

Issue 9 - September 2018

STOVEPIPE

Magazine of the Urie Locomotive Society



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Another New Friend

Following on from one of John Fry's 'Googling sessions', John and I were delighted to make contact with Mac Ramsay of PW Patterns. Although Mac does not have much experience of locomotive pattern making (or at least he didn't!), his enthusiasm alone made our minds up to 'give him a go'. Never wanting to give anyone an easy life, the first test we set him was to produce the pattern for a



Urie style safety valve cover ... look what came back! Needless to say we will be working with Mac quite closely as the restoration of 499 progresses; and what makes our new partnership really exciting is that PW Patterns is based in part of the old Eastleigh works, not far from where 499 and 506 were built almost 100 years ago. I'm sure that would put a huge smile on Robert Urie's face!



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Cover Photo - 506's boiler and frames temporarily reunited. Photo © Jason Houlders

Honorary President's Statement

The Open Day at the end of June was an exceptional opportunity to see the work of the Society and the result was most impressive. A very sincere Thank You to everyone who was involved, and for the great enthusiasm and efforts that are always so much in evidence in the work of the Society.



Our Chairman, Mark, very kindly alerted me to an auction of items from Robert Urie that had arisen as a result of a house clearance near Lyme Regis. The auction took place on 2nd June at Honiton and it was possible for the Urie



family to obtain the Items. The auction lots included presentation pieces that had been presented to Robert on his retirement as well as correspondence relating to the family of Robert and Jane Urie.

Robert retired in August 1923 – Richard Maunsell had been appointed as Chief Mechanical Engineer for the Southern Railway with effect from July 1st 1923,



Presented to Robert Wallace Urie, Esq, MIME, Locomotive Engineer of the London and South Western Railway Company, on his retirement by the Members of the Engine Drivers, Firemen, Locomotive and Electrical Engineering Departments Pension Society as a mark of their respect and esteem and in appreciation of the kindly interest taken by him in the progress of the Society and welfare of its members during his period of office as one of their Trustees from 1913 to 1923.

and Robert had been asked to stay on for another month or two to give Richard full opportunity to complete the organisation of his Department. Amongst the items was The Railway Magazine for November 1921 which included an article in the

British Locomotive Practice and Performance series by Cecil J Allen. This article contained details of journeys between Salisbury and Exeter with Locomotive 743, so it was entirely fitting that the auction had been at Honiton as Colyton Bank and Honiton feature in the article. Cecil J Allen was evidently impressed with the performance of 743!

Robert Urie (Grandson of Robert W Urie)

Honorary Patron's Statement

Well what a beautiful Summer we've had this year. Record temperatures and nearly continuous sunshine since the Whitsun May Bank Holiday. So spare a



thought for the guys who still gave up their time to keep us on track for the hopeful completion of 506 by the end of the year. It wasn't them who had the opportunity to sunbathe in the garden whilst sipping on ice cold beer. As ever your hard work is much appreciated. The final day of June (another very hot day) saw the ULS Open Day at Ropley where the public were able to wander around the sheds and ask any questions regarding the locos. It was a hugely successful day, not only weather-wise, but financially too. I'm not sure of the exact figures but from

memory over £7,000 was raised on the day which is a phenomenal figure and which will help enormously.

I must admit that since then I haven't been back to see what's happened during the Summer but once I'm back from holiday I'll pop in and make a nuisance of myself. And, by the way, not only am I an Honorary Patron of the Society, but myself and Claudia are now fully paid up members for the next 5 years, so make that £7,100.

Mark Collins

Chairman's Statement

Firstly, may I ask you all to accept my apologies for the delay in publication of this latest edition of Stovepipe. We tried so desperately hard to achieve the deadline of end September but I'm afraid I have been travelling around the country again after winning a significant new agency for my business (railway time is therefore limited) and Lynda has to deal with some significant family health issues. The ULS family is a very tight and caring one and we both appreciate the support we have been given in recent weeks; hopefully things will have calmed down by New Year and the January issue can be printed on time.

So, what's been going on since May? I'm not going to babble on here, it's all detailed in the following reports. I would, however, like to mention a couple of things.

First, the open day. My grateful thanks go to everyone who helped with the planning, preparation and setting up for the day, you really did all do a superb job. My thanks also to our special guests, Bob Urie and family who travelled down from Doncaster, and Mark Collins with his partner, Claudia, who took time out of a very busy schedule to join us at Ropley. As usual, I save the biggest thank you for last ... that is to you, the members. These open days are YOUR days, your opportunity to see what's going on, ask questions and generally enjoy your Society; boy did you do that! Members and other visitors came in good numbers, you gave generously and your encouragement and enthusiasm did not go unnoticed by the committee. You are a membership to be proud of and I hope that you are equally proud to be part of a small society which really does punch above its weight. Thank you all so much ... read on and you will find Roger's wonderful account of the day.

Secondly, I want to recognise the Urie family's involvement in saving the artifacts mentioned in Bob Urie's statement. There were other interested parties, but the family's tenacity and determination meant the collection remains as a whole and is now where it rightfully belongs, in the protective care of Robert W Urie's descendants.

I have been instructed by the editor 'not to waffle on as much as usual' as she has already had to extend this edition to 28 pages - being a dutiful husband, I always do as I'm told! In closing, I hope you enjoy reading the latest Stovepipe and look forward to seeing as many of you as possible at our AGM in November, details on the enclosed flier. Thank you all once again for all your support, we wouldn't be where we are without you.

Mark Pedley

Engineering Report

Unfortunately, Barry is still not in a position to offer his insight into our achievements since the last Stovepipe so I have again put together an engineering report as best I can. My apologies that I am unable to offer as much detail as Barry, but I sit very much on the periphery of the engineering team and don't have the detailed knowledge which the others do. Hopefully though, my notes will give you some idea of the work completed and currently in hand.

The MHR guys are continuing to push 506 along, in between work required to the running fleet, with input from our own team where necessary. Sadly, we

don't have much of a photographic record of the work done during the week as we're not there to record it. Without separating out 'who's done what', listed below are some of the jobs undertaken since my last report:

- Cylinder drain cock linkage fabricated
- New drain cocks are complete, including lapping in. Only outstanding work now is to drill and ream the taper pin holes in the squares for the linkage
- Brake pull rods fettled and assembled (apart from leading set)
- Brake cylinder piston rod bushes made and fitted
- 6 new slidebar nuts made
- A start has been made on tidying up the oil pipes into the horn blocks
- Boiler barrel cladding repairs and painting continues
- Main cylinder cladding finished and fitted
- A start has been made on making a new vac cylinder piston gland cover plate
- Expansion link rivets made and fitted
- One return crank pin ground by a contractor
- Side rods sent away for machining
- Tops for the bogie spring link blocks have been machined
- Big ends re-metalled
- Return crank rods - one twist removed, large holes bored - taper pin hole re-drilled
- Commenced manufacturing of axlebox dust seal parts
- Return crank rod bush made and fitted
- Slidebar alignment is slowly progressing
- Various oil pipes annealed, straightened/tidied up
- Various painting tasks being progressed
- 2 new reverser die blocks made
- Driving axle springs fitted
- Brake cylinders are pretty much complete, just require testing
- Nuts and pipes unions/nipples made for lubrication system
- Both expansion links re-fitted - L/H has been re-bushed



Completed drain cock in situ, R/H cylinder block. Photo © ULS



Drain cocks and linkage arms. Square holes have been wire cut. Photo © ULS



Brake rigging. Photo © ULS



View from the running plate of the rear axle and axle box assembly. Photo © ULS



L/H return crank. Photo © ULS



Con rod big end, strap and bearing awaiting assembly on rod. Photo © ULS



Tender tank being lifted from the bogies... Photo © ULS



... and supported on blocks in the yard. Photo © ULS

The tender, which I previously reported had been moved into the yard, has now been stripped for overhaul; the tank is sitting on blocks outside the main shed whilst the bogie frames and wheels are inside. A number of



strengthening angles have been identified for replacement due to excessive corrosion, so new material has been ordered. In the meantime, work has commenced to clean the rest of the frames. The buffers, which were at the front of the tender for shunting round the yard in its previous life as a testing station, have now

been removed, as has the fabricated handbrake column. All springs have been removed and are being tested, and the brake cylinder has been overhauled. The white metal has been run out of the axlebox crowns and all boxes are being assessed for repairs.



Elsewhere in the machine shop the tender brake crossbeam ends have been built up and re-machined, split pins drilled out of the horn tie studs, brake trunnions have been modified to accept grease nipples and a start made on grinding off 'roll-over' on the tender wheelsets.

Back in June I said that once our open day was over 'all hell would break loose' on 499. Things maybe didn't go as quickly as we would have liked in the end, but that was purely weather-related. Glorious though it was, the long hot Summer did slow us down; even the stubborn old so-and-so's in your engineering team struggled with the high temperatures. However, the heat has now gone so we have been able to ramp up our efforts and try to catch up with our drive to complete most of the front end rebuild by New Year!

First 'little' job in the queue was to remove the R/H cylinder block which had been left on the loco for our open day; by lunchtime on the Sunday it was off! Next up, clean off the centre casting and prepare it for lifting. Some fettling was required, mainly building up wasted areas with weld on the top of the casting and cleaning off any grinding dust or other residual deposits, particularly from





Cleaning inside the frames. Photo © ULS

the mating faces, with the same process applied to the inside of the frames. A thin coat of oil was then applied as protection and the casting moved into position ready for lifting with the hoist. Prior to that, we had removed the old front platform which had been temporarily bolted low in the frames to act as a safe standing platform whilst the cylinder block bolt holes were reamed. The final part

of the pre-lift preparation was to remove the new buffer beam which had been bolted on to give a degree of strength to the frames. The casting has large lugs at the bottom which pull up to the bottom edge of the frames; unlike 506, we do not have the



Lugs firmly pulled up to the frames. Photo © ULS



Lowering L/H motion bracket. Photo © ULS

space to slide the casting in from the front so both frame

sections have to be sprung apart to allow the lugs to drop in from the top ... basically we had to open the frames by approximately $2\frac{1}{2}$ " to

get the casting in. The hoist was readied, gantry moved into place, feet locked and the chains and strops positioned. Raising the block to the maximum height literally gave us just enough room to slide the casting over the top of the frames! Once over, it was lowered and the frames sprung to allow the lugs to slide between the sections; the frames were then closed and accommodation bolts fitted to secure the casting.

Next job was to lift the refurbished middle stretcher into place, but before that the motion brackets had to be removed ... again! The stretcher is a lot lighter than the front casting so easier to manoeuvre, but it actually sits either side of the joggle in the frames so there was a degree of 'jiggery pokery' required to get the thing to fit. Eventually it was located and held up



Centre casting heads skywards. Photo © ULS

Photo © ULS



with yet more accommodation bolts so we could proceed to mark and drill a few remaining holes on the joggles, ream all holes for riveting, then countersink as necessary.

Lifting the middle stretcher. Photo © ULS



Left - Stretcher ready for riveting ... and right, riveting well underway. Photos © ULS



Photo © ULS

Finally, after so many promises, the day came when riveting could start! The team got stuck in and over 2 days the stretcher was completely riveted and, with a bit of time to spare and the equipment set up, we riveted on a couple of spring hanger brackets 'cos we could!' The process went perfectly, although we did have to make up yet another holding-up bar for a few rivets which were obstructed by wing plates. It's impossible to put into words how good it felt to be 'back on the guns'. With the stretcher now riveted up, the next job will be the centre casting; preparatory work has been completed with holes reamed and countersunk where necessary. Not much more will be done on 499 during October, however, as our attention turns to a new ashpan for 506 ... but more about that next time.

Spring hanger bracket riveted on. Photo © ULS



Mark Pedley

Open Day, 30th June 2018 - the perspective of the Vice-Chairman

Saturday the 30th was here at last, dawn broke with a clear blue sky - it was going to be warm, very warm. Panic! No-one would come; they would all go to the seaside instead.

Arriving early at Ropley, Mr P was already there with a car full of picture boards, display equipment, nibbles and enthusiasm. Instructions came in thick and fast - this board here, that board there, tables here, picture boards on top, fencing along there, show and tell parts of the locos on this side and a big wrapped lump of something on a pallet in the middle. We lifted, we shifted, we banged in posts to fence off the running line, we connected up equipment, we opened up the sales cabin and arranged the books. Would we manage to put all the laminated information sheets and direction signs in their correct places? Yes, Mr P, of course we would; with the tremendous amount of work that had been put into their preparation, we were going to make darned sure they were all in the right place.

The whole family, sorry team, was assembled. The engineering experts were ready to answer questions. The area around 499 had been tidied, everything was in its place. Coffees and teas consumed, nibbles started, everyone refreshed and ready to go.

The public did come. A good number of members came and our friends in the MHR team brought round plenty of people in their tours.

Early on, the big wrapped lump of something on the pallet was unveiled. Wow, we have a STOVEPIPE!! Painted a tasteful matt black, sitting there, fresh from the foundry. No excuses now; we just have to finish the rest so that we have somewhere to put it.



The best way to describe what was on show is to give a guided tour. Right at the back of the wheeldrop shed was the refurbished bogie for 506, in front was 506 itself with all six driving wheels fitted, and everything checked and ready for the bogie to be fitted. Next to the loco were the freshly painted

pieces of cladding for the cylinders. Walking through the main shed took one past the partially repaired boiler cladding and the completed cab roof for 506. Outside the shed sat the tender for 506, partially refurbished but still in need of quite a bit of work.

After a walk down the yard past the Class 50 diesel and the Black Five, visitors arrived at the home of the Urie group - a former goods van body and a 20 foot container painted a tasteful shade of green (tasteful, perhaps not but the paint was very cheap). Just beyond the van body was 499 on her concrete plinth. The right cylinder still in place from reaming the week before, the left cylinder on the ground nearby, and the centre casting/bogie pivot sitting near the left side of the loco. Visible just to the rear of the right cylinder is the beautifully neat weld joining the old frames to the new section of frame. On benches beside the loco sat a number of parts that had been prepared earlier including blast pipe cap, piston, piston rings, steps to fit the curved running plate, and various patterns used to cast new parts. Pride of place next to the centre casting sat the new stovepipe; appropriately, it sat below a photograph of Robert Urie. Let's hope Mr Urie approved of the casting - he did seem to be smiling down on it! Later in the day we had the pattern for the safety valve cover delivered. It looks superb and the next move will be to have the cover cast.



Before entering the engine shed en route to the boiler shop it was worth stopping and taking a look at the huge number of photographs illustrating engineering progress on our two locos. Many of us only realised that the

photo boards were double-sided later in the day - yes, there are a huge number of photographs. A walk through the carriage shed was worth it just to see the superb restoration work being done on the two Bulleid carriages.

On arrival in the boiler shop the first thing visible was the boiler for 506 sitting resplendent in silver with a black smokebox. The chimney is fitted as are all the boiler fittings. Even the number plate has been fitted to the smokebox door; have no doubt, this is the boiler for 30506 and it is nearly ready to be fitted in the frames. Only the superheater elements are missing and these are not fitted until after the hydraulic test of the boiler. A tour around the boiler



Photo © ULS

shop and a look at the boilers for the Bulleid locos, Canadian Pacific and Swanage made one realise just how much skilled work there is in boiler repair work.

One essential visit remained and that was to the sales cabin. A warm welcome awaited anyone who crossed the Harry Potter bridge and made it to the cabin. Woe betide anyone who tried to walk straight past; the sales team have a superb selection of books and a sales technique to match, but take care, they have sold me back my own book more than once!



Photo © ULS

It was great to meet and chat with many members, old and new. The atmosphere was great and, if enthusiasm could be bottled, we could fund the restorations by selling the huge amount we saw on the day. It never ceases to amaze me how generous people are. One person said to me that we need an oligarch to fund the work; I don't think I agree. Far better for people to put in sums of money that mean something to them and that are given with the true spirit of the Urie Society. The team have the ethos of not wasting money and spending wisely to get the best deal and the quality needed. As my mother used to say: "wilful waste makes woeful want".

I must say a thank you to Bob Urie and his family for travelling down from Doncaster to join us for the afternoon. Travelling down that far (and back again) on a boiling hot summer Saturday in June shows true dedication and is much appreciated by the engineering team.

Finally, I would like us all to remember friends and family who are no longer with us, or who are too frail to attend the open day. Their past contributions to the Society and restoration of the locos are not forgotten.

Dr Roger J Burt, Vice Chairman

Donations

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



Geoff Bullock
Barry Eagles
Rob Forster

Steve Gault
Michael Lambert
Jon Riches

Bob Russell & Ann Sayers
Nigel Stinchcombe
Bob Waterman

A New Face

You may be aware that the Mid Hants Railway now has a new General Manager. Jason Houlders joined the Railway earlier in the Summer and we look forward to working with him in the future as we all strive to return 506, and later 499, to steam.

A warm welcome Jason from all in the ULS.



Stop Press!

On 25 September 2018, boiler 755 was reunited with 506's frames for the first time in 17 years. This is only a temporary fit to allow us to fabricate a new ashpan but boy, what a moment. Barry summed up the day perfectly ... "It just feels surreal!" Unfortunately, it is quite likely that the boiler will be removed again (as we proceed to hydraulic and steam tests) before our AGM, but fear ye not, the day 506 finally returns to traffic draws ever closer!





Photo © ULS



Photo © ULS



Photo © Dave Ryding

30499 photographed at Woodham Bros scrapyard, Barry, in 1966. Photo © Keith Chambers



Letters to the Editor

Many thanks to Alan Gosling who kindly sent us a letter in June after reading Issue 8 as it reminded him of an earlier event with a similar engine:

"My lifelong friend, the late John Fairman, was Works Manager of Reading Gas Works when it was announced that Huntley & Palmer, Biscuit Manufacturers, were to cease rail traffic. This used fireless "HUNTLEY & PALMERS No 1", and after the last rail traffic ceased, we had permission to drive in their yard until steam ran out. This we both enjoyed. The engine eventually reached preservation but I am not aware that it has ever been steamed again subsequently.

My friend, John, was later appointed as Works Manager at Northam Gasworks, Southampton. His office in Britannia Road is now part of St Mary's Stadium,



home of Southampton FC. The area was well known to John, as his grandfather had been Shed Superintendent of LSWR depot at Northam, until all stock was transferred to the new Motive Power Depot built at Eastleigh in the 1900's.

Also featured was the private Chapel Tramway Branch, later part of Corral's Yard, which took over B4 0-4-0T No. 30096, naming it "CORRALL QUEEN". This was acquired for preservation by the B4 Locomotive Society at a special event at Northam which I attended with my late wife. The locomotive is now "NORMANDY" at the Bluebell Railway. Any donations that I make are, of course, nominated to "NORMANDY".



Our 'Letters to the Editor' section seems to have become a regular feature, so please keep writing to us or emailing! We love to receive any offerings you care to send, whether it be an amusing anecdote, a response to a published letter or simply feedback on 'Stovepipe'. Thank you in anticipation.

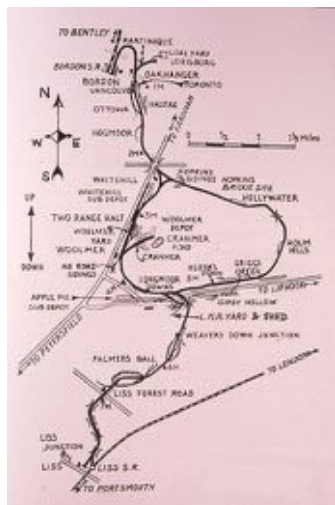
Lynda Pedley

My Involvement with Railways - Part 5

And so it came to pass that I caught the bus to Trafalgar Square and then a short walk to the top of Whitehall, there to enlist in the Army. The recruiting Sergeants were not overly impressed when I turned down the option of joining the Household Cavalry. So they offered the option of the Royal Engineers. I accepted that, even though I had no knowledge of any railway involvement in the REs. Within a short time I received a railway travel warrant and instructions to catch a train from Paddington to Pershore. Thence aboard an Army 3 ton lorry to Worcester for the start of six seemingly long weeks during which we received basic training. Drill, Lee Enfield rifles etc etc. Split between camps at Worcester and Malvern, although after all this time I cannot remember why the split. I do recall that it was towards the end of Winter and was bitterly cold with snow on the ground. No such thing as central heating in the billets, or indeed, unless you got there first, no hot water for washing and shaving. Two folding metal mess tins for food plus a metal drinking mug. We were told that the tea urns were laced with bromide. This to ensure that it had the opposite effect of the modern day Viagra.

Then came the posting to Longmoor in Hampshire to join 49 Railway Training Squadron, part of 16 Railway Training Regiment. 8 Railway Squadron were also part of the Regimental group but they were never part of the running of trains. That was mostly left to us in 49 Squadron. There were, based down the line at Weavers Down, Army Emergency Reserve (AER) Squadrons where personnel came and went as part of their two weeks a year annual training exercises. They did run train services and contributed mightily to a few accidents.

The LMR ran from Borden to Liss. A particularly difficult stretch of the line was the approach to the station at Liss Forest where the gradient was quite severe (1 in 70) and the approach was masked by a curve in the line. The signalman at Liss Forest had to ensure that the arriving train had come to a stand at the home signal before





107 Foggia, 1955. Photo © Ted Taylor

‘pulling off’ to allow entry into the platform. To protect the station, there was a ‘sand drag’ section which would take a runaway train into a wooded area and was of sufficient length, over 200 yards, to ensure that the runaway stayed

on the track. That worked most of the time, but an event where the AER driver was not so lucky and the loco came off the end caused quite a bit of damage to the first coach as the loco tipped up - see photo above. The coach was an ex-Caledonian Railway example. We had a motley collection of coaches which modern day preservationists would drool over. Alas, mostly all gone now.

Early on, and before my promotion to driver, I had my first and longest visit to the sand drag. We made it by the well known practice of putting the loco in reverse and applying steam after the braking effort had failed to arrest our progress. The driver concerned was responsible for causing damage to our lovely USA 2-8-0 loco which he took to the sand drag whilst locking up the driving wheels and thus producing ‘flats’ on all wheels. That caused the loco to be withdrawn and it was cut up at Longmoor.



King Arthur 30740 “Merlin” on Bournemouth Shed, January 1953.

I loved that loco with its over-sprung, very bouncy tender. It was allocated to me fairly frequently and indeed it was in my charge for an event filmed at Longmoor for the BBC. The programme was one of a series entitled ‘Saturday Night Out with Robert Beattie’. The idea was that a

train would depart from Longmoor Downs and head towards Oakhanger where a section of rail would be removed and the train would derail.

Rather than wreck one of our locos, we borrowed an ex-Southern Railway King Arthur class loco, “Merlin”, to head the train of ex-South Eastern Railway coaches. The loco had been withdrawn and was due for scrapping. I was positioned behind the last coach in the platform with other locos scattered around for effect. “Merlin” was in light steam and had an axlebox journal brass attached to its whistle chain so that it whistled its way down the track. The driver (I think it was Ron Pegram), was instructed to open the regulator on “Merlin” and then as the train moved, jump off the footplate onto the platform. I wanted to give the train a shove to help it on its way, but that was vetoed. Well, the train did derail but you could have been on the footplate of “Merlin” drinking tea and you would not have spilled any! In those days, filming was done on video tape and it was the BBC’s usual practice not to save the tapes but to use them again and so overwrite them. However, a copy of the filming was found a few years ago. I have seen it; very poor quality but it does give some idea of the events and brings back memories for me. It may well be found on YouTube. (Note from the Editor: footage can be found by Google search “BBC Saturday Night Out Longmoor Military Railway” or at www.youtube.com/watch?v=MyyVJzm5Lg).

Other filming events used the LMR for location shots as this was long before the birth of preserved railways, so it was us or BR. More coaches were wrecked for the filming of “Bhowani Junction”. Stars on site included Ava Gardner and Stewart Grainger. We discovered that Ava Gardner had a good swear word vocabulary when her pet dog was in danger of being hit when loose in Longmoor yard. The idea was that there was an explosion which wrecked a train. The Art Director, with our help, carefully placed the coaches involved into a suitable pile - they were never the same again afterwards.

A while later was “The Inn of the Sixth Happiness” with Ingrid Bergman. I was involved with that one as a fireman on the footplate of our USA tank loco number 300 Frank S Ross, suitably re-painted with chinese characters which we all thought said ‘this way up’! The driver was our Loco Shedmaster, Sgt Les Ferris. Extras were ladies from the married quarters dressed for the part including coolie hats.

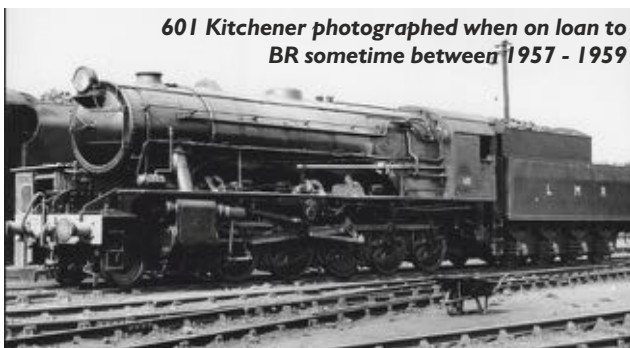
Still from “The Inn of The Sixth Happiness”



Other repaints around that time were some of our WD Austerity 2-8-0s. They received khaki paint prior to being shipped to Egypt. I was one driver nominated to go with them and so suffered a yellow fever 'jab' prior to the journey. It never happened. The so-called 'six day war' terminated before we had chance to be exported.

The recent hot spell of very dry weather and the resulting heath fires has reminded me of the lineside fires that we experienced and the way that we were mobilised to attend to them with our beaters. A long pole with a flappy bit of leather-like substance was our tool. Nothing has changed over the years and TV pictures show firemen still using these tools. They are also still to be seen along the railway route of many preserved railway lines, parked up ready for use. Believe me, attending to those fires in the blazing heat is not fun. My style of engine driving was (as far as possible) full regulator and sharp cut-off so I trust that I never caused any of the lineside fires. It was steeply graded between Liss Forest and Weaversdown Stations, hence the 'runaways' when going the other way.

A while back, a three volume set of books on the Longmoor Military Railway was published. In order to refresh my memory for this article, I have recently browsed them again. My word, they brought back memories. I had forgotten the miserable



*601 Kitchener photographed when on loan to
BR sometime between 1957 - 1959*

experience of being rostered on the late turn passenger train with an oil burning Austerity 2-8-0 or 2-10-0 WD 401 and WD 601. On return to the shed we had to top up the tender with oil. The filling pipe was very small and winter conditions meant that it took a severely long time to complete the task. Mind you, a rostered coal burning loco had its worries as well. The pathetic coal stage where we hand shovelled the coal was situated down yet another steep incline with catch points and gates to catch the unwary.

Other rekindled memories include some of the late passenger turns in mid week; when few returning soldiers were expected at Liss we took the small Wickham car instead. They are still about, used by track maintenance gangs

on preserved railways. Then, on occasions, a superior vehicle was rostered, a Drewery car of very ancient demeanour. The Wickham car taught me how to change gear without having to worry about steering. The Drewery car had the luxury of a pre-selector gearbox. When, in due course, I started to take car driving lessons, in a Morris Minor, due to driving the railcars I had no problem learning to change gear. I do, however, remember my driving instructor saying to me in one of our early lessons, "don't forget my side". You do not have to steer a railcar so steering a road vehicle was a new experience.



878 BASRA

Later on I was given the opportunity to become a diesel driver in addition to my duties on steam. We had two ex-LMS class 08 diesel shunters, 877 and 878. I do not remember ever driving 877 but had a few rostered turns on 878. It was used on our C diagram freight working to Oakhanger and various yards in between. I was delighted to recently discover

that 878 still exists. It is in working condition on the Lakeside and Haverthwaite Railway in Cumbria. I was delighted to renew my acquaintance with the loco on a visit last year. It is still known as BASRA even though it has long ago lost its nameplates.

That reminds me that some of our 0-6-0T locos are still in existence on preserved lines. The most infamous of all, in my opinion, was number 118 'Brussels'. It was the runt of the litter and just would not steam properly. In desperation it was converted to oil burning but that still made no difference. It spent most of its time being used as a source of steam supply with a 'take off' mounted in the dome in order to supply steam to the big oil burning tender locos when lighting up. In order to light up an oil burner you need steam to fire the oil spray in the firebox and to continue until the recipient has made enough steam of its own. One evening whilst on late turn shed foreman duties, we were in the cabin when suddenly I heard a loud woofing noise. Dashing outside I found that horrible engine had decided to take itself for a walk, this despite being allegedly in mid gear with the brake on. I ran to catch it jumping over inspection pits as I did so. Catch it I did. No wonder it lasts in my memory. This horrible loco also still exists on the Keighley & Worth Valley Railway although, fortunately, not in use. They should have asked me before they purchased it. *To be continued...*



0-6-0T No 118 'Brussels'

Ted Taylor

Urie Sales Cabin Needs You!



We have now settled into the Sales Cabin very nicely in the Ropley picnic area (near the Harry Potter bridge). Those of you who have already visited us will have seen the fantastic views we have of Ropley Yard with all the comings and goings and also the wonderful countryside. We are desperately in need of more volunteers to help run the Cabin; we only have five so it's a struggle to keep it open.

Person/Job Spec:

- *Core hours 12pm - 3pm but we will usually accommodate any time you can spare during Railway running days (mainly weekends and school holidays);*
- *This is not a position for someone who wants to be busy all the time; it is very relaxed and you will have plenty of time to contemplate life, the universe and everything!*
- *Would suit someone with an interest in photography/art/knitting/crochet/yoga/meditating/reading etc as this is a lovely, peaceful place to spend a few hours (not just for railway enthusiasts);*
- *We provide tea/coffee and biscuits;*
- *Some heavy lifting is required (moving boxes of books) but help can be arranged;*
- *A lovely opportunity to meet some new and unusual people; on one occasion I met a 'Hen Party' who stopped off at the Cabin and joined me for tea and cake!*
- *Volunteer shifts are 'weather permitting', no one is expected in bad weather - unless you like the rain!*



If you are interested or would like more details, please contact me (urieloco.sales@hotmail.com or sueheanes@hotmail.co.uk) - any offer of help would be very much appreciated. Thank you.

Sue Heanes

Update from our Publicity Officer

Some of you may have noticed this year that the Urie Locomotive Society ventured into the world of social media. Love it or loathe it, our accounts on Facebook, Twitter and Instagram are an important channel to share the Society's news, loco restoration progress and perhaps, most importantly, to gain new members.

It's been great to interact and share posts with the Watercress Line, other preservation societies and railway fans, and in turn, reach their followers. We currently have over 400 followers across the three which is a great start for the Society.

Of course, we want to grow much more so I'd like to ask for your help. If anyone reading this uses social media please do like the pages, share our posts and comment where possible. We would also welcome any photos taken of the two engines and their progress, either as a visitor or volunteer. Simply put up your own posts tagging in the Urie Society (see below) or send us your photos which we can use on society posts.



@UrieSociety



www.facebook.com/
uriosociety

Want to follow or tag us on social media? To follow us simply search Urie Society, visit the page then click Follow or Like. To mention us use @uriosociety in your posts! See you on social media.

Stephen Bedser, Publicity Officer

... and finally

Remember my comment in last September's Stovepipe - we knew exactly what we wanted to buy with a legacy from the late Barry Fletcher? There was no uncertainty, all had agreed there was only one thing the money should be used for ... a 'stovepipe' chimney! The pattern is quite complex so took longer to make than anticipated but it was finally ready late May and by the end of June, the chimney had been cast. It was unveiled at our open day amid more than a few appreciative gasps. Thank you Barry, you will be forever with us and we look forward to the day when 499 steams out of Alresford sporting your chimney.



Photo © ULS

... but it didn't stop there. 499 will certainly be in demand for hire by other railways, some of which may not have the loading gauge for a full height stovepipe. How will we deal with that? Easy, we've had a second cast which Steve has now cut down to avoid nasty accidents with low bridges. It is currently on display at Ropley atop boiler 45 I.



Photo © ULS

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

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