasing a ticket.



Bletchley Station in the 1950's. Photo © Ben Brooksbank and licensed for reuse under creativecommons.org/licences/by-sa/2.0

Bletchley loco shed was situated immediately adjacent to the station. My immediate duties were as part of the Oxford & Cambridge branch line link and I have to say that this period of my railway career was by far the best experience ever. My driver was Arthur Garner, a lovely man and a total delight to be with. Looking back, I wonder if drivers in this link had opted

to stay with it to avoid the normal promotion opportunities to progress up the links. I presume that Arthur was aged in his fifties but I suppose that, to an eighteen year old, anyone over the age of thirty was old.

Another delight in this link was that all the locomotives available to us were modern. Depending on whether we were working passenger trains or freight we had BR standard 80000 2-6-4T, or Fairburn ex LMS 2-6-4T, or perhaps ex LMS Ivatt 2-6-0 (Doodlebugs), or BR Standard 4 4-6-0 (75000) locos. Perhaps an occasional 'Black Five'. Freight trains worked to and from Oxford would see us with 'Black Fives' or 8F 2-8-0s. This cross-country route was a total delight with wayside stations situated in idealistic countryside, long before commuting gave rise to more and more houses.

The route to Cambridge traversed Fenny Stratford, Bow Brickhill, Woburn Sands, Aspley Guise, Ridgmont, Lidlington and more, whilst to Oxford the route included Swanbourne, Winslow, Verney Junction, Claydon, Marsh Gibbon and Poundon, Bicester and Islip. Namesto conjour with. In addition to Oxford and Cambridge, our roster also included trips to Banbury which was accessed via Verney Junction.

My memory of trips to Cambridge includes sight of what I now know was a Vulcan bomber flying low over the countryside. At Cambridge, the timetable often gave us plenty of time to do other things. This included visits to Fenner's to watch Cambridge University playing cricket. As an aid to this, we took our loco across the lines to the loco depot where the engine was turned and generally looked after. The Cambridge men did this for us whilst we ventured off. My delight was total one day when Arthur let me drive our loco, an 80000 2-6-4T all the way back to Bletchley.



BR Standard 4MT 2-6-4T at Victoria Central Station, allocated to Bletchley LMR in the 1950's. Photo © Ben Brooksbank and licensed for reuse under creativecommons.org/licences/by-sa/2.0

We never worked freight trains to Cambridge but we had plenty of trips with them to Oxford, mostly to Rewley Road Station but sometimes to join the GWR route to Yarnton. If our loco was a Black Five or an 8F we would need to turn the loco for the return trip. This meant crossing over the main line to get

to Oxford loco shed. Two memories of that. Unlike the Cambridge men, Oxford crews were generally unhelpful. The turntable at Oxford was, of course, manually operated, unlike our vacuum-powered tables. They were hard work to turn and unless you had the loco perfectly balanced you had no chance of getting it to turn. The Oxford men would watch us struggle. My second memory was due to my driver, not Arthur Garner this day, suggesting that as we cuddled up alongside some wagons full of coal, it would be a good idea to help ourselves to some for the tender of our 8F as it was a touch low. As instructed, I duly climbed onto the wagon and heaved lumps into the tender. What my driver did not realise, and what my ignorance achieved, was the fact that the coal was anthracite. We struggled for steam all the way back to Bletchley.

Rewley Road Station, Oxford, with its unique oval booking office, said to have been used at the Great Exhibition of 1851, and of course, the outstanding Porte-cochère, was very much a throwback to the Victorian era. That now resides at the Buckingham Railway Centre, Aylesbury.

One other memory of Oxford. The final approach was close to the banks of the Oxford Canal, a favourite spot for the locals to indulge in ‘naughties’, sometimes sans-clothing. Happy days! ... *to be continued.*

Rewley Road Station, Oxford.



Ted Taylor

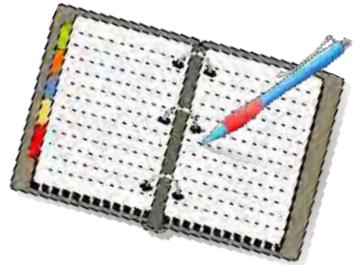
Donations

Our thanks go to the following for their kind donations of books, magazines and other items for the sales stand: Tony Blaza, Keith Brocks, Roger Burt, Tony Cane, Ian Cooper, David Drain, Barry Eagles, Steve Gault, Mick James, Nigel Joplin, Alex Taylor, Ted Taylor & Bob Waterman.



Dates for your Diary

LLANDUDNO TRANSPORT FESTIVAL



5, 6, 7 May 2018, May Day Bank Holiday weekend, Bodafon Fields, Llandudno Conwy County, N Wales LL30 3BW. www.llantransfest.co.uk. Large seafront showground, Great Orme & Conwy Evening Road Runs. Free bus shuttle service to the Town's Victorian Extravaganza. Exhibit/Entry/Stalls/Autojumble enquiries send SAE & writing under the sealing flap your enquiry to: Llandudno Transport Festival Office, 4 Ffordd Celyn, Colwyn Bay, Conwy County, LL29 8RN. Tel: 01492 517004.

OPEN DAY

Following two very successful open days, the third one is already being arranged. Saturday 30 June is the date so make a note in your diary. Further details will be published in the May edition of Stovepipe.

ANNUAL GENERAL MEETING

This year's AGM will be held Saturday 17 November. Details will be confirmed in the September Stovepipe.

Sales Stand



As we head into 2018, we are now hoping to open our sales cabin most weekends during the running season, even if only for an hour or two. We have a small core of volunteers already but more hands would help to spread the load and ensure the cabin is open more often than not throughout the season. Might you be interested in joining our merry sales team? The cabin is fully stocked, lit, heated and insulated; all you need to do is grab the key and open up. Remember, all funds raised through sales of donated items go into the restoration of 499; in fact this year we are aiming to target specific items so the team know where their efforts have gone. If you think this might be for you, please contact Sue Heanes on sueheanes@hotmail.co.uk.

If you have any books (Bradford Bartons are particularly popular) or other railway-related items you wish to donate for sale, again please contact Sue as above in the first instance. We are happy to arrange collection if transport is difficult for you. Thank you.

... and finally

During WWII, the glow from an open fire-hole door would make a steam locomotive an easy target for the German bombers. Storm-sheet hooks inside the cab roof were used to hang a blackout sheet across to the tender and thus reduce the risk of being seen from the air. Our question ... which was the first use of these hooks- storm-sheet or blackout?



Photo © ULS

Upside down cab roof from 506 showing storm hooks. Photo © ULS



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