

# STOVEPIPE

Magazine of the Urie Locomotive Society



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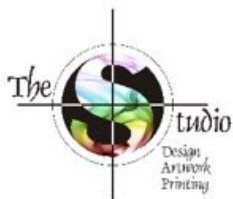
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## Call for Articles

We have had some wonderful articles sent to us under the theme of “memories”, not least Ted Taylor’s exquisitely detailed autobiography which gave us an insight into life as a naive young man working and growing up on the railway, which has been featured across 6 editions of *Stovepipe* no less! Sadly, we have reached the final part of the story in this issue.

Many members have made favourable comments about the “memories” feature and we would dearly love to continue to publish your recollections. However, we have run out of stories. If anyone would like to share their memories about the steam days of their youth (and it doesn’t have to involve working on the railways, it could simply be recollections of train spotting, etc) please send them to me via [urieloco.marketing@hotmail.com](mailto:urieloco.marketing@hotmail.com) or mail them to me at the address listed under Mark’s name on the back cover.

Lynda Pedley



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**Cover Photo - Pressure rises to 240psi during boiler 755's hydraulic test, 6 November 2018. Photo © ULS**

# Honorary President's Statement

With very best wishes for 2019 and my very grateful thanks for the great progress that was made in 2018 with 30506 and 499.

I hope that the following will be of interest - it was taken from a newspaper cutting of 1914.



## ***“A Monster South-Western Locomotive***

*The week-end saw the completion at the L. and S.W. Railway Works at Eastleigh of a monster locomotive - the first of six - which is about to be sent on its trial trips.*

*The engine, of quite a new type, is one of the most powerful in the United Kingdom. It is designed by Mr. R.W. Urie, the chief mechanical engineer of the L. and S.W. Railway, and is described as a two-cylinder six-coupled bogie mixed traffic engine.”*

*Says ‘The Locomotive’, “Four of these engines, Nos. 482 to 485, are to be fitted with the Schmidt superheater, four with the Robinson, Nos. 486 to 489; and two will use saturated steam, Nos. 490 and 491.*

*There are no water tubes in the firebox. The grate area is 30 square feet.*

*The boiler works at 180lb. per sq. inch. The two cylinders which are 21 in. diameter by 28 in. stroke have inside admission piston valves on top worked by Walschaerts gear. The driving wheels are 6ft. diameter, a size which whilst being large enough to allow of fairly high speed, is not too great to allow of starting quickly.*

*The bogie wheels are 3ft. 7 in. diameter. The water tanks have a capacity of 5,200 gallons of water and seven tons of coal.*



*The engine measures, from buffer to buffer, the enormous length of 65ft. 6 and 3/4 in.”*

*Although the text refers to the first of six, ten locomotives were built and all had entered service by August 1914.*

*Robert Urie  
(Grandson of Robert W Urie)*

# Honorary Patron's Statement

A very Happy New Year to all involved with the ULS - may all your wishes come true. We may not be able to make you rich, famous or Nigella Lawson's pillow case, but when it comes to the wish regarding having one of the Society's locomotives running this year, then step on board the wish train, destination Up and Running via Alton and Alresford!



There was a good turn-out at the AGM and quite an emotional one, I thought. With everything so close now I was quite moved by Barry's speech; I'd never considered what the engineering boys would do with themselves once both locos are running, but let's not get ahead of ourselves too quickly, there's still plenty of work to do. In fact, looking around the room while Barry was talking, I'm sure I saw a tear in the eyes of some members.

So, let's look ahead to later this year with a spring in our step. I think we need to publicise the fact that this locomotive, with such a connection to the South of England and the Southern Region, is in fact running again and I will certainly be talking about it on my radio show on Wave 105. The local press love a good story of a steam locomotive (as long as there's a good picture) and why not invite Paul Clifton from South Today to record an "and finally" piece for BBC South Today? It's all very exciting, so let's shout it from the rooftops! I'm sure the MHR won't baulk at the sight of extra visitors.

Onwards and upwards in 2019. Let's fill that train for 506's first run.

*Mark Collins*

# Chairman's Statement

Well, that's another year gone by, I hope you all had a wonderful Christmas even if it now seems yet another distant memory! 2018 was a successful year for the engineering team and although we didn't quite get to where we wanted to be with 499, it was all for the right reasons. Our attention was diverted onto 506 for a couple of months to help the MHR staff as they progress in their quest to return the loco to steam during the first half of 2019. The most complex piece of work has been the fabrication of a new ashpan; an intricate piece of fabrication made all the more difficult by a complete lack of drawings. After 9

years working with the ULS engineering team you would think that nothing could ever surprise me again; wrong! What Barry and Steve have done is nothing short of a stunning piece of work and I struggle to articulate my admiration at their ability to turn something out of nothing ... just don't tell Barry I said that! The other 'little' task we undertook was to replace three out of four sections of cross bracing on the tender bogies. More detail in the engineering report but suffice to say, we couldn't wait to get stuck in as the job involved a fair amount of riveting, a good warm up to stretch the muscles before moving on to the main event of 499's centre casting.

So, what does 2019 hold for the ULS? In truth, it will probably be our most exciting year for quite some time. 506 WILL be back hauling passenger trains on the MHR for the first time in 18 years; significant progress WILL be made on 499's frames, with all front end plate-work complete and cylinder blocks/motion brackets fitted; the sales cabin is now an established feature of Ropey yard and I am sure WILL produce record sales for the sales team (don't forget Sue's appeal for more helpers); and our revenue streams from all sources WILL produce a significant increase in funds for the restoration of 499.

I appreciate it is very difficult for most people to help with the physical work - 'rust bashing' has long been consigned to history - but every single member can still play an important role. Persuading friends/family to join, buying seats on the train, helping with the sales cabin or raising our profile at events external to the MHR; all of these add to the coffers, and the more we raise the more we can contract specialist work out and thus bring forward THAT day - when 499 and 506 proudly sit together at the head of a passenger train on the Mid-Hants railway.

20 years ago, 499 was deemed a no-hoper; 10 years ago this whole idea seemed like a mad dream. Now it is no longer a matter of if 499 steams again, it is simply a matter of when. The excitement is here, the adrenalin is pumping, you have given the engineering team the task of returning the oldest surviving Eastleigh-built engine to steam and we are going to deliver. You, the members, are the lifeline of the Society. Once again, thank you all for your continuing support, we really couldn't do this without you.

*Mark Pedley*

## **Date for your Diary - Open Day**

Following three very successful open days, the fourth one is already being arranged for Saturday 29 June, so please make a note in your diary. Further details will be published in the May edition of Stovepipe.



# Engineering Report

With everyone working together, MHR staff, mid-week volunteers and the ULS weekend guys, we have been able to make considerable progress on 506.

Without doubt, the most visible progress was the final fitting of the boiler to the frames, following successful hydraulic and steam tests, on 13th December. A huge thank you must go to all the guys in the boiler shop for getting us to this stage. Some final works were required, namely the smokebox wrapper plate and tube-plate required drilling to accommodate the new frame plate but this was done successfully and the team are now pushing on with the multitude of jobs still to be completed before the loco finally returns to traffic.

With the boiler now in the frames, the guys have been able to crack on with those jobs which are best done in the frames rather than out; crinolines have been adjusted/fettled and final fitted, a new back-head cladding sheet has been made and the manufacture of new firebox cladding is underway.



Staying with the boiler, smoke deflectors have been repaired as necessary and the main steam pipe holes have been tapped out and new studs made. A major job the ULS took on was the fabrication of a new ashpan for 506. With no drawings available other than a cross-sectional one, I can personally vouch this has been rather a challenge! Once complete, the ashpan will be dismantled and then reassembled in-situ between the frames. Up in the boiler shop, the superheater elements have been manufactured and these are being fitted as we go to press.



Work on the tender has continued apace. The corroded bogie cross bracing has been cut out; it would appear that tenders were randomly repaired with angle and T-section over the years. As the T-section in the required size is obsolete, we have had to cut a universal beam along its length to get the section we required and all six



*Cutting down a universal beam. Photo © ULS*

*Starting  
new cross  
bracing.  
Photo ©  
ULS*



pieces are now successfully riveted on. The tender tank and frame have received new oil piping to the bogie castings along with replacement bolts. The steel floor frame constructed a few years ago had to be lowered to ensure alignment with the fall plate. Considerable work has been done to the running gear, with all bearings re-metalled, bored and scraped in. The horn blocks have been trued up and the axle box faces refaced to return

clearances to standard. Spring hangers and brake gear have been refurbished and re-bushed where required, and various other parts of the hand brake repaired.



*Job done. Photo © ULS*



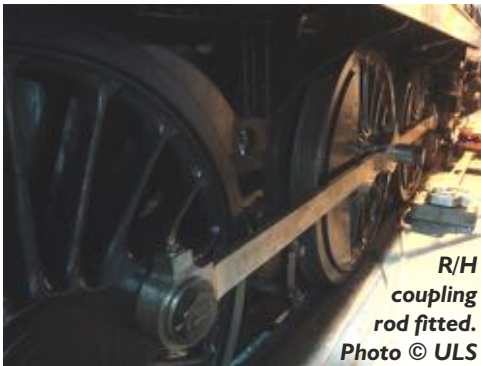


*Tender axle box set up for machining. Photo © ULS*



*First tender bogie rewheeled. Photo © ULS*

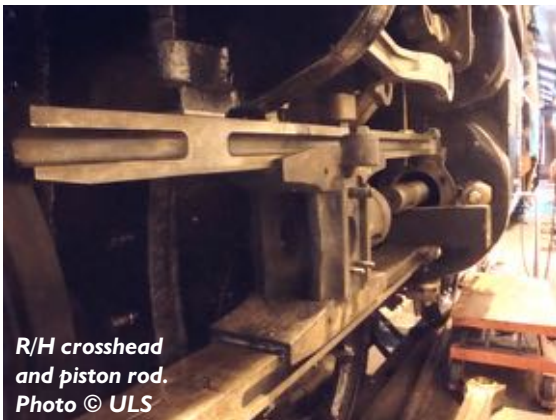
Work on the loco motion has seen the fully overhauled coupling rods fitted and the alignment of the slide bars undertaken. Expansion links and new die blocks have been fitted and new castings machined for the engine-to-tender water feed couplings. Combination levers have been re-bushed as required, brake valve overhauled and a new intermediate reservoir coupling machined.



*R/H coupling rod fitted. Photo © ULS*



*Crosshead set up for machining. Photo © ULS*



*R/H crosshead and piston rod. Photo © ULS*

All the brake gear has been fully overhauled and refitted, including brake cylinder and weightshaft. The mechanical lubricator pipework has been made and annealed.

A sign that we are now on the final straight is that the R/H piston has been test assembled and bump clearances checked.

Planning ahead, we have had to make a decision about injectors for both our loco's. Due to a lack of drawings it would be extremely difficult to manufacture replacement cones or repair wear damage in the bodies of the ones we have, therefore a decision has been made to finance replacement R/H injectors for both 506 and 499. They are currently on order and will be delivered to site fully machined. This report is only a brief outline of the tremendous amount of time and effort undertaken by railway staff, both paid and volunteers, on 506; my sincere thanks to one and all.

Up on 499, some relatively good weather over the Christmas/New Year period, mixed with a good dose of stubborn determination, has allowed us to make progress on the frames. With a constant turnout of 4/5 guys to make the team, we took the opportunity to start riveting up the centre casting - find your copies of Stovepipe from a couple of years



ago when we carried out the same work on 506 and you will find out how the operation works! On the up side, we had all the holding-up bars and jigs already made from our previous experience; on

the down side our brains are getting older resulting in some head-scratching and reviewing photos to try and remember the process before we could finally get stuck in!

My thanks to those who made their time available over the holiday period, it looks as though 2019 is going to be an interesting year!



*When the engineering team get the  
riveting bit between their teeth  
nothing can stop  
them ... not  
even  
the rain!*  
Photo © ULS



## A Special Number

It is a tradition within the ULS that we do not reuse membership numbers once members leave or pass away, we always issue new. A number of years ago a member of the Urie family sadly passed away and their membership number lapsed, consigned like so many others to history and the archives of the ULS. However, with the kind consent of Bob Urie, we are delighted to announce an exception to the rule and the number is to be offered 'for sale' to the highest bidder. Why are we making such a fuss about this ... simple, the membership in question is 506.

So, how would you like to become member 506 in the year our loco begins her second stint in preservation? Just imagine your name alongside that special number on the membership card, how fantastic would that look ... and remember, it's yours for the duration of your membership! To make this fair to everyone I will be happy to accept payment by instalments if the winner cannot afford to pay in one lump sum. Bid now by email or in writing to me, both addresses on the back of Stovepipe. You have until 31 March to submit your bid when the winner will be selected and announced in the May issue of Stovepipe. (Hint: Got to be worth at least £506, hasn't it?!)

*Mark Pedley*



# Report of the 2018 AGM

The Society's 2018 Annual General Meeting was held in the workshop viewing gallery at Ropley on Saturday 17 November. The weather was very good for November so a large number of members having nothing better to do than attend the AGM seemed unlikely. Viewing the locos was not as good as we would have liked with 506 in the back of the wheeldrop and rather inaccessible, and carriage bogies in front of 499, but there did seem to be quite a few people around. There also seemed to be activity around the sales cabin, more than would be expected from selling books - I later found out that there was a thriving black market in cups of tea. Sue later explained that she wasn't actually charging for the tea but people kept giving her money; she didn't say no and raised a healthy sum from her tea sales.

Depending upon which of us you asked the start time for the AGM - starting at 2:00 or 2:15 - we trooped off to the viewing gallery. We had received quite a few apologies for absence so were not expecting a large turnout, but the viewing gallery started to fill, and by the time the meeting was ready to start it was pretty full. We had a quorum.





Our Chairman introduced the committee, including new member Stephen Bedser, and gave a special welcome to Bob Urie, Honorary President of the Society, who had driven down from Doncaster specially to attend the AGM. Also present was the Society's Honorary Patron, Mark Collins and his partner Claudia; Mark had been on air in the morning for Wave 105, so we were very pleased he was able to get to the meeting.

That would ordinarily have been the end of the introductions but there was one more. The history of the Urie Loco Society goes way back to the early 70's. Everyone thinks of Roger Hardingham and David Humpston as the starting point, but it really all started with a letter being written to Railway Magazine saying something along the lines of 'wouldn't it be great to save one of the Uries', and that's when Roger came in and wrote back, via the magazine, to the author of the letter to say that he would like to do it. The author of that original letter, a gentleman called Alan Wild, had actually joined us for the AGM and was introduced. A thank you to Alan for initiating everything we have now was followed by a round of applause.

The formal proceedings then started with the Trustees' statement, which was an opportunity to thank the Society's directors and the engineering team for their running of the company and the work on both 506 and 499. Thousands of hours of highly skilled work have been put into the two locos - the high point being when the slidebars were test-fitted to 506; at that point we knew she was going to be back in steam. 2018 was also the year that the sales cabin opened. We now have secure, dry storage for the donated books with the ability of opening up and allowing prospective purchasers to browse and buy more books than they can ever possibly need.

The Chairman's report was supposed to be brief; an almost impossible dream. Mark reported the meeting the team had held, during the MHR gala, with Gareth Evans from Heritage Railway magazine. Hopefully, by the time you are reading this, you will have read the article in the magazine. The impossible dream came true and the Chairman's report ended there with Mark thanking everyone for their help and enthusiasm. The impossible dream of getting 499 back in steam seems perfectly possible.



Sadly, our financial guru, Lizzie Harrison, was unwell and our Chairman had to report on her behalf. With donations, the 499-seat appeal, and the efforts of Sue and her team with the sales cabin, the Society raised a total of £28,000 in the year. Very little is spent on administration costs; insurance, audit costs, and printing of Stovepipe being the major items. We are fortunate that generous support is given to cover postage and stationery. The result is that £21,000 has been added to our funds despite having spent £5,000 on spares, tools and engineering consumables, mainly for 506. At the time of the AGM, the money in the bank stood at around £140,000. At this point, we should



thank HMRC for their generous donations to our funds; Lizzie has been processing the Gift Aid returns resulting in just over £5,000 coming to us. The trustees' statement and accounts were approved nem. con.

(From the Latin - nemine contradicente, meaning "with no one dissenting" and easier to spell than "unanimously"). In her absence, the contribution made by Lizzie was applauded and specifically minuted.

You may remember from the report last year that our Chairman had set a target of 300 members by the time of the 2018 AGM. He had set the target at 250 for 2017 and although the 250 had been achieved, many of us thought that 300 would be a stretch too far. There was a round of applause when our Membership Secretary, David Pratt, announced we had reached 304 members. Our next target is 374 members with the ultimate aim of reaching 500. Apparently, according to our Chairman, once people see 506 running and it has gone up and down the line one or two times without the front falling off, people will believe we can do it for 499 and will want to be part of the group. This may not be as crazy as it



sounds as we now have our new committee member, Stephen Bedser, using social media (Facebook, Twitter and Instagram) to post news and pictures from the engineering group, reporting that his posts have been seen 195,000 times. With Wave 105 radio coverage by our



Honorary Patron, Mark, and the Watercress Line also reposting a lot of the Society's material, our hope is to reach the younger generation and encourage them to join the group and develop their engineering skills.

Our engineering leader, Barry Stratton, gave a comprehensive engineering report covering the build-up of the rolling chassis for 506, the successful hydraulic testing of the boiler, and the stripping down of the tender for

refurbishment of the bogies. Clearly the work on the engine and tender has been to a high quality. Every bit that has been put on the engine has been refurbished and refettled. The work on the tender cannot be faulted and we are going to have a first-class running tender. It is difficult to believe that 506 last ran in November 2001, and since then has had the front of the engine, including removing the centre casting and cylinders, completely chopped off and then the frame sections replaced with new so that only those in the know would realise. Barry then turned his attention to the time when 506 would be running on the Watercress Line. Although the railway will be responsible for all the running repairs once the engine is in traffic, the Society is going to have to look at keeping a certain number of spares available so that, should the need arise, they are in stock. The proposal is that we keep a reasonably large float of consumable parts that can, as and when necessary, be used on the engine, and included in this are springs, firebars and expensive parts such as the injectors. The reason for having spare injectors is because the railways have issues with engines in as much that the injectors wear; they still work but eventually they get to the point where they don't work very well, they become unreliable and then you have to start looking at replacements. Barry's advice is that now we have an engine that has been overhauled, it has got to be maintained - properly looked after - so there are quite a lot of parts that need to be obtained and locked away, so that when the engine has a problem, it can be resolved. As most people gather, the number of people who can make things, cast things, machine things in this country is fairly limited and we are sometimes faced with quite long lead times. If we need a set of replacement firebars, for example, we want them now, we don't want them in two, three, four weeks' time. Our aim is to help keep 506 in revenue-earning condition for the MHR and maximise the revenue earned for the Society.

Barry then reported that some work had started on rebuilding the front end of 499. Not as much work had been done as had been hoped, partly because of the work on 506 and mainly because using a 3-phase electric rivet heater and handling hot rivets outside in atrocious weather is not a great idea. Where possible, when buying parts for 506, the parts needed for 499 have also been purchased ready for when needed. Our Chairman stuck his neck out in his inimitable manner and stated that by the time we meet up at the AGM in 2019, we should have 499 totally riveted back up together, cylinders on, new running plate fitted, and with the buffer beam on. The formal matters, also

*In May 2011, 499 began her journey from Alresford to a new restorationbase at Ropley. Now, almost 8 years after that momentous move, the next chapter in her history is about to be written. Photo © ULS*





known as the boring bit, then continued with the directors, Mark Pedley, Barry Stratton and David Barfield, resigning in accordance with the practice of the Society. They were all re-elected with a unanimous vote in support and thanks. The auditors were also reappointed.

Fundraising has been good and 506 will be bringing in revenue next year but the need to build the stock of spares and the work starting on the rebuild of 499 will mean there will be lots of parts to acquire; 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. John has started to put together a shopping list of components needed for 499 and we will need patterns made, castings done, and machining of those castings. Many of the components will not be needed until the boiler is ready but need to be made now to avoid delays later on.

Mark reminded everyone about the seats on “the train” available for £499, the sales cabin and the need for volunteers to man it as much as possible, component sponsorship, and legacies. There will also be occasional fund-raising ‘specials’, such as the membership number auction in this issue of Stovepipe. Also, if any member would like a piece of the old frames from 499 or 506 as a paperweight, please let us know and, for a suitable sum of money, a piece stamped with the appropriate number will be made available.

The members present were reminded that the Society has 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 for the next year, the plans are that 506 in wartime livery will be in traffic. Our open day will be on Saturday 29th June when we hope members will be able to attend and see 506 in action. By the open day, 499 will have the centre casting and cylinders refitted.

The question session that followed included a question raised about the washout regime planned for the boiler on 506; the answer was comprehensive and included a discussion of water treatments, boiler design restrictions, foaming, priming and the problems they all cause. It is good to be able to reassure the membership that the railway produces its own purified water at Ropley using a reverse osmosis plant and takes boiler scale and sludge build-up seriously and has agreed a water analysis and washout regime

as part of the running agreement. A second question concerned the smokebox door for 499. It is well known that the intention is to restore 499 to its 1920/as-built configuration and that includes a conical smokebox door. Such a door will have to be specially made and there are only two or three ways that it can be done; we are investigating all possible methods and are still hopeful that we can get one made at a reasonable cost. As one member pointed out, the appearance of the smokebox door is arguably the persona of the engine.

The AGM concluded with our Honorary President, Bob Urie, 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 bookmarked for Saturday 16 November 2019; the confirmed date and venue will be announced in Stovepipe.

*Dr Roger J Burt, Vice Chairman*

## Urie Sales Cabin Needs You!

Firstly, a huge THANK YOU to our small team of volunteers for opening the Sales Cabin last year and to Ian Coward for raising funds through eBay sales.

The Sales Cabin will be re-opening for the Spring Steam Gala. We then hope to open for every railway event and most weekends during the running season but only if we can get some more volunteers.

Please, please email if you are interested in volunteering or pop along to have a chat and a mug of tea with us; you get a fantastic view of Ropley yard and the wonderful countryside.



We also need donations of books for the Sales Cabin or anything railway or non-railway related to sell on eBay.

Thank you.

*Sue Heanes*

# My Involvement with Railways - Part 6

In 1955 we received five ex-LMS 8F locomotives that had seen service in Egypt. On their return to the UK, each had received a major overhaul at BR Derby. For me, having spent so much time on BR firing the 8F's it was like meeting old friends. They were in superb condition of course. They were numbered 500, 501, 508, 511 and 512. Best one of all, in my opinion, was 511, but it was soon sent away with 508 to Cairnryan in Scotland. Regretfully, when BR were offered them back it was getting towards the end of steam so they were



Ted visiting 48773 and LMR 600  
'Gordon' at Highley. © Lynda Pedley

scrapped. What a waste. Number 500 still exists and, together with 501 and 512, were sold back to BR and became 48773/4/5. 48773 resides at Highley on the Seven Valley Railway. The other two lasted almost to the end of working steam on BR

but were not saved. I guess that of the three, 501 was my favourite. It carried the name Lt W O Lennox VC. The photo (right) is of me on the footplate of that loco.

Having achieved the dizzy heights of Corporal, most of my footplate duties were restricted to special trains and events as I was one of the Running Shed Foremen. My claim to fame is that in Volume 2 of the book "The Longmoor Military Railway", there appears a copy of the duty roster for week commencing 9 June 1958 upon which my name appears. I only have a couple of photos of myself during my time at Longmoor but they are others not in my possession. Two photos owned by the Kidderminster Museum on the SVR show me on the footplate and on the



platform at Longmoor Downs station with my beloved S160 USA 2-8-0 Major General Carl R Gray Jnr. I have never got round to obtaining copies.

Apart from the ubiquitous WD 0-6-0 ST and the 2-8-0 and 2-10-0's, another of the steam locos at Longmoor is worthy of a mention. It was an ex GWR Dean Goods 0-6-0. Never steamed in my time and used only in re-railing exercises when training young Royal Engineer officers. I do have a photo (right) of me together with a few colleagues standing on the front of the loco. Even in its battered state, what would that loco be worth now to preservationists? The list of all the stock that was held at Longmoor is annotated in the above-mentioned three volume LMR set. The coaching stock alone would be absolutely priceless had they been preserved.



*Top row from left: Tom Butcher, Ted Taylor,  
bottom row from left: Jack Percy, Syd West &  
Bryan Marshall. Photo © Ted Taylor*

I cannot end my reminiscences without including some details of the awful event that occurred on 13 October 1956. It was a normal operating day but, in addition, an extra service had been rostered for a works train to collect surplus material from lineside areas. It was a "Regimental Weekend" requiring all soldiers to be on duty. A selected group of men were ordered to attend the works train, the majority of them being housed in an ex-L&SWR 'road van' which was coupled next to the hauling loco, 08 Class diesel shunter 877 BARI. The signalman at Longmoor Downs issued the driver with an orange 'caution' ticket authorising him to enter the section as far as Liss Forest Road. Suddenly, out of the morning mist at the location known as Palmers Ball, F 512 appeared charging up the bank. A severe collision was inevitable. The diesel was driven backwards by the force of the collision causing the destruction of the following vehicles.

It was a Saturday morning so few, if any, civilian staff passengers boarded the train at Liss, and as normal, there were no passengers waiting at Liss Forest Road. The signalling rules were that the home signal from Liss would be kept at





danger until the approaching train had come to a stand at the signal, or nearly so. This would act as a reminder that the next signal, at the end of the platform, would also be at danger and that the driver should expect to stop at the station. On this occasion, it would seem that the signal was clear. Prior to the station entry there was a major road crossing. This was controlled by the signalman physically signalling the train across by means of flags. As the train was running in to the platform, the guard gave the driver a green flag indicating no passengers waiting to board. The chain of events continued. The signalman had already made out the ticket authorising the train to enter the section between Liss Forest Road and Longmoor even though he had not received 'line clear' from Longmoor. The ticket was given to 512's fireman as the loco passed the signalbox. The signalman then expected the train to stop at the platform end signal which was set at danger. The driver, having seen that he had the ticket, then accelerated the train away from the station passing the starting signal at danger.

Most of the casualties occurred in the leading van of the permanent way train. Three men who were standing on the front platform of the van were killed instantly. Another, travelling on the diesel, was fatally injured. Of the nineteen men travelling on this train, six were killed, one seriously injured and seven others less so. One of the men killed was Jim Coates from Birmingham, who had frequently fired for me.

Again, on a personal note, I was detailed to act as a pall bearer for one of the victims at the time of the burial service at the Longmoor Camp chapel. The only time, fortunately, that I, with the rest of the burial party, were instructed in a rifle drill that was unknown to us beforehand. 'Rest on your arms reversed'.

In 1959, I was advised that Longmoor was to be run down and that I would be posted to 17 Port Regiment Royal Engineers at Marchwood near the top end of

Southampton Water. I was asked if I had a choice of trade. I said that as it was a Port, could I be a navigator? No, was the answer, but you can be a Stevedore.

I cut my teeth musically a while earlier as a member of 'The Railroaders Skiffle Group' for our one and only appearance at the Garrison Theatre. My instrument? The traditional tea chest and broom handle. I got the bug, procured a drum set and formed a small band, my one paid engagement being with a colleague who played clarinet in a Petersfield pub. Anyway, rehearsals were in the Garrison Theatre. Additional band members were a young girl from Liss who played tenor sax and had been a member of Gracie Coles All Girl Band, and a pianist who was a member of the Royal Army Pay Corps. The RAPC member said that there was always a demand for Pay Sergeants in the RAPC with applicants transferring in from other arms, and that could be an option rather than Marchwood. As I had no idea where Marchwood was, and had no interest in boats, I thought that might be a good option if I could not stay with railways.

Life being what it is, rather like a game of snakes and ladders, I decided that I would apply to transfer to RAPC. Ironical that, later in my life, I lived for thirteen years at Eling, two villages up from Marchwood, and that I would build and own narrow boats, sailing dinghys, including a Drascombe, a motor launch and later, a share in a Norfolk Broads cruiser.

A six-month training course including Devizes and Ashton-Under-Lyme and there I was. Now a member of the RAPC. Posted to Germany to serve with 130 Motor Ambulance company RASC. Back to Hampshire to 3 Infantry Workshop REME (where I had my first experience of driving Land Rovers) and from there, thanks to my inbuilt curiosity, to the RAPC Computer Centre at Worthy Down, Winchester. It was very early days of computers. We had two IBM 705 computers. Valve jobs, as transistors had not been invented. Each machine took up the space of a very large room. We were frequently visited by banks and building societies who were anxious to find out if computers could help them. This was the start of the rest of my working life with computers. Having served 13 years in the Army, I purchased my discharge. That was difficult. Because I had passed the IBM programming course it should not have been possible to get out. I did, and found employment in Andover.

Many years later, whilst working in a software support role, one of our clients was a medical equipment supplier based in Bishops Waltham. It was there that I met Mark Pedley. On the wall of his office was a railway print that I recognised as being by Terence Cuneo. That turned the many conversations from accounting software to railways. What year was that Mark? The rest is history.

*Ted Taylor*

That, Ted, must have been the early 90's, where did all those years go?!!

My most grateful thanks to Ted for giving us such a wonderful insight into one man's life on the railways; I have received many positive comments from members who have read the articles with fascination. Over the years, Ted and I have cajoled each other on various railway ventures and it's fair to say he encouraged me when I talked about joining the ULS. He also got me interested in 'O' gauge model railways so I think the consternation caused at home every time I utter those immortal words, "look what I've just bought" is totally his fault!!

So, who's next? There must be other members out there with railway-related stories to tell so why not put pen to paper. Don't worry about perfect prose, Lynda will help with that. We look forward to hearing your recollections.

*Mark Pedley*

## Regular Updates

At the AGM in November, a popular suggestion from Mark Collins was the offer of regular electronic updates to members. We aim to submit these monthly, commencing end of February.

If you would like to be on the mailing list please forward your email address to Lynda at [urieloco.marketing@hotmail.com](mailto:urieloco.marketing@hotmail.com).

*Mark Pedley*

## In Memoriam

The sad news reached us in November of the passing of ULS member, Reginald Collins. Our condolences to Reginald's family and friends, and grateful thanks to Mrs Collins for letting us know.

## Donations

Our thanks go to the following for their kind donations of books, magazines, photos, tools and other items:



Keith Brocks                      John Davenport

Martin Buckell                  Barry Eagles

Robert Cator                    Steve Gault

Ian Copplestone                Mick James

Michael Lambert

David Lane

Graham McKenzie

Bob Smythe

David Vidler

Bob Waterman

30499 at Eastleigh, 13 January  
1949. Photo supplied by Alan  
Warren, © Cyril Norman





# Update from our Publicity Officer

Following the group's AGM in November, social media activity has continued to rise with both people seeing and people interacting substantially higher than the same period last year proving that our activities are generating lots of interest! As an example, Impressions, the number of people seeing our posts, was over 28,000 on Facebook, Twitter and Instagram. That's a great figure for such a small society and thank you, everyone, who has taken part online!

As always, we encourage anyone who uses social media to share and interact (Like, Comment, etc) and share our posts to spread the news about the work continuing on 506 and 499 and in turn help fundraising efforts to bring both engines back into service.

The recent article by Heritage Railway Magazine has helped and events coming up with 506 this year will undoubtedly help increase the success of social media. We look forward to a busy year of stories in 2019 and watch this space, as they say!



@UrieSociety



[www.facebook.com/uriesociety](https://www.facebook.com/uriesociety)

For anyone with a keen camera eye who is visiting the Watercress Line at Ropley please share any photos you may take of 506 and 499 on your own social media channels mentioning @urie\_society in your posts. Alternatively, you can email photos to [urieloco.publicity@hotmail.com](mailto:urieloco.publicity@hotmail.com).

*Stephen Bedser, Publicity Officer*



30506 passing Ropley shed in  
1993. Photo © Tony Storey



## ... and finally

The engineering team are always willing to lend a hand to the MHR if it is for the greater good .... I wonder how many happy faces came along to the Santa Specials last Christmas and left completely traumatised??!!!!



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

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**Mark Collins - Honorary Patron**

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