



May 2012, and P class No. 178 works towards the tunnel Photo: Martin Lawrence

# The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

## Issue 5

### IN THIS ISSUE

When the Government lockdown started in late-March, many railways were quick to start emergency appeals, and there was some comment online about why the Bluebell's own appeal had been launched in a relatively low-key way. What has become clear, however, is that – with strict financial controls in place to control current costs – the reopening of the railway presents a more significant challenge. Our appeal is therefore focused on that reopening, with all its attendant uncertainties both in timescale and traffic demand. It is therefore very pleasing to see that, following the launch of the appeal to all Bluebell Railway members and shareholders by post, almost £100,000 has been raised in just two weeks, with the current appeal now standing at more than £151,000. The supporters of the railway have proven time and again their generosity, and the railway has in turn delivered remarkable achievements over sixty years. Recovering from COVID-19 may turn out to be the greatest challenge ever faced, but with continued support and generosity of our supporters, overcome it will surely be.

Sadly, one person who will not be there to see that day is Chris White, a company director and locomotive driver. Chris will be remembered in particular for his dogged determination in seeing the Northern Extension completed to East Grinstead, including finding the way to remove 100,000 tons of waste from the infilled Imberhorne Cutting. A full obituary will appear in the forthcoming edition of Bluebell News.

This issue contains the final part of Malcom Stroud's evacuation story and the last instalment of the series in how our Edmondson tickets are printed and stamped.

We also have a new feature called 'Tales from the Shed' with reminiscences from our locomotive crew.

Enjoy issue 5.

Tom James, Editor

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# Fundraising Appeal Update

By Trevor Swainson, funding governor, Bluebell Railway Trust

After the initial launch of the [Virgin Money Giving Appeal](#), a full-scale appeal was launched to BRPS members and PLC shareholders. A total of 10,000 letters were sent out to explain the strategy for ensuring the survival during lockdown and the recovery period post-lockdown.

It sounds a simple exercise to do a mailshot - anyone can do it. Print out a standard letter, include some basic instructions for payment, put the letter in an envelope, stick a stamp on and then post it – simple! Finding the names and addresses from PLC, BRPS and Trust records was quite a task with the added complication that many names were on one, two or three databases so, despite removing many duplicate records, inevitably some people received multiple letters thereby increasing the cost of the mailshots.

Then, there was the question of what to put in the letters. Too much information might not get read while too little would fail to get the message across. Similarly, providing information/instructions on how to make donations is fraught with difficulties. One wrong word or phrase could undermine the whole point of the document.

Now, with letters out in the field, we sit with bated breath, hoping that our recipients of the mailshots will respond. It always starts slowly but, after momentary panic, the payments start rolling

in. Our trial appeal on Virgin Money Giving exploded into life with, now, more than 1,100 responses totalling more than £60,000 in direct donations. We certainly never expected that!

A target of at least £300,000 was set, based on financial modelling carried out by the PLC. It was not, as some suggested, a figure with no basis plucked out of the air.

In previous campaigns, two thirds of donations were made by cheque but, in a sign of changing times, we expected there to be a gradual switch to online payments by bank transfers and gateways such as Virgin Money Giving. This change of preference has been much greater than expected with the analysis so far showing that less than 25% of donations being made by cheque.

Responding to the mailshot has given the opportunity to respondents to alternately praise and condemn 'management' but it also provides numerous historical anecdotes and even the odd flash of humour. All of this helps lighten the load of opening hundreds of envelopes!

The appeal is well on its way to reaching £300,000 with more than half of the target already reached. If you have already donated, thank you very much; if not, can you help to ensure that our wonderful railway gets back into business.



# Society News

By Steve Bigg, acting chairman Bluebell Railway Preservation Society

Society Treasurer Nigel Longdon will be retiring at the end of May after seven years in the role.

The committee thank him for his excellent stewardship of the Society's finances as well as his wise counsel on many other aspects of Society business.

Nigel will be replaced by Jan Kozminski (right), who offered himself for the position and was unopposed. In the light of the necessary postponement of this year's AGM, Jan will become Treasurer Designate until the AGM can be held. At that point he can be formally appointed to the role.

He is warmly welcomed to the committee.

## TREASURER DESIGNATE JAN KOZMINSKI INTRODUCES HIMSELF

My railway experience spans nearly 50 years ... but with 30-year gap in the middle!

I joined British Rail as a graduate trainee in the Signalling & Telecoms Dept and worked on the Southern & Scottish Regions. I left the railway after five years and worked in various organisations in electronics and telecoms. During that time I was on two occasions a voluntary treasurer of different organisations.

After taking early retirement, I joined the Bluebell's S&T department in 2005 and have



Jan Kozminski Photo: Chris Majer

worked on many projects including as a member of the Wednesday Gang on the East Grinstead Extension and Kingscote resignalling. I have also been responsible for the conversion of the lighting of all the mechanical signals to LED operation.

I also served a period as one of the Society Representatives to the Trust.

I now look forward to overseeing the Preservation Society's finances, particularly in the challenging times which are ahead of us.

# Charity Nomination

By Trevor Swainson, funding governor, Bluebell Railway Trust

The Bluebell Railway Trust has a chance of being given £1,000 through a "[nominate a charity](#)" scheme run by Ecclesiastical which is a financial services company originally set up to protect Anglican churches and church buildings against the risk of fire.

The nomination scheme runs until 24 May so please hurry to fill in the details.

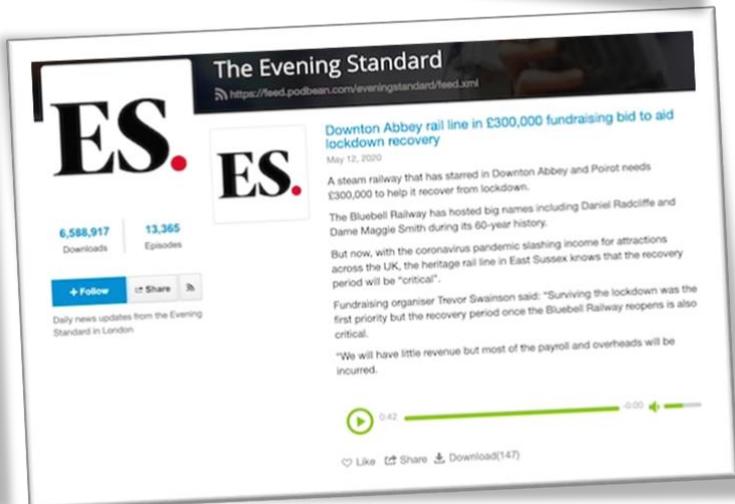
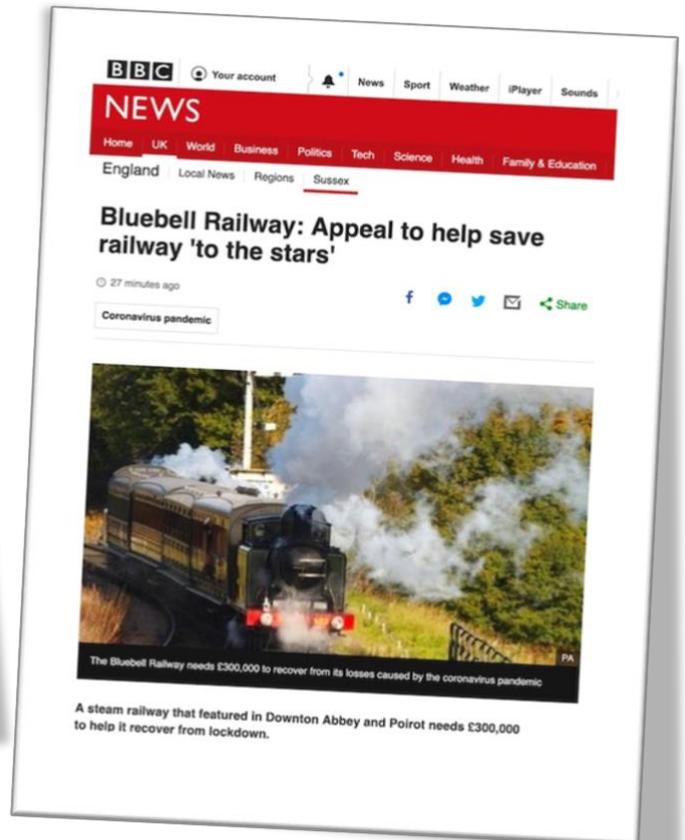
The Bluebell Railway Trust charity number is 292497 and the Charity Type is "Heritage Arts".

The nomination site is: <https://movementforgood.com/#nominateACharity>

# Railway Cuttings

By Paul Bromley, communications director

The launch of the railway's emergency appeal resulted in considerable media coverage. Volunteer drivers Mick Blackburn and Heidi Mowforth were pictured taking afternoon tea all dressed up with nowhere to go in the Daily Telegraph (top left). The popularity of the railway as a filming venue – the “line to the stars” – was emphasised in coverage on the [BBC Sussex website](#) (top right), [Evening Standard](#) (bottom right) and Yorkshire Post (bottom left). Other coverage included [ITV Meridian News](#), the [Wolverhampton Express and Star](#) and the [Aberdeen Evening Express](#).



# Five Minutes With ... Graham Aitken

## Name

Graham Aitken

## Role

Senior Station Master, Sheffield Park

## How long have you been involved with the Bluebell Railway?

Since January 2007

## How did you first become involved?

I first visited the Bluebell Railway in 1964 whilst on holiday and became a fan from that moment

## What was your professional career?

I joined British Rail in 1966 at Waterloo station and went on to spend 40 happy and rewarding years in Train Planning, responsible for the development of timetables and locomotive, rolling stock and train crew diagrams. Whilst based at Wimbledon, Paddington, Croydon and finally in Friars Bridge Court, near Waterloo, during my career, I am at heart, a South Western Railwayman. A proper Operators railway.

## What does your Bluebell Railway job involve?

To quote from my Job Description, I am "responsible to the Operations Manager for leading, directing and taking overall management responsibility for the Operations team at Sheffield Park station and providing a safe, secure and customer focused environment".

## How often do you volunteer at the Railway?

Combined with my other roles, see below, about three days a week including working at home.

## Are you involved in any other departments or areas of the Railway?

I am also a Passenger Guard and the (unofficial) timetable assistant to the Operations Manager, Chris Knibbs.



*Graham Aitken, Senior Station Master Photo: Martin Lawrence*

## Do you have a nickname? If so, what is it and how did it come about?

I think that my colleagues should be asked this question!

## What's the best part of your job?

The people! I enjoy talking - and listening - to everyone, be they visitors, staff, volunteers or members about our railway and how we can all make it even better.

## What's the worst part of your job?

Encountering people who seem to want to turn every positive idea into a negative one. Why?

## What is your earliest train memory?

Being taken to Bonnyrigg station to meet my dad coming home from work, (on a V1 or V3 tank hauled train from Edinburgh).

## Do you have a model railway at home or in the garden?

No, I prefer the real thing.

## What's the funniest or best thing that's happened to you at the Bluebell Railway?

There have been so many funny things I cannot pick out just one so will move on to the best thing.

This occurred on Thursday 13 April 2017 when I despatched the Pullman breakfast train at 0730 hauled by 60103 Flying Scotsman at the start of its unforgettable seven-day visit to our railway. I blew my whistle amidst the sound of bagpipes, a truly memorable occasion that I never thought would happen at the Bluebell. Even Chris Knibbs admitted to having the hairs on the back of his neck standing to attention. Oh, and by the way, just for the record, it was a RIGHT TIME departure.

## Anything else you want to tell us?

My overriding other railway interest is the much-lamented Waverley Route between Edinburgh and Carlisle via Hawick. Having lived at a station on the route, Eskbank & Dalkeith, I was determined to travel on the last train over the line, the 2155 from Edinburgh Waverley to London St Pancras on Sunday 5 January 1969, which I duly did. Having bored many people over the years since then with my interesting stories about the line, I've now updated the story to include reference to me travelling on the first trains on the re-opening from Edinburgh, firstly to Newcraighall in 2002 and to the present terminus at Tweedbank in 2015. I remain upbeat that it will eventually be extended through to Carlisle as it has initial support from both the Scottish and UK Governments.

To my pleasant surprise I have met a fellow Bluebell volunteer who also travelled on the last train and another one who lived at Eskbank, sadly just after the line closed. Are there any others out there reading this? If there are, please get in touch as we will have so much to chat about.

## BLUEBELL BITES

### Tunnock's tea cakes or Edinburgh shortbread

Tunnock's caramel wafers (just ask Chris Knibbs)

### In the vanguard or in the guard's van

Both



*Flying Scotsman, drawing up for a right-time departure! Photo: Mike Anton*

## The Golden Arrow or The Golden Shot

Golden Arrow

## Bulleid or Maunsell

Bulleid

## Sharphorne Tunnel or Imberhorne Viaduct

Imberhorne Viaduct, as it means that I don't have to remember to put the train lights on

## Caledonian or North British Railway

North British Railway

*Many thanks to Graham for taking part. If you would like to feature in a future "Five Minutes With ..." or would like to suggest someone to take part, email the editor at*

*[bluebelltimes@jamesquared.com](mailto:bluebelltimes@jamesquared.com)*



*During the track trek in 2017, in the company of then company chairman Dick Fearn Photo: Martin Lawrence*

# A Closer Look at ... the 9F

By Andy Taylor, Locomotive Department

Some would say "spaceship" while others would say "unique world survivor". The locomotive department would call it a name that we can't publish but I think we can all say it's a "sleeping giant". It is ... heavy freight locomotive 9F 92240.

The 9F is the youngest and most modern steam locomotive on the Bluebell Railway having been built at Crewe works in 1958. It was designed to be capable of pulling loads well over 1,000 tons at 40mph or above. It was one of the most successful British locomotive designs that was capable of much more. It was employed on both freight and summer passenger duties with speeds of up to 80mph recorded.

Why has the Bluebell Railway got such a vast and powerful locomotive?

Even though it's a giant, it is one of the most economical and capable locomotives on the railway.

It was rescued from a scrap yard in Barry, south Wales, in 1978 by a group of members from the Bluebell Railway's locomotive department headed by the late George Nickson, Pete Reid and Peter Cox. The group spearheaded a huge fundraising effort to get the locomotive running again and in 1990 were rewarded with a fully working locomotive.

Sadly in 2002 the locomotive was withdrawn from traffic and has ever since been a "sleeping giant". In 2019 a new fundraising effort was started by the locomotive department with a sustainable fund established to enable the locomotive to be in traffic as long as possible.

Here's everything you always wanted to know about the ... 9F



Photo: Derek Hayward

## 92240 IN FACTS AND FIGURES

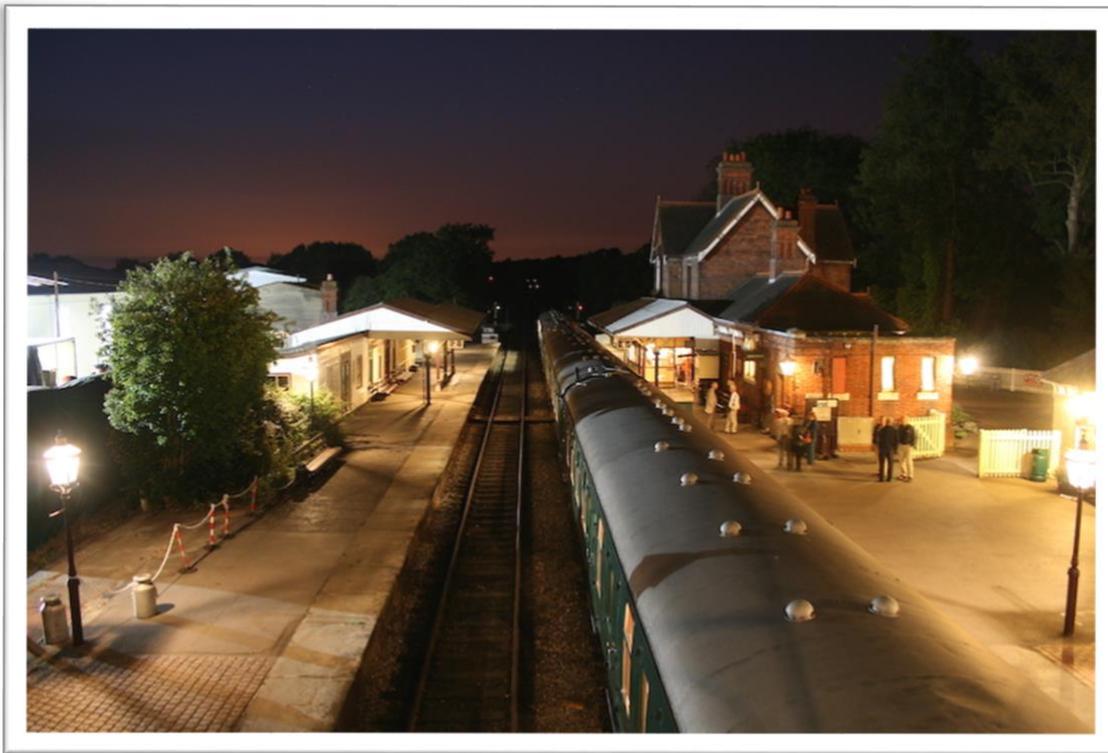
<b>Number</b>	92240
<b>Class</b>	9F
<b>Wheel arrangement</b>	2-10-0
<b>Built</b>	1958 for British Railways at Crewe Works
<b>Designer</b>	R. A. Riddles
<b>Cylinders</b>	Two, outside, 20" diameter x 28" stroke
<b>Boiler pressure</b>	250 psi (pounds per square inch)
<b>Tractive effort</b>	39,667 lbf
<b>Length</b>	66 ft 2 ins
<b>Weight</b>	141 tons
<b>Driving wheel diameter</b>	5 ft
<b>Tender capacity</b>	9 tons coal, 4,725 gallons of water
<b>Valve gear</b>	Walschaerts

Information taken from '[Locomotives, Carriages & Wagons preserved on the Bluebell Railway, 2020 Edition](#)' produced by Michael Philpott, available from the Bluebell Railway's online shop

# A Picture's Worth

By Andrew Strongitharm

*It's often said that "a picture is worth a thousand words" and in this feature one of the Bluebell Railway's photographers chooses one of their pictures and explains how they achieved the shot. This time, it's Andrew Strongitharm with Sheffield Park at night.*



The passengers chatting on the platform and the pink hue in the sky really help to make this image for me. It appeared on the blog page of the BRPS website and I remember that it attracted many favourable comments at the time. Coincidentally, an almost identical photograph taken by John Sandys (below) was published on the blog on 11 April this year which

The accompanying photo was taken on Friday 18 September 2009 shortly after the arrival of an evening 'Sausage & Mash' train at Sheffield Park. The date of this image is significant as construction work for Operation Undercover 3 was about to commence on the left-hand side of the photo.

I was aged 15 at the time and had just travelled on the train in the picture as my dad was the guard. Whilst he was busy preparing to shunt the stock, I took a number of opportunist shots balancing the camera on the side of the footbridge. At this point I would like to tell everyone the exact settings that I used on the camera to achieve this photograph however the reality was that I simply pushed the shutter button and hoped for the best. Ultimately, I was just killing time before we were ready to head home.

makes for an interesting comparison over 10 years later.

Every year I keep meaning to repeat the night shot myself, but there are not many opportunities in the autumn when an evening train is running.

I used a Canon 400D which was my regular camera in those days and I have since upgraded to a 500D with various lenses during that time.



# One to Watch, One to Read

Everyone has a lot of downtime at the moment and is looking for ways to fill their time while stuck at home.

We asked people across the railway to recommend a railway-related book, TV programme and film which others might enjoy – here is another selection of the suggestions made.

**Book 1:** "Mendips Engineman and Footplate Over the Mendips" (published in "Somerset and Dorset from the Footplate") by P.W Smith, a very well-written autobiography including an account of driving the last Pines Express.

**Book 2:** "Engine Driving Life" by Michael Reynolds (dedicated to William Stroudley). This is the best railway memoir that I have read. It includes the 'Fine Register': "Fined, one day's pay, for running through a pair of gates; Fined, one day's pay, for stopping on the road to clean the tubes; Fined, one day's pay, for threatening to throw his fireman off the engine; Fined, five shillings, for bringing a pig 150 miles without permission."

**Music:** "Green All the Way" by Brett Stevens - folk songs and recordings. Mine is a vinyl LP and Side Two opens with a recording of a Terrier that brings a lump to the throat.

**DVD:** "British Steam Railways: THE MAUNSELL MOGULS". Lots of footage of the Bluebell Maunsell and SECR engines, but all this is surpassed by the short film "Slip Coach to Bicester". I defy anyone to watch it just the once.

*Heidi Mowforth, passed fireman*

**Film:** The original "The Railway Children", released 50 years ago this year. Who can't remember "Daddy, My Daddy"?

**TV:** Many episodes of "The Professionals" with Bodie and Doyle diving their Capris around Nine Elms Goods Depot.

*Tony Hillman, assistant museum curator*

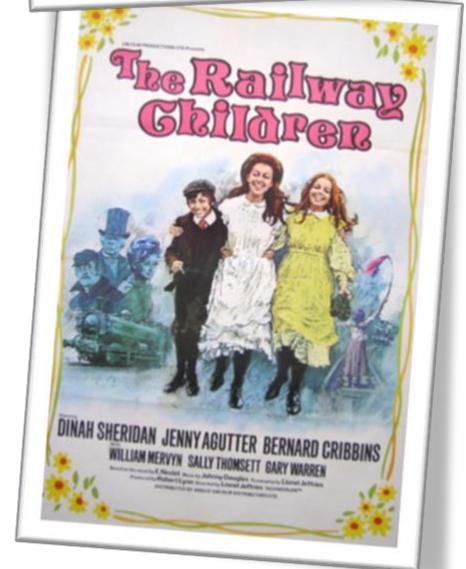
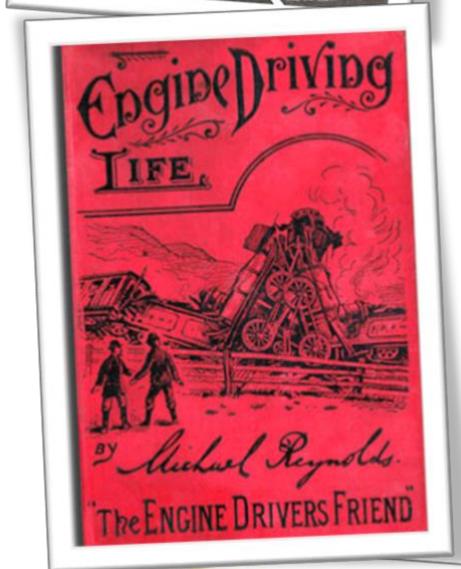
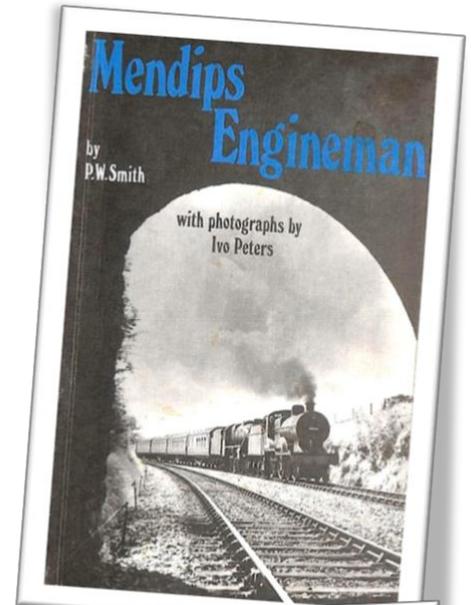
**Book 1** "Working on the Victorian Railway", "Travelling on the Victorian Railway" and "Locomotives of the Victorian Railway" by Anthony Dawson

**Book 2:** "Trains to the Trenches" by Andrew Roden – it's a look at the operation of railways during the Great War.

*Cameron McTigue, loco department cleaner*

Some of these titles may be available in the [Bluebell Railway's shop](#) which is currently trading online only.

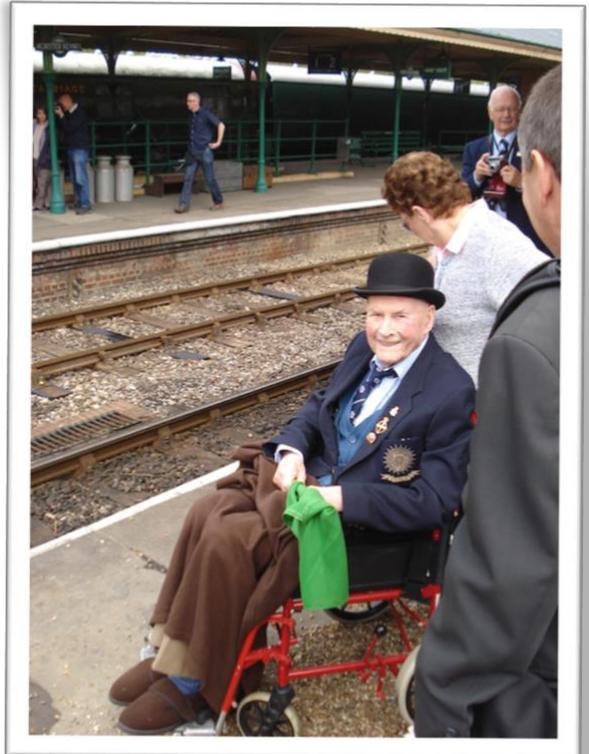
If you use [easyfundraising](#) or [Amazon Smile](#), the railway will receive a donation with every purchase - at no cost to you.



# 60 Years of May

Words by Tom James

*With no trains currently running, here is a gallery of some of the interesting and notable events from the last sixty years of service, focusing on the month of May.*



*(Above) 60 years ago this month, Stepney, in the presence of two carriages, ran into Horsted Keynes from Ardingly, before departing south for Sheffield Park; in doing so, it became the first train to run on a preserved section of standard gauge ex-mainline railway. 50 years later, the event was recreated, and the Society's then president Bernard Holden was on hand to welcome the train into Horsted Keynes. Photo: Matthew Cousins.*



*(Top left) An anniversary of a different kind: 2007 marked the 125<sup>th</sup> anniversary of the opening of the Lewes and East Grinstead Railway. This line-up was staged in May of that year to publicise the events held in commemoration. Photo: Jon Bowers*

*(Above) The railway's first locomotive, "Stepney", is seen in May 2005, while temporarily running as classmate DS377, the Brighton Works shunter (ex No. 35 "Morden"). In front is Ivatt 2MT 41312, which was on loan to the railway at that time primarily to assist with engineering trains on the Northern Extension. Photo: Dave Colwell.*

*(Right) The second loco to arrive on the railway, Wainwright P class No. 323 "Bluebell". It is seen here on a special working in May 2011 at Horsted Keynes for the launch into service of the wheelchair-accessible saloon carriage No. 3360, converted from an ex-LCDR brake vehicle. Photo: Mike Hopps*





## VISTORS OLD AND NEW

*(Left) Branch Line Weekend in 2017 saw the visit of the L&NWR Coal Tank No. 1054, normally based on the Keighley and Worth Valley Railway. The loco is seen emerging from Sharpthorne Tunnel with a fine collection of vintage rolling stock, with everything in the train well over 100 years old. Photo: Derek Hayward*

*(Right) For Branch Line Weekend 2018, it was the turn of GWR No. 813, originally built for the Port Talbot Railway and Docks Company in 1901. Photo: Derek Hayward*

*(Below) Going back five years to 2013, the rather more modern Collett 0-6-0 No. 3205 visited. Unusually for a tender locomotive, it faced south, resulting in photos in a variety of less usual locations – it is seen here descending from Imberhorne Cutting towards Kingscote on the then brand-new Northern Extension. Photo: Mike Hopps*



## HOME FLEET, HOME AND AWAY

*(Right) Back to May 1976, and the Adams Radial Tank leads the Wainwright H class through Ketches, a dramatic low-level shot. Photo: Russell Pearce*





(Left) To celebrate the twinning of the Bluebell Railway with the Stoomtram Hoorn – Medemblik, Fenchurch went on a mini tour to the Netherlands and Belgium in May 2002. The loco is seen, slightly incongruously, passing a Dutch windmill with a collection of that line's rolling stock – the European preference for air-braked stock presenting no difficulties for the ex-LBSCR locomotive. Photo: Wouter Adriaanse / Rob Veninga collection

(Below): Another opportunity to haul an air-braked train: B473 (ex "Birch Grove") approaches Wootton station on the Isle of Wight Steam Railway. Sister locomotive 2510 was sent by the Southern Railway for trials on the Isle of Wight in 1947, but offered no advantages over the resident Adams O2 locomotives, so was returned to the mainland in 1949. Photo: Ray Wills



Where would the Bluebell be without its resident fleet of locos from the South Eastern and Chatham Railway? The larger locos have been reliable performers for decades and in recent years have dominated haulage of the various dining trains, while the P tanks provide economical and colourful haulage of shorter trains and more recently Footplate Experience Days. The H class and C class are seen above in May 2017 passing through Lindfield Wood while "Bluebell" hauls a train of vintage stock away from Tremains Crossing in May 2018. Photos: Steve Lee (above) and Derek Hayward (right).



# Tales from the Shed (Part 1)

By Russell Pearce, Locomotive Department Chief Clerk

*Russell Pearce joined the Bluebell Railway as a locomotive department volunteer in February 1974 when he left school.*

*He has been involved with the railway ever since and is now chief clerk in the loco department as well as a train guard, driver and shunter.*

*Russell has seen many changes during his time with the railway and in a series of articles he recalls some of his experiences.*

*In the first part, he remembers the start of a week in 1988 and explains how two of the Railway's smaller engines were prepared for their trips along the line.*

Way back in the mists of time, in those innocent days when we ran trains over all of five miles between Sheffield Park and Horsted Keynes, the mid-week high summer service was capable of being served by one train set, running six trips a day.

It was common for crews to team up and work a week between them, usually rotating between early and late shifts; a tradition which persists until today. Preferences varied as much then as they do now; some teams preferred to try and recreate the feel of a main line shed, working services to the Kent Coast or the bucolic richness of the South West, using one of the stable of larger engines. Some however have always rather liked the challenges presented in working services using the smallest engines in traffic on the heaviest possible train and, for those crews, this presents a bigger challenge.

Working small engines for an extended period on loads which are close to their limit recreates a different aspect of the days of yore (one perhaps represented by the LNWR which had a policy of working the assets as hard as possible) and which provides a real learning opportunity for the crews while offering spectacle and variety for the visitor to see.

I was reminded of one such week in the 80s when I rooted out a picture of Fenchurch (72) and Stepney (55) double-headed at Holywell during 1988, and readers might like a peek at just what can happen behind those scenes.



*Stepney leads Fenchurch at Holywell, 1988. Both fires look to be built up for the climb ahead. Photo: Russell Pearce*

## THE CHALLENGE OF SMALL ENGINES

Before we start it might be pertinent to compare 72 and 55. Terrier connoisseurs will know that no two members of the class are exactly the same, so much rebuilding and alteration took place over their long career. 72 was sold off as a shunter to the Newhaven Harbour Company and was provided with oversized cylinders, 14" in diameter, while during its life Stepney was provided with 12" cylinders for working motor trains. The differences have a direct bearing on the demand for steam imposed on the boiler of each engine. 72 can very quickly gobble up steam so the boiler requires careful management: get it spot on and she will work miracles but get it wrong and it will go "down the pan" rapidly. Conversely the large bore



*Fenchurch (leading) and Stepney getting to grips with Freshfield Bank,, 1982. Photo: Russell Pearce*

provides the engine with a capacity to keep going on low boiler pressure. 55 on the other hand will use less steam and place lower demand on the boiler and, on the "mark", will do good work and maintain pressure better, but when she does go off the boil, compared to 72, will not pull the skin off a rice pudding.

So, with these remarks in mind, we continue. When a small engine is expected to work up to its limit, it is important that everything is in tip-top order. Compared with a larger engine there is no margin if conditions are sub-optimal. Any lack of attention to detail will invariably come back to smack the unwary in the bum, especially in the boiler. In those days it was practice to wash out engines after 14 days in steam, especially the small ones, so in the run-up to the week in question both engines were washed out. This is a key requirement and a full explanation for the lay observer of the management of boiler water is an article in itself. But suffice to say, as you will read,

if you get the boiler water wrong, problems will ensue.

### PREPARING THE GROUND

For the week in question, Fenchurch had been used on the Sunday, so at the start was at "day 2" of its washout period; Stepney was newly in steam on Monday.

Both crews were out and about early on Monday morning and both engines had their tubes cleaned in order to make sure that as much air as possible would be pulled through the fire. Firebox tube plates were thoroughly cleaned to remove accumulations of clinker known as "birds' nests" and the grates were thoroughly cleaned – anything to aid steaming was attended to. Fires were then lit and the engines cleaned and off we went to work the service.

The consist for this week included the Observation Car, and in total probably weighed in at about 180 tons unladen weight; no mean train for two of Mr Stroudley's finest. As a rule of thumb, you could

say between them three carriages each, not so shabby looked at that way, at 90 tons each. When we tested 72 after its last overhaul she successfully worked a train of 110 tons on the south section of the line so was quite capable of taking 90 tons. Stepney, with smaller cylinders, might nominally be rated at 80 tons so potentially overloaded by 10 tons.

Set against the railway we know today, Sheffield Park to Horsted Keynes is more easily graded and there were no speed restrictions so every advantage could be taken of the relatively level start from Sheffield Park for the first half mile or so, and again of the favourable and easy grades past Freshfield Halt and into Lindfield Woods. With small engines, and Terriers in particular, it is key that the fire is hot before departure and the pressure gauge up to the mark. But this is of no value if too adventurous a start is attempted. To do so will achieve nothing more than to "wind" the boiler. It is important that the start is careful and gives the fire time to properly burn through and raise the firebox temperature and get the boiler steaming.

In starting the train, boiler pressure will fall off but if care is taken, that initial loss will be made up as the fire starts to burn through so that by the time the ascent of Freshfield Bank commences the boiler has rallied and the regulator can now be used more assertively and the valve gear "pulled up". Indeed, it is important that it should be, the more air you get through the fire once it is properly alight, and with a shorter "cut-off", the more efficiently the steam is used and, thus, the better the engine will go.

Usually with a small engine, the earlier the injector can be started, the better because the trick is to keep the boiler topped up without flooding it with cold water. Fenchurch in those days had high capacity injectors for the size of the boiler (later one was substituted for a replacement with smaller dimensions). This was another hangover from its days as the Newhaven Harbour shunter. It was not necessary that the boiler should steam against the regulator and an injector on such duties and was another factor to take into account. It was hard to get her boiler steaming against the injector and the regulator. The

technique was to get the fire hot and as the boiler rallied, to add water until about 10lbs of steam was lost, then stop the feed, let pressure come back and then start again. This method required more care to avoid wasting water but a lot of water was added to the boiler in the short time the feed was running.

55 was better in this respect, because it had more suitable injectors for "line work", slower in delivering water but capable of being started and left to run. Anyway, with both engines, the trick was to have the "jack" running towards the top of the bank so that it could be shut off towards Rock Cutting and have time to bring the boiler round again, ready for the final assault out of Lindfield Woods, under Three Arch Bridge and into Horsted Keynes. The trick is to maintain this happy state of affairs, by judicious firing to keep the firebox temperature up while not overloading it with cold coal, and careful use of the regulator and reverser.

Day 1 of this week, the working of this heavy train with these engines was going well, and a routine developed to deliver each round trip and get back to Sheffield Park to water both engines. It was also necessary to coal them as well during the day because a Terrier on a heavy train has a voracious appetite and will not work through the day. To avoid going on shed, we had barrows of coal provided at the water column to top up after the third trip and, of course, we had coaled both engines very thoroughly before leaving shed with bunkers piled up and coal stacked in the cab. Stepney is provided with a large bunker anyway so capacity with her was less of an issue. Fenchurch has an "original" bunker and uses more coal anyway.

But overall, the first day was unremarkable. However, it turned out that it was in fact the best day of the week and problems were in store.

*In the next part of the story – in the next issue – Russell describes how the crew coped with a series of boiler problems.*

# An Evacuee's Story (Part 4)

By Malcolm Stroud, education guide and museum steward.

*Malcolm Stroud was evacuated by train from his home in Surrey to Mid-Wales during World War II. He is one of the Bluebell Railway's education guides and takes part in the evacuation exercises for visiting school groups, recalling his experiences for younger generations.*

*He has now written about his wartime evacuation and we are publishing his story in The Bluebell Times.*

*In the previous part, Malcolm told us about harvest time and cider-making. In the final instalment, he describes life away from his family and his return home.*

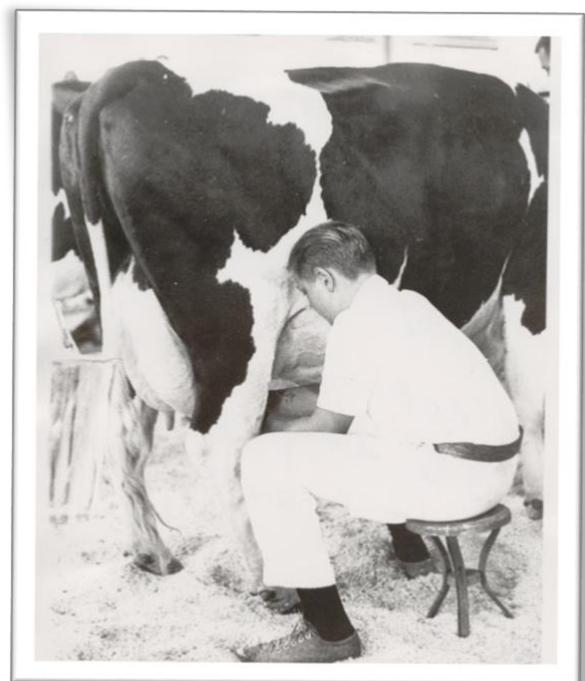
The next big thing that happened on the farms was potato lifting. Due to the wartime shortage of labour, schools were closed for up to two weeks so the pupils could help with the potato lifting. Once again everyone in Treffecca who was not at work took part. Both of the vehicles owned by Mr Davis were used. The tractor towed a strange contraption that spun around at a steady speed and dug into the soil and threw potatoes to the surface. Sacks were placed at intervals along the rows of plants. Our task was to fill the sack with potatoes as quickly as we could. The old lorry followed us round and the adults loaded the full sacks onto the lorry. As a reward for our work, a few of us at a time rode on the lorry to a nearby railway siding where the load was transferred to a waiting railway truck. As it had been raining before we started potato lifting, it was hard work as the ground was getting very muddy.

Whenever we could, we would go into the milking parlour on the Davis farm. All milking was done by hand. It was arranged so the cows faced one wall with individual mangers so each cow could help itself to its feed. This part of the parlour was raised above the rest of the floor. We soon learned why. It is not a good idea to stand too near the back end of a cow as they are not house trained! The resulting mess would then be hosed out of the parlour. It was normal for farm cats to be in the parlour at milking time. They would sit up on their hind legs so the milkers could squirt raw milk straight from the cows' udder into the open mouths of the waiting cats.

When we returned to school in the September of 1944, it was tempered by the news that Miss Price was going to retire at Christmas. All of the pupils

felt a collective sigh of relief. The teachers quickly realised our maths was sadly well behind where they should have been at our age. We were introduced to decimals and fractions. I soon got the idea of decimals but to this day I still have problems with fractions.

At some point in December Mr Price the headmaster arranged a staff meeting to take place during school hours. As Miss Price was to retire at the end of term and the meeting was to plan for the next term, she volunteered to teach the whole school on her own. To do this, all our desks were placed in the school hall with enough spaces left between them to allow passage between the rows. I cannot remember what the subject that was taught that day but I have a feeling it was probably maths.



Hand milking a cow. Photo: Wikimedia Commons



Evacuee children. Photo: National Museum of Wales

Christmas 1944 arrived and our host families did their best to make it as memorable as they could. It was still a time of severe shortages and there was no large shopping centre close to hand. Our hosts made up for this with some ingenious home-made presents and as good a festive meal as conditions allowed. Of course, as the community centred on the Methodist ministers' training college, church services were the order of the day.

At some time in January 1945, a heavy frost developed. A level field at the back of Treffecca had been waterlogged for some time. When this froze it formed a very good skating area. The principal of the college came out and approved it for our use. Perhaps it might have had something to do with his son Gareth being involved. Incidentally, Gareth became my closest friend at the time.

After the freeze came heavy snow. Snow in the Black Mountains really is a sight to behold. This did not cause any interruption to our schooling. It just meant our walk to and from school was more difficult and took longer. A little way up the lane through the hamlet there was a large field on the right-hand side that was just right for sledging. In the evening when there was a full Moon it was as bright as day. We took it in turns to use the few sledges we had. When it was my turn I took the sledge to the top left-hand corner of the field as this looked like it would give the best possible run. What I had not allowed for was the effect of the frost on the surface of the snow. The sledge shot off down the slope at a frightening speed. There was a thorny hedge in my way and I was heading straight for it completely out of control. For some reason I stuck my right hand into the snow. The sledge turned to the right and shot along alongside the hedge. When I came to a halt I decided I had had such a fright that I had better go back to where I was staying.

After the thaw we got fog. Mountain fogs have to be seen to be believed. It was not possible to see across the road.

At some time during February 1945 my parents decided it was safe enough for me to return to Epsom. The return journey was by train from Talgarth to Brecon where we changed onto a train to Merthyr Tydfil then another train to Cardiff where we stayed the night with relations.

After this was a train to Paddington station in London then across the city to get the Southern electric service to Epsom.

I still return to Wales and visit where I stayed. Much has changed. Treffecca is now larger. The Powell farm by the main road has gone and the fields are now a wild woodland containing a badger sett. The Davis' farm is still there, but the workshop has been replaced by two cottages. The cider press is still there and used every autumn.

In Talgarth the old school has been replaced with a new building. Brecon has not changed very much; the railway has gone but the town looks the same. Even the cinema frontage is as I remember it although the interior has been modernised.

When I go back, as I often do, I meet other ex-evacuees who never went home. These were all boys who came from the East End of London. By arrangement between their parents and the host families, they stayed on in Wales.

The idea was that most of the employment at home was as casual labour but there were good prospects for employment in the industries of South Wales. They were all grateful they had stayed.

I do not regret my time as an evacuee. It made me much more independent than I would have been at that age and able to think for myself. There is one problem I am still left with and it is common to other ex-evacuees I have met. We were fed with so much rabbit that we can no longer eat it!

*More details of school visits and World War II experiences at the Bluebell Railway are at <https://www.bluebell-railway.com/schools/>*

# Just the Ticket (Part 3)

By Malcolm Johnson, museum steward

*The final part of our series looking at Edmondson tickets explains how the date is stamped on the cardboard.*

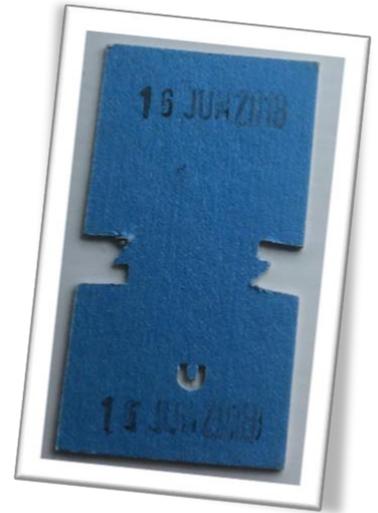
If you have ever bought a ticket at the booking office window at the Bluebell Railway, you might have heard a clunk-clunk noise. That was the sound made by an Edmondson ticket dating machine. The ticket you bought is known as an Edmondson ticket and is named after Thomas Edmondson. They were introduced in 1842 and continued until 1990 when British Rail stopped using them.

The prime purpose of a dating machine is to validate a pre-printed ticket by printing a date on the back of the ticket which indicates the date of issue and/or the date of travel. When Edmondson tickets were in use on the main line railways, it indicated the first date of travel of an open return ticket.

Each day the ticket clerk sets the date within the machine to the current date. This is done by using a form of monotype which sets the individual numbers for the day of the month and the year and usually an abbreviated cast group for the month, such as APR or MAY or JUN in such a way that the date appears as 12 APR 14 on the back of the ticket at the short edge. The date is printed on the back because the ticket number is already printed on the front of the ticket in this position.

Within the machine, in addition to the date monotype, is an inked ribbon which runs across the face of the type. The front of the dating machine has a rocking mechanism with a deep slot into which the ticket is inserted. Pressure on the ticket and rocking mechanism allows the ticket to move forwards and a pincer-like movement brings the type to bear on the ribbon and the ticket, thus imprinting the date. On releasing the pressure and removing the ticket, a small ratchet within the machine moves the inked ribbon forwards between its two drums by a small amount, thus presenting a fresh piece of inked ribbon to the type for the next dating action.

Although the original concept of a dating machine for Edmondson tickets was the brainchild of Thomas Edmondson, over the years many manufacturers produced these machines. The machines in use on the Bluebell Railway were made by Waterlow & Sons who also built the printing machines that are used by the Bluebell Railway to print our Edmondson tickets.



# Beachy Head: A Family Connection

Words and pictures by Nick Comfort, Booking Clerk / Leading Porter, E. Grinstead and Kingscote

Like many people, I am looking forward to the completion of LBSCR H2 Atlantic class locomotive Beachy Head. No. 32424's inaugural run will, after all, be the greatest achievement for the Bluebell Railway after the reopening of its various sections – and, for my money, a bigger draw even than Flying Scotsman.

Seeing Beachy Head in steam, and riding behind it, will be immensely rewarding for everyone who has worked on the project. It will also be poignant for me (who hasn't), as both sides of my family have had a stake in the Ivatt family of Atlantics – and my mother's side directly in 32424.

Atlantics were one of the great passions in my father's life. As a schoolboy he camped out by the south portal of Hadley Wood tunnel where four tracks gave way to two in the hope that one of Ivatt's Great Northern C1s or C2s would burst out of the gloom or come storming up from New Barnet at full throttle.

When I was tiny, he called me in from our south London garden to watch the final run of an Ivatt from King's Cross on the tiny black-and-white TV he had made out of RAF surplus radio parts. And with the Ivatts gone, he turned his attention to their cousins the Marsh Atlantics. I don't think he ever bagged Beachy Head, but I do remember a hurried car journey to East Croydon station to see 32422 North Foreland call en route for Victoria.

Sadly he died in 2000, months before the Beachy Head project was formally launched. And neither of us were aware that the Ivatt boiler on which that project would depend had been discovered years before, in a timber yard formerly owned by one of my mother's cousins.

John Sadd & Co's yard and joinery works at Maldon was a long-standing Essex business, and the owning family was a large one. Alfred Sadd was supposedly the only Christian missionary executed in cold blood by the Japanese during the war, when they occupied the Gilbert & Ellice Islands. And around the same time, Sadd's



acquired four spare locomotive boilers to give the business a back-up power supply – two of them from Ivatt C1s. It was the discovery of these in 1986 that triggered the rebuilding of Beachy Head.

Not only was my father unaware these boilers had survived; even the Sadd family had no idea. The business had been sold in 1969 (it later closed), and news of the subsequent find was confined to the enthusiast community. My own schoolboy connection with the Bluebell Railway had long lapsed, and it was only around 2006 that I began volunteering again. Once I heard of the project, I joined the Atlantic Group, but by then my mother had also died and I had no contact with the Sadd family.

Then, in around 2014, an invitation arrived out of the blue to a joint 70th birthday celebration for four of the Sadd cousins, at a golf club not far from Maldon. We went along, had a great time and met loads of relatives I hadn't seen for decades, if at all. And I couldn't help asking if they knew anything about those Atlantic boilers.

They hadn't but were fascinated. So I asked the Atlantic Group if I could bring the family to see the loco under construction in Atlantic House. The group was delighted. David Jones put a programme together and one Sunday in November 2015 more than a dozen Sadds from all over the Home Counties descended on Sheffield Park. Fred Bailey gave a fascinating account of the work involved in reconstructing 32424, impressing us all with his commitment to the project and his precision as an engineer. Then David joined us for lunch in the Birch Grove Suite, fielding a host of further questions. And finally I took them on the train to East Grinstead and back.

Every so often I get a call from one of the family asking how Beachy Head is coming along. So I'm certain that at some point the Sadds will be back at the Bluebell, taking immense pride in how "their" engine has come to life again. I just wish that Alfred Sadd – and my father – could have been there too.

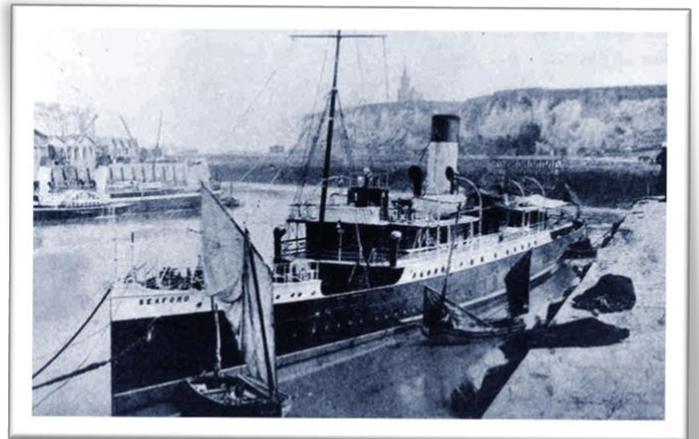
## Museum Morsel

By Tony Hillman, Assistant Curator, Bluebell Railway Museum

Thanks to all those who helped with information on what we believed to be a tender plate from the South Eastern & Chatham Railway (SECR) – see issue 3 of The Bluebell Times.

It turns out that it is indeed a tender plate and there is a picture in the Middleton Press book *Strood to Paddock Wood*, plate 58, showing the rear of ex-SECR No 31 as SR A31 on 3 December 1932.

We have also seen a very good close-up of the plate on another photograph. Unfortunately, we have not been able to obtain copyright approval for it to be included here. We may be able to include it in a future Bluebell Times.



As a follow-up to the article on SS Seaford in issue 4, here is a photograph of the ship at Dieppe. Photo: [OurNewhaven](#)

# Down Memory Line

By John Wood, Leading Porter and Booking Office Clerk, Sheffield Park

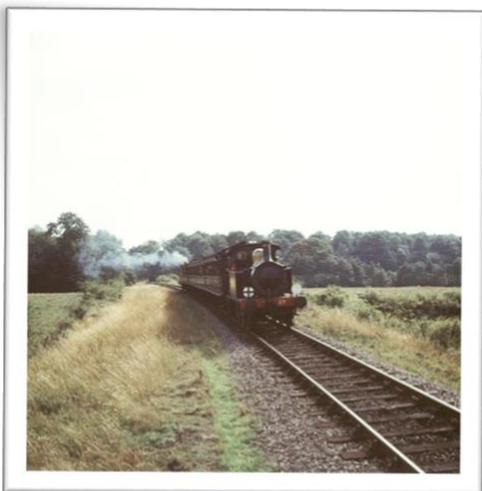
Back in the early sixties, I along with most people got two weeks annual holiday and, having a family, we always went away then. After working five years with my company I got an extra day's holiday - it became exclusively mine!

I always took the third Thursday in September. Jumping into our Morris Minor convertible and armed with doorstep corned beef sandwiches and a bottle of Corona lemonade (or perhaps Tizer), I did my thing. I'd go fishing mostly but having just become a member of the Bluebell Railway Preservation Society I went to visit Sheffield Park for the first time.

When I arrived, on platform 1 was Stroudley Terrier "Stepney" in steam, coupled up to the Observation Car. The Driver and Fireman that day was the legendary Jack Owen. I said "Hello" and Jack asked me if I was a member. I replied I was and Jack said "Good, you're guard for the day!" which of course simply meant I had to apply and release the brake in the coach. Sadly, no whistles or flags for me that day, these came later.

I don't remember how far up the line we went and then perhaps just a couple of times, a few other passengers joined the train during the afternoon. I remember it being a beautiful day but all too soon my adventure was over.

Jack thanked me for my duties and asked me for a drink. I waited until the train was put away for the night and we went to the Sheffield Arms, a nice pub then. We talked for ages, Jack was full of wonderful tales, a real railwayman, gentleman and a lovely man.



Early days on the Bluebell: No. 27 "Primrose" leads a top-and-tailed train with the Metropolitan carriages, August 1961. Photo: Ron Penn, Tony Penn collection



Two photos of Jack Owen – as a young man in the 1960s (top) and later with No. 488. Both photos: Bluebell Railway Museum collection

Jack went on to help the Society and run the Railway for years, being Loco Superintendent for many. His name can be seen in the cab of "Stepney", in honour to him and an old LBSCR tradition when drivers were allotted their own engines. Me, from that day I vowed that once I retired I would become a volunteer at the Railway. In 2007 I did just that and still try to do once a week either in the Booking Office or on the platform.

I last saw Jack on one of our "Flying Scotsman" days, sadly in a wheelchair and frail, he was so enjoying the engine. I told him this tale, he remembered "those days" too. Jack has gone now but not forgotten by me or hundreds of his friends in the Bluebell family. "Stepney" will always be Jack's engine and my favourite too.

# Spot the Difference

Images and puzzle created by David Cable

Can you spot 10 differences between the two pictures of the Q class locomotive?

Answers in the next issue.



# Spot the Difference Solution

Images and puzzle created by Chris Wilson

These are the 10 differences from the picture of the bus in the last issue.

The Bluebell Railway Museum Photographic Archive holds many thousands of original negatives and slides, the majority cover the Southern Railway in all time periods. But some of our larger collections include other regions and occasionally there are non-railway views – below is a photo of a bus from our Joe Kent collection.

The first photo is the original and shows a Bristol Lodekka bus at Old Steine, Brighton on 9 July 1973. It was one of a number transferred from Brighton Hove & District to Southdown. It is changing from a 6 (probably 26) to a 46 and as the blind winding equipment was under the canopy, perhaps the crew had gone for a cuppa part way through the winding!

There are currently more than 12,000 photographs [available to search and browse on our website](#).



- ➔ Hotel sign
- ➔ Street lamp
- ➔ Bus number
- ➔ Front lamp
- ➔ Side window sign
- ➔ Side indicator
- ➔ Bottom panel and number
- ➔ Drivers wanted telephone number
- ➔ Top panel
- ➔ Window frame

## Locomotive Anagrams

By Tony Page, BRPS member

Here are some Bluebell Railway locomotives with their names scrambled.

Can you work out their real names?

Answers in the next issue along with a new set of anagrams of locomotives which have visited the Bluebell Railway.

1. YEN PEST
2. VERA MABEL LOCK (1950 spelling)
3. LEE B BULL
4. NORTH HARPS
5. TOM LACE
6. TO WES
7. CHURN CHEF
8. BY HEADACHE
9. FAKE BERYL OR LEE
10. PAINT EXTRA CAB (or EXTRA B for short)

# Guess the Year

This picture from the Bluebell Railway Museum Archive shows one of the many famous people who have visited the railway.

Can you:

- ➔ Name the man in the centre of the photo?
- ➔ Tell us which Bluebell Railway locomotive shares a name with the hamlet in which he lived?
- ➔ Name the occasion which brought him to the Railway?
- ➔ Name the year in which the photo was taken?

Answers in the next issue.



## GUESS THE YEAR - ANSWERS TO ISSUE 4

We showed you this picture in the last issue marking a significant milestone in the Railway's history.

These are the answers to the questions we asked about it:



- ➔ The man in the white hat who was not speaking was Paul Channon MP
- ➔ He was Transport Secretary at the time
- ➔ The occasion which brought him to the Bluebell Railway was the ceremonial laying of the first section of track for the northern extension
- ➔ The photo was taken on 13 March 1988

# Word Search

We've another word search puzzle for you. This time all the words relate to categories of items available in the [Railway's online shop](#).

You may want to look in the shop while you're doing the puzzle for any gifts or items for you or anyone else with an interest in railways. More stock is being added all the time and buying something will provide the Railway with much-needed income to help with the reopening.

The answers are hidden horizontally, vertically or diagonally and in a forwards or backwards direction.

As ever, no prizes but we will reveal the answers in the next issue along with a new word search. Good luck.

Q A S S E J U G R W S D T U G  
 L O X R I P U V I S N K C C X  
 S E S Z N M R N M P C J O M F  
 Y E M E Z P H X D W L E R O J  
 S G L C R S K C V U O G G D B  
 U X Y Z Z A M E D G T M E E S  
 D B K Y Z A W I S S H R L L Y  
 L A S B H U I E O J I S E L G  
 L D R X E D P Y L M N D H I U  
 K G E X T J F Y N B G R F N E  
 Y E H G A M E S Q D A T Y G O  
 H S C Z S N T E E X S T G K Q  
 T Y U G M X A Q N I A W B Q T  
 Q O O E U S Y Q I A E G Y U N  
 P T V T E O Y R O S L U J V N

- BADGES
- BOOKS
- CDS
- CLOTHING
- DVDS
- GAMES
- GIFTS
- PUZZLES
- MODELLING
- TABLEWARE
- TOYS
- VOUCHERS

## SOLUTION TO WORD SEARCH IN ISSUE 4

X K T S O S E H L C Q G L K A  
 B N L T X H T I J A X E T Z K  
 A U P O R L T E R K J E S A C  
 P N O D V E M P P B W A C L I  
 F O K T D N V X T H A X I L R  
 E S T Z F U I L M Z E N K O T  
 O A T S M R S M T O D N K V S  
 W B Q R F B M Z O H V J S G A  
 W X C G O I W F Q Q I E F O R  
 U O M E X U E D A F I C X Z N  
 L C L K X Y D W K V S X K T I  
 P O S S E J M L V R D G J N V  
 S K I X E L Z A E F D J M O L  
 D M D L Z J N J B Y A A H A O  
 T E L S Z K V N D S P L M Q O

- STEPHENSON – Built railways and a Rocket
- BRUNEL – Built the Great Western Railway
- RASTRICK – Built sections of the London Brighton & South Coast Railway
- VOLK – Built an electric railway in 1883 that still runs today in Brighton
- JESSOP – Built canals and the Surrey Iron Railway
- FIRBANK – The contractor who built the Lewes & East Grinstead Railway
- STROUDLEY – Designed locos of the London Brighton & South Coast Railway
- TREVITHICK – Built the first working steam locomotive in 1804
- WATT – Was a Scottish engineer who pioneered the use of steam power
- NAVVIERS – The workers who built the railways and canals

# Just for Kids

We've lots more fun to keep youngsters busy with a puzzle based on railway signalling.

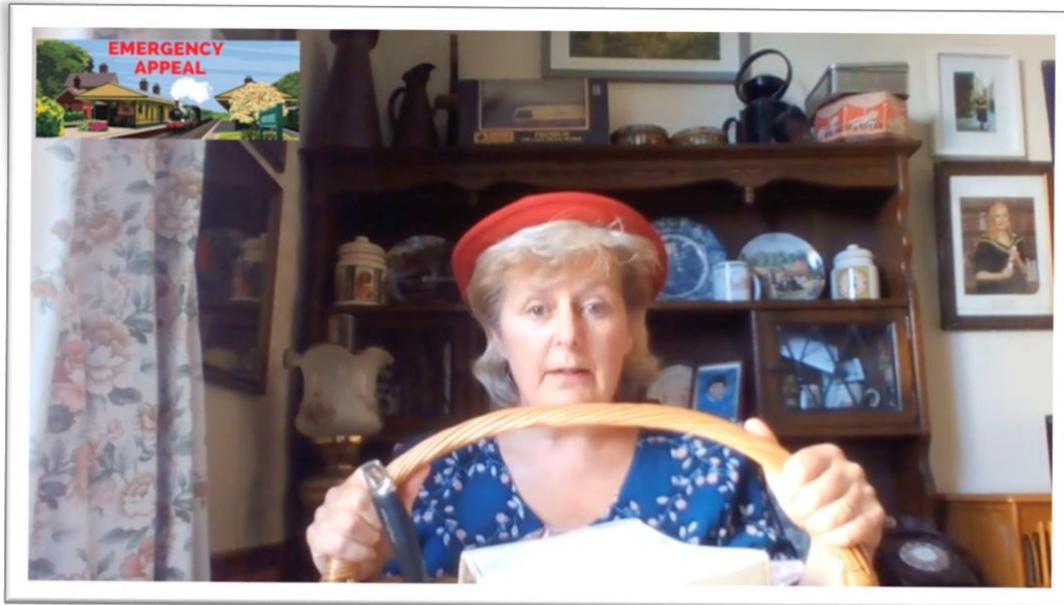
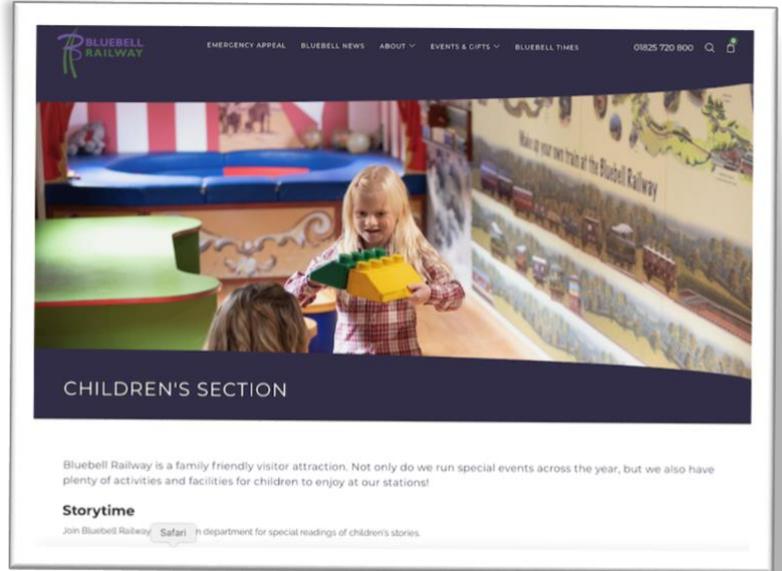
The poem Clickety Clack is from the Stepney Club magazine 'Footplate'.

There's more information about activities for children including how to join the Stepney Club (three- to eight-year-olds) and gF club (ages nine and over) on a [special section of the Bluebell Railway website](#).

## STORYTIME GOES LIVE

The series of 'Storytime with Bluebell Railway' videos for children featuring books about trains is now live.

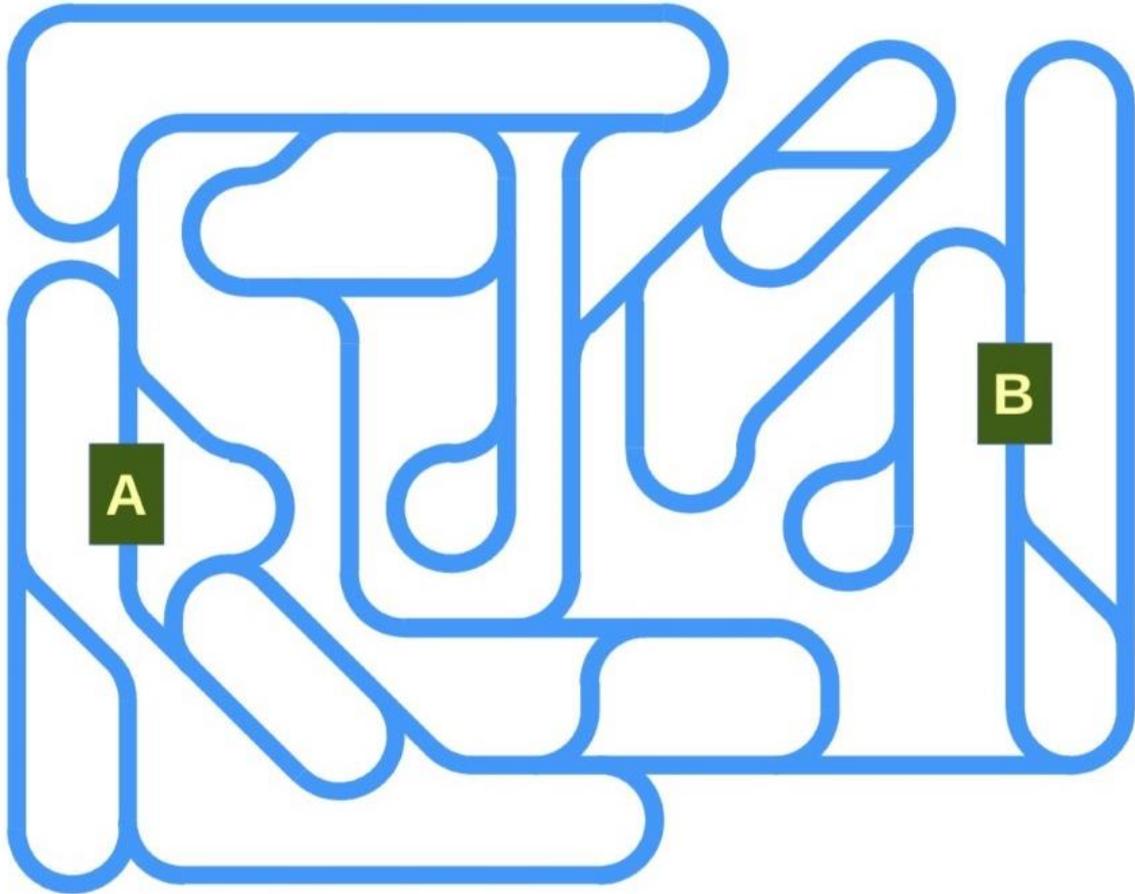
The railway-related stories have been selected - and are read - by volunteers from the education department. The clips can be seen on the [Railway's Storytime YouTube playlist](#).



## RAILWAY MAZE

By Michael Clements, education department

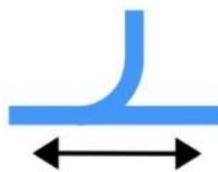
A train is due to travel from station A to station B. You are the signaller and your job is to help the driver find a route along the tracks.



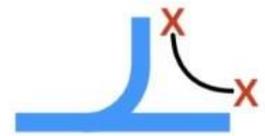
The train can go left or right at any of the points and is allowed to use the same stretch of track more than once. Your challenge is to find a continuous route which does not involve the train stopping or reversing at any time.



Possible



Possible



Not allowed

# CLICKETY CLACK

Clickety clack, clickety clack  
The train runs over the lovely new track  
Clickety clack, clickety clack  
All the way up to East Grinstead and back

Clinkety clank, clinkety clank  
Steaming away along Freshfield Bank  
Clinkety clank, clinkety clank  
Plenty of water in boiler and tank

Puffety chuff, puffety chuff  
The train is heavy, the work is tough  
Puffety chuff, puffety chuff,  
But our little engine is quite good enough

Tickety tun, tickety tun  
Rattling home by the setting sun  
Tickety tun, tickety tun  
Take the passengers home and the day's  
work is done





# The Bluebell Times

*A Newsletter for  
Bluebell Railway  
Members, Staff and  
Supporters*

*The Bluebell Times is  
published fortnightly on  
every other Friday. Issue 6  
is scheduled to be available  
on 5 June 2020 from  
[bluebell-  
railway.com/bluebell-times](http://bluebell-railway.com/bluebell-times)*

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Tom James  
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## Tail Lamp

If you've enjoyed this issue of The Bluebell Times, feel free to pass it on to other people you think might also want to read it.

To find out when the next issue is out and for other updates about the Bluebell Railway, check our website [www.bluebell-railway.com](http://www.bluebell-railway.com) or follow us on [Facebook](#), [Twitter](#) and [Instagram](#).

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