

# STOVEPIPE

Magazine of the Urie Locomotive Society



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## GDPR

The General Data Protection Regulation (GDPR) is a new, Europe-wide law that replaces the Data Protection Act 1998 in the UK.

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Cover Photo - Burning out smokebox rivetson boiler 451. Photo © ULS

# Honorary President's Statement

The month of June will include an event which is a really key day in the calendar of the Urie Locomotive Society - the Open Day. A very sincere thank you to everyone who makes the Open Day such a special occasion. As always, my very grateful appreciation to everyone who is involved with the work of the Society.



In the January edition of Stovepipe, Alan Dixon very kindly asked if Flight Lieutenant Dunlop Urie, acting Commander of City of Glasgow Auxiliary Squadron RAF, was related to the family of Robert and Jane Urie.

Dunlop Urie was a member of another Urie family who came from Paisley and ran a very successful bakery business in Paisley which was extended to Glasgow in the early 1920's. I do not know of a direct connection between the two families - Robert Urie's father was James Johnstone Urie who was born in Rutherglen, East of Glasgow, in 1806.

James subsequently became a blacksmith and was employed at the Glengarnock Ironworks at Ardeer - Glengarnock had built five blast furnaces at Ardeer and the Ironworks opened in 1849.

One family connection with the 1939 to 1945 War was that Robert and Jane Urie were the parents of nine children and the youngest, George Carlyle, was born in 1902. George joined the RAF in 1942 and was demobbed as a Flying Officer in 1946. He had latterly served in Transport Command.

Thank you for making the enquiry Alan - it was very interesting to read of Dunlop Urie's courageous time at RAF Westhampnett.

*Robert Urie (Grandson of Robert W Urie)*

# Honorary Patron's Statement

I must say I feel very guilty not having visited the MHR for a while to see the progress being made with our two locos but I keep up-to-date with the excellent job Steve Bedser is doing in keeping everyone updated on social media with what's happening to 499 and 506. If you are on Twitter then please follow us on @UrieSociety for regular pictures and updates, and keep



retweeting these updates to your followers so we can spread the good news. I'm sorry but I don't do Facebook. I'm not really interested in other people's dancing cats and what they've had for dinner that evening although do follow us on [www.facebook.com/urisesociety](http://www.facebook.com/urisesociety) and continue to share the posts made.

Fair to say though that the team continue to do a magnificent job and great strides have been made since the last edition of *Stovepipe*. I've read Mark Pedley's latest blog with interest although some of the terminology baffles me. For instance, "mating faces" and "cover studs" mean something completely different in my world but at least I know what bogies and pistons are. As I've said before, I'm no engineer.

I'm looking forward immensely to seeing 506 running later on this year and fingers crossed this can be achieved thanks to the dedication of our small team who work tirelessly to see the final result.

I'm also looking forward to the Open Day at the MHR on Saturday 30th June and I'll be there to help out in any way I can, helping people to part with their hard-earned cash so we can swell our coffers to help get these two splendid engines working again.

Finally, a big thank you to the team at Ropley and also to Redmayne Engineering in Lymington for their help with 499. I hope to see you on June 30th where we'll all be able to see the progress made on this unique project.

*Mark Collins*

## Chairman's Statement

Well here we are again, marching through Spring with all its familiar sounds - the birds singing, wild animals foraging in the undergrowth and the (sometimes) gentle breeze whistling through the trees. The only thing missing in this quiet corner of Hampshire is, yep ... the sound of two rivet guns thumping away in perfect harmony! Fear not dear members, as you'll read later, that time is not far away ... and we've set a big target for engineering work this year (at least, I have!), so once we start there won't be many quiet weekend afternoon siestas in Ropley! Much of the preparatory work has been

completed; the major outstanding task now is to ream the frame holes for the centre casting. Once that's done, then the riveting can begin in earnest.

In the last issue of *Stovepipe* we ran a mini-appeal for sponsors to raise money for the fitted cylinder bolts. Thank you so much to everyone who contributed, together you raised over half the amount required, a fantastic achievement. The bolts have not been ordered yet as Barry had to get the holes reamed first to ascertain exact sizes; with that done, the order is due to be placed within the next few weeks.

Something different to report on this time and give you a break from my fundraising utterances. Back in April the MHR again joined forces with Southampton Solent University when Arts and Media first-year students were tasked with making a series of short films based around various aspects of the railway. For their sins, two groups chose to make films related to Urie, one about 499 and 506, the other about the ULS itself. I had the pleasure of working with both groups and I have to say it was a wonderful experience. As I get towards the end of my working life, here I was helping 6 people in the very early stages of setting down the foundations for their future careers. Like most people I still feel the same as I did when I was a student, just a bit slower, so the banter was very much at that young age level. Boy, did reality hit when I realised I am probably as old as their grandfathers! But then isn't that what this whole project is about? We're not getting any younger so while we are still physically able, we WILL get the engines running and we WILL create a Urie legacy to be carried forward for future generations. Now here's a thought; in 40 years' time or so, when these students are reaching the end of their own working lives, where will 499 and 506 be then? I hope and pray that this legacy we are creating, and which is recorded in their films, will have been grasped by others following on behind and itself protected for generations beyond them.

So when will you be able to view the films? They will be uploaded to our website later in the Summer, but the first public airing is to be at our Open Day on 30th June. Why not come along and have a look? You'll also be able to meet with us, have a chat, ask as many questions as you wish and see close up what's been going on with both locos. The flyer gives all the details; please pin it on the noticeboard or put it in your diary as a reminder to pop along if you can. Remember, this is YOUR day, we would love to see you ... and we MAY have something special to show you!!

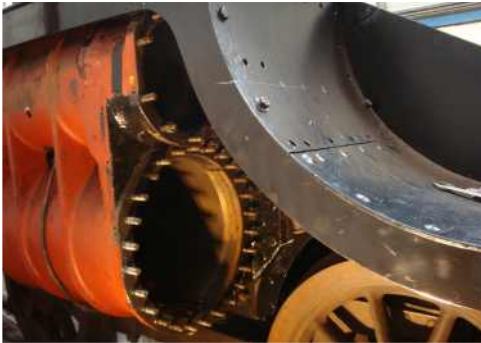
*Mark Pedley*



# Engineering Report

Firstly, my apologies if this engineering report isn't up to quite the same technical standard as usual; Barry has a lot going on away from Ropley at the moment so simply doesn't have the time to put anything together, hence you're stuck with me for this issue's update. Hopefully normal service will be resumed in September!

Work on 506 is now largely in the hands of the MHR engineering team. With the running fleet to be maintained as well, work may sometimes appear sporadic but the guys are pushing on with the overhaul as best they can. Certain jobs have been done/are to be done by our own engineers but to start splitting out who's done what seems a bit daft ... we're all working together as one team to try and ensure 506 returns to traffic later this year. So, to summarise the work done by all parties since January in pictures:



New piston and valve cover stud have been made.



Brake weighshaft has been machined.



Leading and centre driving wheelsets are now in. The photos above show Ropley wheeldrop in use to locate the leading drivers.





Blastpipe in 2 pieces have been finished and fitted. Mating faces for the blastpipe and main steam pipe have been faced up.



Four existing axleboxes and a new one have been completed. The second new box is machined and awaiting white-metalling.



The front bogie is now completely refurbished and awaiting final assembly.



Wear in the bores on the coupling rods has been built up with weld.



The boiler casing is undergoing repairs as necessary.



Frames and cab sides have been prepped and painted - all looking good.

Planning ahead, the tender has been moved into the yard for finishing. For those interested in the detail, this is the new tender tank (on the chassis rescued from Eastleigh works) built ultimately to run with 499, 506's own tender is u/s with thin tank sides and a question mark over the frames. Ultimately we plan to build another new tender using frames we have from 30825 -



Tender to initially run with 506. Photo © ULS



Beginning the task of reaming 499 cylinder block holes

just need a few more hours in the day!

Up on 499 things have really started to move on. The L/H cylinder block was hung on the frames a while ago but nothing could be done until we had a 33mm reamer to fit our magbase drill. Enter our new friends at Redmayne Engineering in Lymington and all was resolved. In recent weeks the frame

holes for the L/H block have been reamed to full size, the block removed from the frames and the R/H hung ready for the same treatment.

Some of the R/H holes had been drilled slightly oversize so our mindset was that this could take a fair time to sort out; in fact, a couple of weeks and all were finished. Theoretically the next task is to remove the block and locate the centre casting, but we are putting this on hold until after our Open Day - we want to share the sight of 499 with a cylinder block on with as many of you as possible. In the meantime, the opportunity has been taken to refurbish the area around the bogie pivot; you may recall from previous reports that this area was badly corroded so has been built up with weld which is now being ground down and levelled.





*R/H cylinder block lifted on 499. Photo © ULS*



*Above: Much easier to clean and paint these bottom pockets when the casting is upside down!*



*Right: Refurbishing around the bogie pivot.  
Photos © ULS*

Once we hit July, all hell will break loose! It will be a case of block off, casting in, ream more holes, casting out, clean swarf, casting back in, begin riveting. It's a massive task, but we're aiming to have the front end rebuild (blocks, casting, running plate, valence, buffer beam and centre platform) virtually nished before Christmas - did I really just say that???



While the reaming has been going on, a couple of us decided to grind off a few rebox stay heads on boiler 799 as a bit of an 'in-ll' job. In fact, things have gone so well that the boiler has become a project, at

least one year ahead of schedule. Most of the stays below the grate will have to be removed. The outside heads of these have been ground flush to the steel plate and pilot drilled to a diameter of 8mm. Inside the rebox the stays

... then pilot drilling.  
Photos © ULS



Very nerve-wracking taking stay heads off inside the rebox! Photo © ULS

marked for removal have been ground flush with the copper plate. This grinding requires much more care than the outside - nick the steel and a simple weld repair sorts the problem; nick the copper and it's a whole different issue!

Those who have been to Ropley lately may have noticed that the smokebox rivets have been removed from boiler 451 (nearest the yard). To allay any confusion, boiler 799IS the one chosen for 499 on the basis of economics - 451 requires a new copper crown. However, because it is sited nearest the yard and the easiest to work on, we are removing the latter's smokebox to enable us to use the barrel as a template for the new smokebox.

I have seen a comment on one of the chat rooms about the type of smokebox door we intend to use. Clearly we would love to have a proper Urie style door made, but because of the shape it is currently looking cost-prohibitive.

The ULS doesn't give up easily though, we will keep looking for a way round this and I will keep everyone informed of progress. In the meantime, should any of you win the lottery, please contact me on [urieloco@hotmail.co.uk](mailto:urieloco@hotmail.co.uk) .....!!

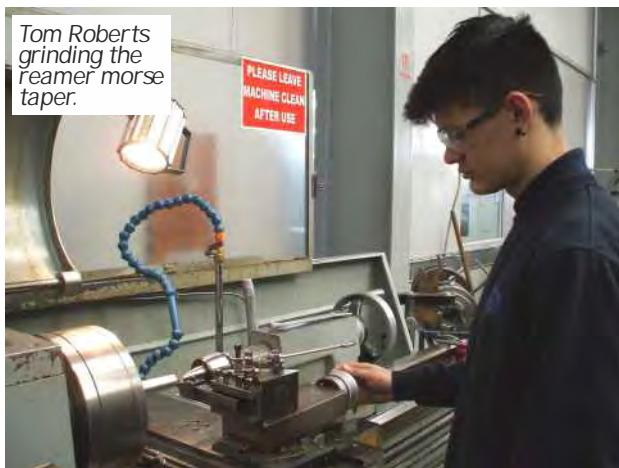
As always, I would like to sign off by thanking everyone involved for the work they have done on our locomotives, we are indebted to them for everything they do.

*Mark Pedley*

## Helpful Friends

Buying a 33mm reamer was a simple task with the help of our good friend, Mr E Bay. Unfortunately, reamers of this size are only available with a No. 4 morse taper ... our mag base drill takes a No. 3. An approach to Redmayne Engineering in Lymington for a quotation to grind ours down led to a completely unexpected offer to do it for free! Our very grateful thanks go to Martin Waller and Ken Spurway of Redmayne for this very kind gesture and most definitely to apprentice Tom Roberts who actually did the job.

*Mark Pedley*





# The Story of the Superheaters tted to 499 and 506

In the 1990's and 2000's I worked in a large American company licensing patents on computers, software and electronic components. If I had been working 100 years earlier, I might well have been working for a German company licensing patents on locomotive superheaters. Would I have had to threaten to start legal proceedings to stop Mr Urie and Mr Maunsell from infringing patent rights?

At the end of the 19th century the Schmidt Superheater Company held most of the patents covering locomotive superheaters. Schmidt licensed their patents at a royalty rate of £30 per locomotive. Not a huge sum when you consider a brand new Black Motor (700 class) would have cost £2,675. If we assume that 60163 cost one thousand times the price of the Black Motor, one might assume that a royalty of £30,000 would be payable if the patents had not expired. But, as I know all too well, companies do not like paying royalties and will try any way they can to avoid doing so. All the various railway companies and their mechanical engineers put their efforts into finding ways around the Schmidt patents and improving upon the basic design.

The steam taken off from the top of a conventional locomotive boiler is steam saturated with water. The superheater takes in that saturated steam and using the heat from the fire, superheats it, effectively drying it. The superheater consists of two chambers; the inlet chamber is connected to the internal steam pipe from the regulator valve and the outlet chamber is connected to the cylinders. In order for the steam to get from the inlet chamber to the outlet chamber, it passes through the superheater elements which are long tubes within the large fire tubes. To give the maximum path for the steam, the superheater elements are generally four lengths of tube with three return bends - the steam travels almost four times the length of the boiler inside elements that are exposed to the hot firebox gases. To quote the Handbook for Railway Steam Locomotive Enginemen, the saturated steam from the boiler at 225 psi and 397°F enters the superheater and after traversing the elements comes out dry and at 600°F increased in volume by about 35%. The advantages of superheating are clearly great enough to make its use very desirable.

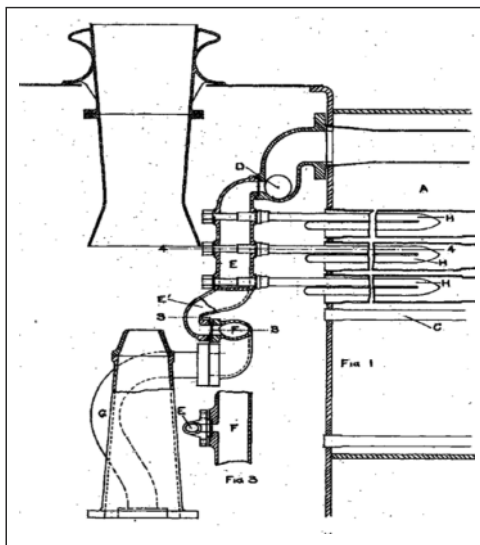


A search through the patent archives reveals that Mr Urie and Mr Maunsell were able to patent improvements to the basic superheater. Richard Maunsell and George Hutchinson working in Dublin led their patent application, Improvements Relating to Steam Superheaters, on 13th February 1913. Robert Urie, then living at Hill Croft, Hill Lane, Southampton and working at Eastleigh, led his patent application, Improvements in Steam Superheaters, on 1st May 1914, just three months before the start of the First World War.

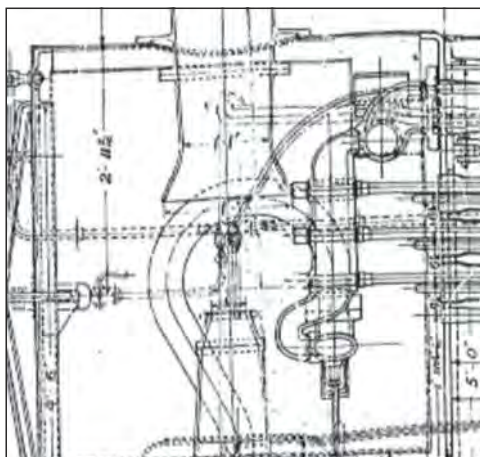
The Urie superheater is relatively complex and uses special connectors, also patented by Urie, to connect the steam headers with the superheater elements. The patent contains a detailed drawing of the superheater and how it is fitted in a locomotive smoke box.

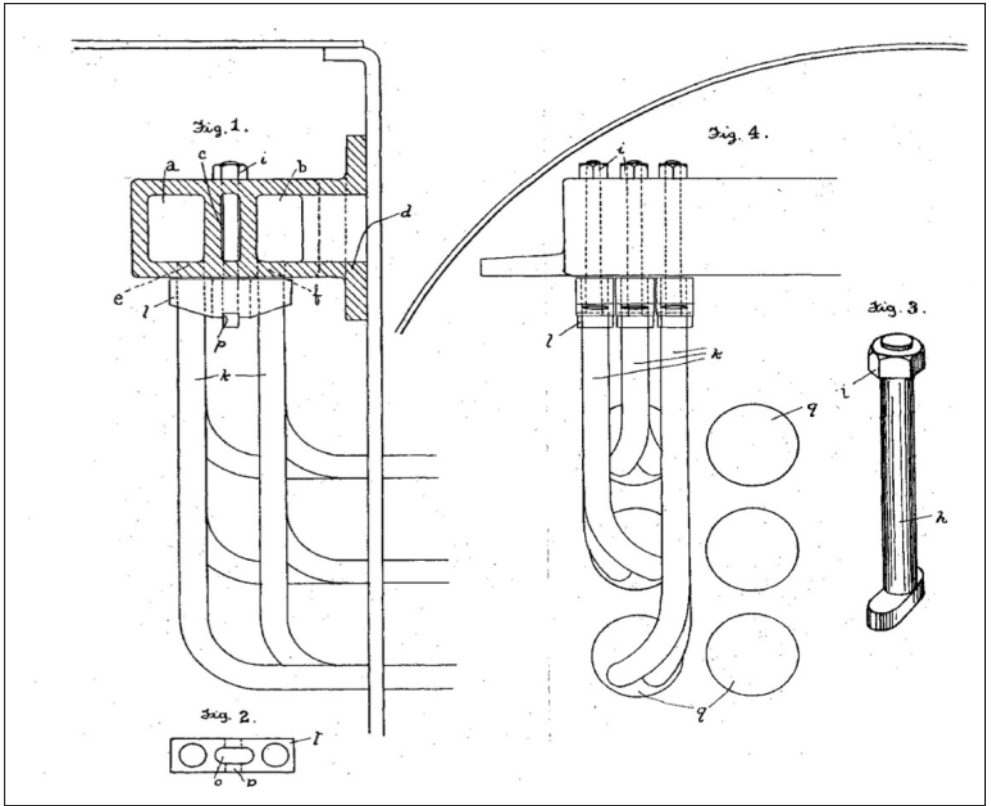
The general arrangement drawing for the S15 reveals that the S15s were to be fitted with the patented superheater. The detail in the patent and in the general arrangement drawing is sufficiently close to suggest they were probably drawn within a short period of time of each other.

The Maunsell and Hutchinson patent focuses on the method of fitting the superheater elements to the header. The Maunsell invention was to enable individual superheater elements to be removed and replaced more easily than before and without having to remove the header as is necessary with the Urie design. The Maunsell header fits neatly across the top of the smokebox with the superheater elements fitted below.



Above: Patent drawing. Below: General arrangement drawing.





Patent drawing.

The Maunsell patent application was led more than one year before the Urie patent application and it would be interesting to know whether Urie had seen or heard about the Maunsell invention before he led his own patent application. The Urie design would not have infringed the Maunsell patent. It seems Urie was more concerned about the design of the superheater rather than making it easy to maintain.

Maunsell moved from Ireland to Ashford in late 1913 to become the CME of the South Eastern & Chatham Railway. In 1923 the Southern Railway was created absorbing the SECR, LSWR and LBSCR; Maunsell was appointed the CME of the new grouping. Urie was already 68 at grouping and on the point of retirement. The quality of the Urie locomotive designs that Maunsell inherited as CME of the new grouping is con rmed by the way Maunsell continued the build programme for the N 15s and S15s with relatively minor

changes, one of those changes being from the Urie superheater to the Maunsell superheater.

We may not be able to see examples of the Urie superheater but we can see the Maunsell superheater almost exactly as shown in the drawings in the 1913 patent. The photograph below shows the heater fitted into the smokebox of 506's boiler in the boiler shop at Ropley. The second photograph shows a stack of superheater elements removed from 506's boiler at the start of the overhaul. The 'T' bolts shown in the patent can be found in the boiler shop in safe storage ready for fitting and are shown in the third photograph.



Not only have two Urie S15s survived, so has the firm of patent attorneys that led the patent applications for Robert Wallace Urie. The patents were led by the firm of Abel & Imray of Bank Chambers, Southampton Buildings, London WC. This firm of Patent Agents (Patent Attorneys) is still known by the name of Abel & Imray and can be found at 20 St Andrew Street, London EC4, within less than half a mile of their

1914 offices. The son of the author of this article is a Chartered Patent Attorney and partner in Abel & Imray - who believes in coincidences?

Dr Roger JBurt, Chartered Patent Attorney & Vice Chairman, ULS

# Letters to the Editor

Thank you to Ron Hammond who sent in a letter about reless locos.

*"I read about your Society in the Hampshire Chronicle. I thought you might like to hear of a railway peculiarity, if you haven't already known.*

*When I was a high voltage engineer in Preston, Lancashire, I was involved in cable laying on the dockside when I saw*

*an unusual steam engine. When it ran out of steam it went into a shed; a few minutes later it came out "full of steam" - it did not need, or use, coal directly.*

*Not being a steam engine engineer, I later had a chat with employees in the railway engine shed and was told how things worked."*

Following further research by the Chairman and Editor, it appears that 'Duke' was the reless locomotive which usually lived at the oil sidings at Preston Dock. Supplied new to the port in 1938, it was built by Andrew Barclay & Co Ltd, Kilmarnock. The engine was primarily used in moving and marshalling oil and petrol wagons (hence the need for reless!) and was charged with high pressure steam supplied by the powerhouse on the north side of the tidal basin. Its operating time was somewhat limited by the amount of saturated steam that it could store in its on-board reservoir. Operating time was said to be 3-4 hours depending on loading.





# Donations

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



Philip Airey  
David & Judith Blaza  
Keith Brocks  
John Charlton  
Ian Coward  
Neil Cox

Barry Eagles  
Barry Goring  
Stephen Hankin (on behalf of  
his late father, Ted Hankin)  
Barry Hooper  
Les Jackson

Edgar V. Richards  
David Sparrow  
Robert Treagus  
Bob Waterman  
Alan Wayman  
Anthony White

Thanks and apologies also go to two gentlemen who donated books at the sales cabin earlier in May but whose names unfortunately were not taken.

# Sales



20 May 2018

Our small band of volunteers have been making the most of the gorgeous weather and opening up the sales cabin for business whenever possible. However, we still need more helpers and would be grateful to anyone who can spare a few hours to operate the sales cabin. We don't have to open all day - just a few hours will suffice. (Popular times seem to be midday to about 3:30pm). With 506 steaming this year, the railway will be attracting the crowds and give us a golden opportunity to raise funds to speed the restoration of 499. If you can help, please contact Sue Heanes on [sueheanes@hotmail.co.uk](mailto:sueheanes@hotmail.co.uk).

Our small band of volunteers have been making the most of the gorgeous weather and opening up the sales cabin for business whenever possible. However, we still need more helpers and would be



# My Involvement with Railways - Part 4

In due course promotion up into the next link - the Control Relief Link, a very large link with sets of men booking on at all hours round the clock in order to relieve crews that had travelled from the North and whose booked working hours had expired. Also, of course, cover for holidays, rest days and sickness. Again, I had a very pleasant driver, quite a young man compared to Arthur.

Over the years I have tried in vain to remember his name but I cannot. The reason being that, although we were rostered together, we only met up perhaps 40% of the time. We were mostly split up to cover operating vacancies. Some outstanding trips together remain in my memory. One was taking empty stock to

*BR Standard 4 2-6-4T at Neasden Locomotive Depot, late 1950s Photo © Ben Brooksbank*



Willesden with a BR standard 4 2-6-4T. We went 'main line' and at one point my mate called me to look at the speedometer which was recording in excess of 90mph.

Another memory was working a local passenger train to Euston with a 75000 class loco, stopping at all stations, platforms crowded with commuters, many wearing bowler hats. I think it was Hemel Hempstead where the regulator stuck open and we ed past the platform for some way before coming to a halt.

I also recall relieving a very late running Fleetwood sh train with an unnamed, unrebuilt Patriot loco. It must have been an eventful trip for there was very little coal left in the tender when we took over - no longer enough left to self trim. Hoping that, as usual, we would venture to Willesden using the goods line, we set off. No chance, main line all the way. Non-stop walking on my part, into the tender to shovel what was left of the coal forward then using the collected heap to re every two minutes. Well we did manage to get rid of our train at Stonebridge Park and get to the loco shed with just about two shovels

full of coal left. Because we had travelled up to Willesden so quickly, we had plenty of time to work a train back. That was most unusual as working freight trains, our normal daily activity meant that we were usually on overtime by the time we got there, so home 'on the cushions'. Anyway, this day the Shed Foreman said we were to take an ex-LMS 4F 0-6-0 back North light engine as it was scheduled to go into Crewe Works for a general overhaul. We duly set off ambling along the down goods line. We were stopped at Bushey at the platform end where the 'bobby' advised that we were to couple up to a following freight train headed, it turned out, by an 8F - which we duly did. 4Fs were not, in my opinion, the best of steamers. I never had a particular problem with them but they were not as good at steam raising as their smaller brethren, the 3F. Anyway, we set off and my driver was not inclined to let the side down so was giving it some welly. That poor old decrepit 4F responded to the heavy handed driving and my driving by blowing off at one point of our journey so I was very pleased with our efforts.

One last memory of working with my booked driver was again a local passenger train into Euston and return with a paper train in the small hours. All stations job to of load the morning papers. I forget at which station the guard gave us the 'right away' and my driver, as usual, went for it. We were held at the next station for our guard to rejoin us as he failed to get back on board as we galloped away!



Northern entrance to Linslade tunnel. © Ian Petticrew

Working North involved travelling via Leighton Buzzard and Linslade tunnel. The tunnel was a very tight fit and you could guarantee that the fire would blow back onto the footplate if you had not dropped the front ashpan damper, closed the rehole door and put the blower on. Sometimes you got a blow-

back despite all of these actions. A very nasty experience.

That brings me to memories of various journeys made with an assortment of different drivers. These trips were mostly working coal trains to Stonebridge Park, Willesden. These journeys were always interesting and

would always result in overtime being earned. The majority of the coal was destined to be transferred from LMR yards to the Southern Region and, particularly if there was a period of bad weather, their yards would fill up and so our trains would be piled up one behind the other to wait their turn to access Stonebridge Park yard. One particular memory was the very long layby loop at Kings Langley where we would frequently be directed with perhaps two other trains in front of us waiting release back onto the up slow line. Remember there was still food rationing and my issue of sandwiches would never last the usual daily duty of anything up to 12 hours and sometimes longer. This loop had a lovely apple tree that was situated in a very handy place close to our line. Sod's Law saw that whenever it bore apples we were never turned into the loop.



*"Super D" O-8-0 No 49245*

Another memory of this loop was in the bleak mid-winter with a Super D loco, a biting cold wind blowing and very little shelter provided by the Super D cab. Our normal steeds for these coal trains was almost always an 8F or a Black 5 with sometimes a WD 2-8-0. Just our luck on this day to have this class of loco. We turned into the loop and there we sat for the best part of six hours. Would you believe?

Nothing passed us on the up slow line so we never found out why we had been looped. When the signal to exit the loop finally came off, we could not go. There was very nearly out so it was quite some time before we were able to proceed. We had so much overtime that we missed our next booked turn. I hated the Super Ds. They steamed OK and they could certainly pull, but very little shelter from the elements. The cab seats were just large enough to enable just one cheek to perch.

I was told that it was not unknown to relieve a crew at Bletchley yard and get relief again after eight hours having not turned a wheel. The walk from signing on duty at the loco shed meant crossing the main and slow lines to get to the cabin on the up side of the station. I still have horrors when, one cold and foggy winter's day, dutifully following my driver Indian fashion, we heard the mournful tones of an 8F's hooter sounding and the rumble of a loco being given some welly. We naturally thought that it was a train on the up fast line.



Freight trains always stopped in the yard for relief didn't they? As we crossed the end of the platform via the barrow crossing on the slow line my driver had reached the platform when the approaching loco came thundering out of the fog. I leaped for the platform and just made it. That was so nearly the end of me.

Abiding memories too of the glow worms that inhabited the cutting leading up to Tring station. I have never since been fortunate enough to see them. Also in my memory is working trains to London on November 5th. I enjoyed mile after mile of being on the railway embankment and looking down on the reworks and bonfires. We never had any time left on our shift to enable us to work empty trains back north, so always back 'on the cushions'. On the odd occasion when we worked a passenger train to Euston we always worked a train back. From Queens Park station we ran alongside the London Underground trains. My chest always swelled with pride when admiring passengers in those trains were given a glimpse of our private footplate world.

One odd journey came my way which trainspotters of the day would have delighted in. We relieved the crew on a Crewe to Marylebone parcel train. The loco was a rebuilt Royal Scot class. Regretfully, as I explained in part one of my missive, I had ceased to record engine numbers on the day I started work at Nine Elms in 1951. This task must have been a regular timetabled event for my driver did not need a pilotman. The memory of this journey includes using the power turntable at Marylebone Station to turn our Scot and not having to connect up the vacuum hose to turn it, there being enough energy left over from a previous occupant. I have never understood the

*Royal Scot 46143 South Staffs Regiment on Marylebone Turntable*



mechanics of that. The icing on the cake was that we returned the loco to Bletchley light engine.

In due course I received a letter advising me to attend St. Albans for a medical assessment prior to National Service. Having to strip naked for a check to

see that all of me was in working order and standing in line with others, it was the first opportunity in my life to check the size of my equipment against those of others. A further memory of the day was the astonishment of the person who syringed out my ears when a vast amount of coal dust was deposited into the collection bowl.

Looking back now on my life at that time I am embarrassed in respect of my naivety. I did not know that when being called up for National Service my job would be kept open for me. When a turn came up that required me to work a Super D 0-8-0 freight loco tender first in the pissing rain, I decided enough was enough, so ahead of being called up, I signed on as a regular soldier. ... to be continued.

Ted Taylor

## Painting

A couple of years ago, Steve Gault commissioned a unique painting in gouache by Eric Bobby depicting 499 and 506 as they will first appear when both are back in traffic. Prints are available from the Ropley sales cabin, but now you have the chance to own the



original as Steve has decided to sell it to raise funds. Mounted and framed, the painting measures approximately 28" x 18" and it is yours for £500... or more! If you are interested, please contact me on [urieloco@hotmail.co.uk](mailto:urieloco@hotmail.co.uk) in the first instance. The painting will be on show at our Open Day on 30th June.

Mark Pedley



@UrieSociety



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

## ... and nally

A recent house move meant Steve Gault could not join us at Ropley as often as he would have liked ... but it didn't stop him putting in extra hours at his workshop. The latest fruits of his labour - a new footstep for the curved runningplate on 499. It's as good as a casting and just as heavy!!



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