

E Class No. 516 on the SE&CR Royal Train Postcard: David Jones Collection

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

Issue 6

IN THIS ISSUE

In these strange times, it is all too easy to lose focus and begin to drift. Days can become weeks, and weeks become months. In such a situation it is vital therefore to be able to focus on and work towards a clear future objective. Those thoughts were initially prompted by the arrival of David Jones' article (see page 11) on the advance preparations for the SE&CR E Class new build project. The postcard view above is a vision to savour, but one we could see realised. As the same group has shown with 'Beachy Head', now nearing completion, clarity of ambition can lead to remarkable achievements.

The same determination to focus on the future is evident in the Chairman's Update on page 2. Behind the scenes, a huge amount of thinking has gone on which is leading towards a robust plan for re-opening the railway – for the benefit of the railway's members, volunteers and the public who have gained so much enjoyment from it. Clearly there is still much to do – and re-opening is dependent on relaxation of Government guidelines – but the railway's focus is inexorably moving towards planning for the future, not just surviving the present.

One way to help ensure that future is by contributing to the Coronavirus emergency appeal, which has currently reached more than £250,000 towards its target. In years past an annual track trek has been an important fundraising event: we will be holding a "virtual" track trek this year on 27 June, when supporters are encouraged to walk 4.5 miles – the distance from Sheffield Park to Horsted Keynes – to raise funds for the railway. See page 4 to find out how you can join in.

Tom James, Editor

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Chairman's Update

By Christopher Hunford, chairman Bluebell Railway Plc

Dear friends, colleagues and members,

I hope you're all well and your family and friends are well during these unprecedented times. Since the railway closed in March a significant amount has changed across the UK and the world and everyone has been affected by the Covid-19 pandemic in some way. Friends and loved ones have been lost, we've adapted to new ways of working, many of us have been home schooling and our NHS has risen to the challenge and succeeded. And now, as we move into the summer, we see the first signs of the lockdown easing and the beginnings of life returning to normal.

So what's been happening at the Bluebell Railway? Since the railway closed in March a lot has happened and all of it behind the scenes.

We have seen our income dry up overnight, we have placed our staff on the Government's Coronavirus Job Retention Scheme (furlough), Bluebell Railway Preservation Society Chairman Graham Aitken resigned and Vice Chairman Steve Bigg picked up the reigns, Roy Watts has been appointed as BRPS acting Vice Chairman, the Board has held all of its meetings via Zoom and Microsoft Teams, Board meetings have been held twice per month and attended by the BRPS and Trust as part of 'One Railway', we've lost friends and colleagues such as infrastructure director Chris White, new appointments to the Board have been made and we've launched our Coronavirus emergency appeal.

All of this has happened remotely and I'm very grateful to my Plc Board colleagues, the BRPS Trustees, the Bluebell Railway Trust and our management team who have all worked extremely hard to make sure the Bluebell Railway successfully comes through this pandemic. I'm also extremely grateful to you – our members, shareholders and others – who have given so generously to our appeal and made it possible for us to be within touching distance of our £300,000 target. Thank you.

As part of our fortnightly Board meetings we have been investigating when and how the railway could reopen in line with Government guidelines and other advice. This is not only for the public to come and enjoy our railway but also for you, our members and volunteers, a large proportion of whom I know are eager to get back and volunteer again.

I'm pleased to say we are almost there with our plans, the content of which is being written into a comprehensive reopening plan supported by risk assessments, social distancing guidance, health and well-being guidance, service plans, timetables, catering offerings, carriage requirements, locomotive requirements, communications and our Safety Management System.

The Office of Rail and Road has helpfully provided some guidance on what heritage railways should look for and do because it's not as easy as just turning up and getting going again.

Should the Government's five tests continue to be met, our plan is to reopen the railway at some point over the summer and provide a certain level of public service trains along with our dining trains. There will be a phased reintroduction of staff across all departments followed by a phased reintroduction of volunteers across all departments. Some safety critical and vital heritage skilled staff will return prior to opening to start implementing the plan so that our railway is safe and ready for when the public arrive.

Certain volunteers will be asked to come back prior to reopening too, especially those who work tirelessly across our railway to make sure what the public see is clean, crisp, presentable and the envy of other railways. As a Board we still have some more key details to work through so please bear with us for just a little longer and more details on the exact opening dates and the plan will be published very soon.

2020 is of course our 60th anniversary year and the Diamond Jubilee Steering Group had planned a significant event for August. However, along with other national and international events plus other Bluebell events, we have had to postpone our plans. We will mark the occasion this year with a more low-key celebration but I'm pleased to say that our anniversary will be celebrated in 2021, when we can suitably celebrate 60 years at the forefront of railway preservation. I look forward to seeing you all at that event.

Finally I'd like to thank you all for your support and patience. Many things have changed over the last

three months and things will continue to change – the Bluebell Railway won't be immune to that change, either in the short or long term. However, we will reopen, we will see our famous steam locomotives and rolling stock running again, our stations full of people, our staff and volunteers hard at work, our infrastructure renewed and the sound and smell of steam in the air again.

So, please look out for a further update very soon and in the meantime stay safe and I look forward to seeing you all very soon.

Fundraising Appeal Update

By Trevor Swainson, funding governor, Bluebell Railway Trust

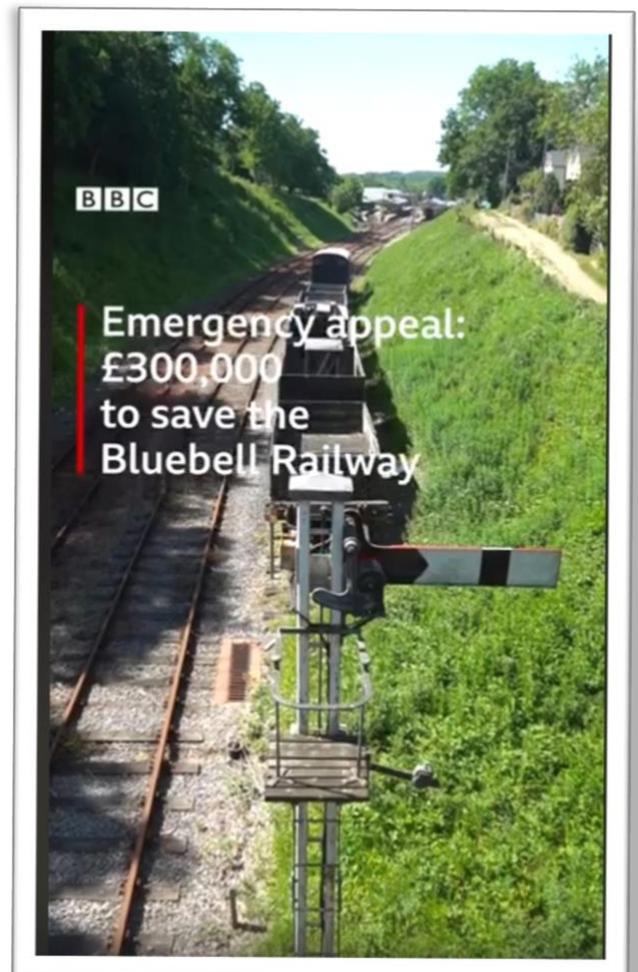
We reached the magic figure of £250,000 last Friday and with a bit of luck and with your collective generosity, we stand a really good chance of hitting our target of £300,000.

Reaching that target will be an enormous help to getting the Railway back in action as soon as we are allowed to open up again and it will further help to meet our costs and overheads during the traditionally quiet winter months.

It has been a tremendous response from everyone. Staggeringly, more than 1,900 people have made donations. Not surprisingly, that has caused a few administrative headaches which have delayed us sending out thanks and acknowledgements to the donors who have requested receipts and also acknowledgements to our biggest donors. Sorry for that but we will get there – eventually.

Trevor was interviewed by BBC Radio Sussex for a story which was broadcast on its social media channels. The story has been viewed thousands of times and shared by hundreds of people.

You can view the video on [Facebook](#) and [Twitter](#). For information on how to contribute to the appeal, see the [dedicated webpage](#). – Ed.



Virtual Track Trek

By Roger Kelly, Society Trustee

Since 2013 the Bluebell Railway has often run a sponsored walk along all or part of the running line to raise money for variety of causes.

We cannot do that this year but we are instead inviting our supporters to raise money for our Emergency Appeal by participating in a Virtual Track Trek on Saturday 27 June.

This involves:

- Sponsorship for walking a total of 4.5 miles which is the distance from Sheffield Park to Horsted Keynes
- Choosing a location for the walk - at home, in the garden or nearby where social distancing can be achieved without inconveniencing the public
- Walking on your own or with your family group
- Selecting the time of day on Saturday 27 June that you wish to walk bearing in mind the weather on the day

Bluebell Railway Plc, Society and Trust representatives will be taking part in the Virtual Track Trek. These include Steve Bigg – BRPS acting chairman, Vernon Blackburn – BRT chairman and Plc Commercial and Retail Director Paul Lelew. My fiancée Maureen and I will also be doing the Trek locally to where we live on the



*Some of the 2015 track trekkers approach Leamland Junction
Photo: Bluebell Railway Archive*

South Coast. We are encouraging Trekkers to promote the Virtual Track Trek on social media and to send us a photograph or video of their participation at info@bluebell-railway.co.uk. Even if you have already donated to the Emergency Appeal, this is an opportunity to help the Railway by seeking sponsorship from family and friends.

The Emergency Appeal to raise funds to enable the Railway to survive has been very successful. The Virtual Track Trek will be a further boost the appeal. In true Bluebell tradition of being first, we believe we are the first heritage railway to try a virtual sponsored track walk. So do please take part.

HOW TO TAKE PART

In order to take part, you can either create your own fundraising page, or download a sponsorship form. Instructions for how to do either are available at bluebell-railway.co.uk/trust/vtt

If you use the form, then when you have collected the money this way, please send the form and a cheque to:

Bluebell Railway Trust
Sheffield Park Station
East Sussex
TN22 3QL

Please note: the Bluebell Railway itself is out of bounds so please do not try to walk on the track as has happened in the past. Walks in public are at your own risk and you must stick to the guidelines in place at the time for social distancing. Please do not breach the guidelines in order to take part in the Virtual Track Trek or to complete it.

Interim Infrastructure Director Appointed

By Paul Bromley, communications director

Chartered civil engineer Barry Luck is to join the board of Bluebell Railway Plc as interim Infrastructure director.

Barry worked for 40 years in the water industry and was involved in the design and construction of various projects as well as serving on management boards.

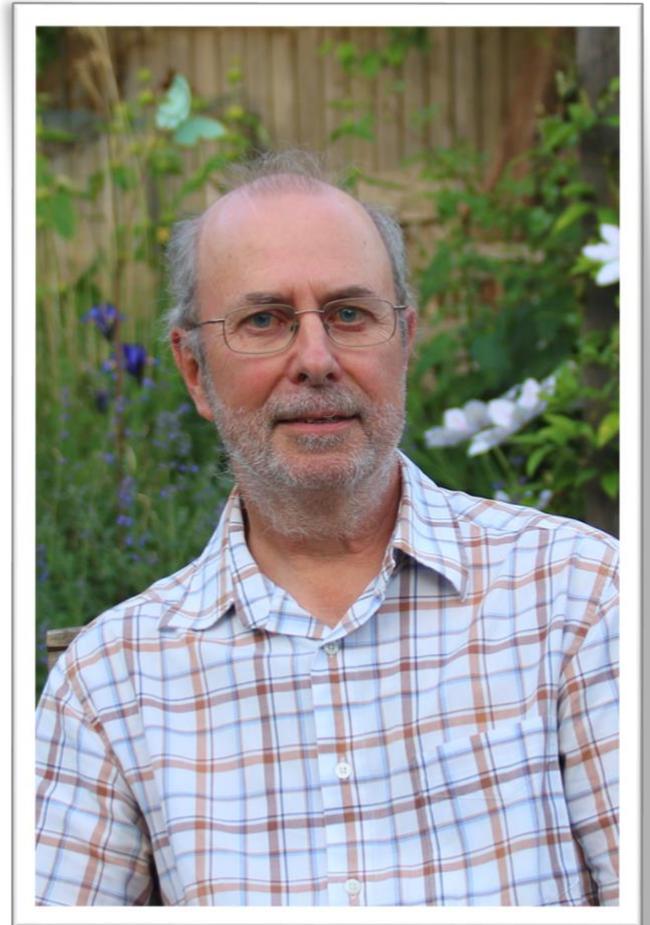
He has been volunteering at the Bluebell Railway since 2011 on restoration projects and as platform staff and signaller. Since January 2017 he has been the volunteer project manager to build a new carriage shed and Heritage Skills Centre at Horsted Keynes station.

Barry said: "I am not a specialist in railway infrastructure management but as a civil engineer I am sufficiently practical to be able to understand the issues. As a director I would expect to take a broad overview of issues and solutions, relying on the expertise of those around me to provide the best technical advice.

"As a dedicated member of the Bluebell Railway Preservation Society and active volunteer for the Bluebell, I have a particular interest in the continuing success of the Railway."

He was co-opted on to the board at its meeting on Thursday 28 May.

Plc chairman Chris Hunford said: "The board is very pleased that Barry is joining us to take the



Railway through the post-Covid 19 era and onwards into 2021."

Barry Luck replaces Chris White who died on Tuesday 12 May after a short battle with cancer.

Many of us will instantly recognise Barry from his varied roles around the railway as a carriage restorer, porter at Sheffield Park, signaller and as the project manager for the new Horsted Keynes Carriage Shed and Heritage Skills Centre. See page 7 for a "Five Minutes With ..." feature where he introduces himself, and his LBSCR-period model railway of Plumpton station, more fully. – Ed.

News Update

By Paul Bromley, communications director

60 DAY COUNTDOWN

Everyone gets excited about their birthday – and the Bluebell Railway is no exception.

On Monday 8 June, it will be 60 days until the Railway's 60th birthday.

Every day starting from Monday and running right up until Friday 7 August there will be a special post on our social media channels to mark 60 years of operating as a preserved railway.

The posts will include fun facts, archive videos and photographs from yesteryear.

There will also be a series of new videos called "60 seconds with ..." which, as the name suggests, are one-minute long and feature people talking about a different aspect of volunteering at the Bluebell. These were all filmed and edited before lockdown.

All the posts will use the hashtag [#SteamingThrough60](#) and will appear on [Facebook](#), [Twitter](#) and [Instagram](#).

There is also a [special webpage](#) which will include the plans for a virtual celebration of 60 years of operation.

The first public trains on the reopened Bluebell Railway operating as a heritage line were on 7 August 1960.



Tea break Mick Blackburn and Heidi Mowforth, volunteers at Horsted Keynes Station, which is part of the Bluebell Railway heritage railway line in Sussex. It has launched an appeal to raise £300,000 after temporarily closing during the lockdown.

PICTURE THIS

You may recall that we featured in the last issue this photograph of volunteers Heidi Mowforth and Mick Blackburn at their cottage by Horsted Keynes station which appeared in The Telegraph newspaper as part of the national publicity for the emergency appeal.

The photo was taken by Brighton-based photographer Christopher Pledger.

It turns out that Christopher got married at the Bluebell Railway in July 2011. As is traditional, the driver of the wedding train presented the special train headboard with the name of the couple and the wedding date to the people getting married.

And in a bizarre coincidence the driver of the wedding train when Christopher got married at Horsted Keynes was ... Mick Blackburn.



TOURISM VIDEO

Experience West Sussex has put together a [promotional video](#) to highlight all the tourist attractions in the county – and the Bluebell Railway is featured.

The video has been compiled by the various local authorities and tourism groups in the county to attract visitors to the area.

The idea for a promotional video pre-dates the lockdown. Experience West Sussex originally

intended to highlight various attractions as the political and economic uncertainty over Brexit ended and the opportunities for 'staycations' increased.

The group went ahead with the project even after the virus pandemic began and the video is now being used to encourage people to visit the area when the lockdown restrictions are further eased.

The Bluebell Railway features from approximately 0.31" to 0.34"

Virtual Gala Steaming Ahead

By Lance Allen, volunteer

The plans for a virtual Bluebell gala (as announced in The Bluebell Times issue 4) are taking shape.

I have received some excellent video of members' own model railways and will build one or more compilations as our "Virtual Steam Gala".

There's room for more footage so please keep sending me your contributions.

Videos should be shot in landscape mode and be no more than two minutes. They should be saved as mpeg or mp4 files and sent via WeTransfer to lance705@btinternet.com.

Please do not send them direct as large email attachments because they may not get through.

Use the [WeTransfer website](#) which is a free service for files up to 2GB. Include your full name, BRPS membership number, town or area of residence and, importantly, the name of your layout if it has one.

We can't guarantee inclusion and videos may be edited. The Bluebell Railway and its agents can't take responsibility for any copyright issues arising. Material is submitted free of charge or obligation.



Five Minutes With ... Barry Luck

Name

Barry Luck

Role

Interim Infrastructure Director

How long have you been involved with the Bluebell Railway?

Since December 2011

How did you first become involved?

When I retired from full time work I needed something to replace the sociability of day-to-day work. I live in Plumpton, have a passion for railways, especially steam, and have been a regular visitor to the railway over the years.

What was your professional career?

Civil Engineer in the Water Industry

What does your Bluebell Railway job involve?

Like many others on the railway I have several roles. I started as a carriage restorer, then joined the Sheffield Park platform staff, subsequently trained as a signaller, and have been managing the OP4 project at Horsted Keynes for the past three years.

How often do you normally volunteer at the Railway?

I would normally be at the railway perhaps three days a week, plus a bit of 'homework'.

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

As above

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

No idea, and not sure I want to know!

What's the best part of your job?



*Barry Luck at Kingscote on the day he passed out as a Signaller
Photo: Adrian Lee*

Having a reason to get out of bed in the morning, and do something useful, rather than sitting at home watching daytime TV.

What's the worst part of your job?

Having to get out of bed on a cold winter's morning for an early platform duty ...

What is your earliest train memory?

At age about five the family travelled by train to Cardiff to spend Christmas with my grandparents. I have a very clear memory of being terrified by the noise of the steam engines at Paddington station.

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

I have a model railway in the garage, closely based on my local station Plumpton. It has been exhibited around the country over the last six years or so including, of course, at the Bluebell show.

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

Several years ago at one of the diesel galas I saw a middle-aged man on the platform early on. I spotted him several times during the day and came across him on the footbridge as we were preparing to close down. I said, 'Are you having a good day?' He said, 'It's the best day of my life since 1981'. I didn't dare ask ...

What has been the most frustrating aspect of not being able to visit the Railway during lockdown?

Perhaps the temporary pause in my signalman training at Sheffield Park, or the carriage shed (see next answer).

What is the first thing you are going to do at the Railway when the lockdown is lifted?

I have plenty to do starting work in this new role, but one thing I want to finish is the cladding contract on the Horsted Keynes carriage shed. We were within a couple of weeks of finishing when the railway closed. We're hoping to start again in June.

Anything else you want to tell us?

I play various musical instruments including double bass and guitar, and have recently taken up trombone. My wife plays clarinet and sax so that's kept us amused while we've been locked away. Apart from that, photography and my model railway – especially building engines.

BLUEBELL BITES

On the station or in the signal box

Tricky – don't want to offend anybody! I enjoy the sociability of working on the platform and the technicality of working a signal box. Is that diplomatic enough?

Still water or sparkling water

Sparkling

Jazz or classical

I enjoy playing jazz (mostly double bass) and want to spend more time playing trombone in our community orchestra which of course has not met for the past couple of months.

LBSCR or SR

Definitely LBSCR, but the SR had some fabulous engines.

Tea or coffee

I could do without my one cup of coffee a day, but I'd struggle without at least four cups of tea.



Station Porter Luck sweeps the platform at Plumpton on his own model railway! Photo: Barry Luck

Along the Commercial Road

By Paul Lelew, commercial and marketing director

May turned into a merry month for the online shop with orders from all around the world. Parcels have gone out to Australia, Canada, Japan, New Zealand, Norway and the USA.

The retail team says it is very encouraging to know that the Bluebell Railway has supporters both close to home and from distant lands!

There are now more than 1,700 stock items to choose from. The newest category to be added is [Model Making](#) which includes the Metal Earth Kits for making items ranging from the [Death Star](#) to the [Tardis](#) and [Tower Bridge](#).

These would make excellent presents for Father's Day along with the Ian Allan facsimile edition of [Meet the Locomotive](#) which introduces the intricacies of the steam locomotive in easy-to-understand language with the added benefit of a period perspective.

Extra book categories have now been added including Travel, General Interest, Southern England and Sale. The DVD and CDs sections are also expanding with non-railway items to appeal to all members of the family.

For children, the [Toys](#) section now includes our range of Corgi Chunkies especially suitable for small children over 3 years of age and designed to withstand serious play times!

The [Games](#) and [Puzzles](#) sections also include kits and games for the family to enjoy together.

Due to travel and work restrictions, online shop orders are being processed only twice a week so there will be a delay between placing the order and it being processed. The intention is that the shop will be open for telephone orders between 9am and 12 noon every Monday and Thursday on 01825 720803 and the orders will be posted out that afternoon.

Unfortunately, it is not possible to take off the Members' Discount through the website so if you wish to take advantage of the discount, you will need to phone the shop, on the days and times mentioned above, with your membership number to hand.

TOP SELLERS



[60th Anniversary Crest Pin Badge](#)



[Bluebells Scarf](#)



[60th Anniversary Tea Towel](#)



[60th Anniversary Fireworks Wagon](#)

SECR 'E' Class Advance Preparations

By David Jones, Bluebell Atlantic Project / E Class Project

The more than 500 Bluebell Railway supporters of the LBSCR Brighton Atlantic Project received a Special Edition of their Newsletter at the beginning of March which outlined the thinking behind the choice of the SECR 'E' Class 4-4-0 express locomotive as the second 'New Build' once 'Beachy Head' is outshopped, hopefully in 2021. Within this publication was a voting form that supporters could use to express their views, particularly with regard to financially supporting the new project, which is necessary as there may be funds left over from the Atlantic build which, for reasons of Charity Commission rules could not be automatically transferred to the new scheme. This is because those donations were specifically for the Brighton Atlantic and cannot be used for anything else unless donors wish it.

Fortunately, the majority of the returns have given permission for funds to be used for 'either Atlantic or E Class'. Obviously a number of dedicated LBSCR supporters have said that their money can only be used for 'Beachy Head' so this is what will happen. There was also a space for those who wanted their new donations to be used only for the 'E' Class, and these included sponsorship for various 'E' components. The sponsorship list will be added to over the next few years and may also include some of the parts we already possess which have been sourced from the SECR 'store' at Sheffield Park, but need overhauling or at least cleaning up and painting. In the Special Edition of the Newsletter, details of such parts were outlined including a photograph of some of them which have been collected together at Atlantic House. Not shown was the complete set of three tender wheelsets which have come from the original 'C' Class tender replaced with a newer one at the last overhaul of this popular SECR locomotive. These will save us several thousand pounds in pattern making and subsequent casting.

At the moment, sadly, we are not able to make any practical advances with the 'E' Class, nor progress with 'Beachy Head' due to the lockdown, so this will inevitably impact on the completion date of the Atlantic and also the start date of the 4-4-0. However, we have been active in sourcing photographs and historical information on 'E' No. 516 and other members of the class for future publicity and newsletter content. For instance we have a record that No. 516, double-headed with No 156, hauled the Royal Train on May 19 1913 taking Their Majesties King



*Wainwright E No. 516 in Southern Railway days.
Photo: Jack Roper / David Jones collection*

George V and Queen Mary from Victoria Station to Port Victoria via Blackfriars Junction in order to board the Royal Yacht travelling to Germany for the wedding of the daughter of the German Emperor, this being about a year prior to the start of the Great War.

Amongst the photographs being assembled are many taken in SECR days and in later periods by a variety of well-known and not so well-known photographers. Also being sent in are quite a few postcards – many are in colour so quite useful for livery details. What would be very welcome however are photographs showing close-ups of parts of the 'E' Class as these will complement the drawings we already have. It is anticipated that the Newsletter for the 'E' Class Project will be electronically sent by email which is why we have asked for email addresses on the form sent out with the special edition. However, at the present time we do not have anyone with the expertise in producing such a publication as all the Atlantic News' have been printed and sent out by post. Anyone out there able and interested should contact myself as below. Also, if anyone who is not an Atlantic supporter and would like a copy of the Special Edition about the 'E' Class should again contact myself by email on davidjones@southdown.myzen.co.uk.

A Picture's Worth

By David Cable

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 David Cable with a photo of Q class locomotive 30541.



It has been unbelievably difficult to choose my favourite Bluebell images as I have literally thousands of them and there are many that I personally like. I post many of my images on [Flickr](#) so in the end I decided to one of those images which had been the most popular with members of Flickr.

The photo comes from a photographic charter session arranged by Jon Bowers mainly because on charters we have the time to shoot pictures to suit the best conditions.

The photo I have chosen is of Q class 30541 catching the early morning sun's rays on Freshfield Bank on 3 January 2017.

Getting into position - as I said above this was a Jon Bowers photographic charter and so we travelled in the train to the location. As one can see from the image it was an extremely cold morning and so having sufficient clothing was essential. The intention was to get to the location just as the sun was rising to get the best light.

Generally speaking the best light (when the sun is out) occurs in the months from October to March when the sun is fairly low. The most advantageous position is when the light hits the subject at an angle of about 45 degrees and this is the same whether the light comes towards the front of the train or (in this case the back - back lit). In this image the light is coming from behind and hits the side of the train but the front of the train is in shadow.

Composition - whilst it is not the be-all-and-end-all I try to achieve the one third rule which means that the main subject of the image, namely the locomotive, is approximately $\frac{1}{3}$ from the edge and $\frac{1}{3}$ from the bottom. This has been achieved in this image and also the exhaust trail sits nicely in the photograph. It is bad form to cut off a part of the main subject namely the locomotive and carriages.

Clarity - getting the correct exposure of the shot is a balance of ISO (amount of light coming in), speed of the shutter and size of aperture (opening when shutter is released). The selected image was shot at ISO 400 / Speed $\frac{1}{500}$ th / Aperture F14 and I used a Nikon D810 camera.

Looking at each of the aspects within the balance:

ISO - the smaller the ISO the greater the resolution of the image but in bad light you may need to compromise to get a clear image. At very high ISOs the image can become grainy.

Shutter speed - the duration when the aperture is open. A high speed is important to freeze the action of the train. Heritage railways do not travel that fast but I tend to use as high as I can to get a really sharp image.

Aperture - the size of the opening to record the image. The lower the F number the wider the aperture and conversely the higher the F number the smaller the aperture. Hence an aperture of F2.8 is wide and F22 is narrow.

There are two aspects to the size of the aperture - the smaller the opening the wider the depth of field is attained and this is important if you want



focus for a wider band of the image, but this lets in less light so it would be necessary to lower the shutter speed or increase the ISO. Conversely the wider the aperture results in the opposite being obtained.

Editor's note: members of the public should stick to public footpaths, public areas and our stations when photographing trains. Lineside access is granted only to people with a valid permit who have completed one of our training courses including safety regulation.



A Closer Look at ... *Bluebell*



Photo: Derek Hayward

It seems appropriate in our 60th anniversary year to look back at the early locomotives to arrive at the Railway.

In issue 1 of The Bluebell Times we focused on the all-time favourite engine Stepney.

Now it's time to find out more about the second locomotive to arrive at the Bluebell. It came to the Railway on 2 June 1960 and is currently on static display in SteamWorks! at Sheffield Park

So here's everything you wanted to know about ... Bluebell.

BLUEBELL IN FACTS AND FIGURES

Name	<i>Bluebell</i>
Number	<i>323</i>
Class	<i>P</i>
Wheel arrangement	<i>0-6-0 T</i>
Built	<i>1910 for South East & Chatham Railway (SE&CR)</i>
Designer	<i>Harry Wainwright</i>
Cylinders	<i>Inside, 12" x 18"</i>
Boiler pressure	<i>160 pounds per square inch (psi)</i>
Tractive Effort	<i>7,810 lbf</i>
Length	<i>24 ft 1 ins</i>
Weight	<i>28 tons</i>
Driving wheel diameter	<i>3 ft 9 ins</i>
Coal and water capacity	<i>18 cwt coal, 550 gallons of water</i>
Valve gear	<i>Stephenson</i>

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

Tales from the Shed - Part 2

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 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 explained how two of the Railway's smaller engines were prepared for their trips along the line in 1988. He picks up the story as boiler problems started to emerge ... and then got worse

THE CHALLENGE RESUMES

As we got into day 2, we began to have problems. We have always taken water from the "Blackbrook" stream that passes under the loco yard before debouching into the River Ouse beside the station approach. Being rainwater, on the whole it is very good. The stream rises on Chailey Common and passes agricultural land on its way to us and on this occasion there had been rain, at a crucial time to our story, because something unmentionable must have been washed off the land into the stream while we were lifting water from it. In addition, Fenchurch had been shunting at Horsted Keynes on the Sunday and had been obliged to water there during the day. In those days this was something we tried to avoid because that water came from the "chalybeate" spring which is tapped by the waterworks at Holywell. This water is full of all kinds of things which are anathema to boilers which is why taking water at HK was forbidden except in direst emergency back in the day.

Anyway, dirty boilers will not steam as well but, more seriously, when steam is used, it "lifts" the water in the boiler and, when dirty, this tendency is greater and impurities can break down the surface tension of the water and lead to foaming inside the barrel. It can lead to water being carried over into the cylinders – known as "priming" – which is highly undesirable.

In Terriers the safety valves are mounted on the dome above the regulator valve and if they blow off, water will be lifted towards the safety valves



Double-headed Terriers, 1982 Photo: Russell Pearce

anyway and, if the level is too high to start with, this will cause it to be ejected from them, to the detriment of carefully machined faces. With a contaminated boiler, opening the regulator will either cause this to happen if has not happened at the outset or will make it worse. Furthermore the steam supply for the vacuum ejector is also located in the dome and this will also suffer water carryover which will stop it functioning and the brakes will start to apply. In a way this tendency can be a help to the sharp-eared because the ejector will usually stop working before anything else happens (Birch Grove is the same) so a driver on their toes can nip priming in the bud by easing the regulator. But, of course, that means that you either slow down or stop.

A DOSE OF TUMMY TROUBLE

So that all explains what was beginning to manifest on 72 by close of play on the Monday. Things got off a reasonable start on Tuesday but by the afternoon Stepney was now also suffering, both engines had by now swallowed doses of whatever it was had been washed into the river and, given that 72 was getting worse, timing trains was becoming troublesome. On Wednesday the boiler water situation deteriorated further such that both were now very fussy about how much water could be carried in the boiler while under power before attacks of severe nausea erupted from the chimney and/or the safety valves to deposit sooty marks on the dome, cab front, crew and the train. And it was becoming coincidental if both engines could be opened up at the same time to the further detriment of the timing of the train.

By the time we got back on shed on Wednesday, it was plain that action was required. Advice was taken from higher authority and steps, which today we would hesitate to employ, helped to some extent by allowing something of a water change before starting on Thursday. The problem was that this was a partial change and it was from still contaminated water. So, while we got off to a better start on Thursday, it was hard work and the priming had started again by the end of the day.

On Friday, the usual start with a clean fire box and tube plate, light up and coal both engines to the roof and stack coal in the cab and off shed to set sail. However, we were now paying a heavy price for the contaminated water tower combined with four days of continual steaming. The more you steam a boiler, the more concentrated the impurities become, especially with no ability to blow the engines down. On this day, the priming started at the outset and just got worse. On the fourth trip of the day, things were very bad on 72 which just would not sustain any useful effort without spewing everywhere and we staggered into Horsted Keynes barely registering 100lbs of steam between the two engines and with water playing hide and seek in the gauge glasses. On return to the Park, drastic action was called for and it was arranged to retire Fenchurch and berth most of the train on the Newick Siding and run the last trip (we lost the fifth trip altogether!) using 55 and the Obo, just 28 tons tare. We got back with a certain amount of dignity and so the curtain came down on an eventful week.

In the final part of the story – in the next issue – Russell outlines the lessons learned from this week of boiler problems.



To show the issues of dirty boiler water and priming are not a new phenomenon: Terrier 57 is pictured at Brockley at some point around 1900, apparently with a column of water emerging from the safety valves. The crew are nowhere to be seen!

The locomotive was later sold to a mining concern in South America: perhaps it is still there, hidden in the Amazon jungle.

Photo: Bluebell Railway Museum Archive – Bennett Collection

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 a final selection of the suggestions made.

Book 1: "DK's The train Book" - contains lots of small train facts and there are plenty of photographs

Book 2: "Locomotives: A Complete History of the World's Great Locomotives and Fabulous Train Journeys" by Colin Garratt and Max Wade-Matthews - contains plenty of locos and routes around the world

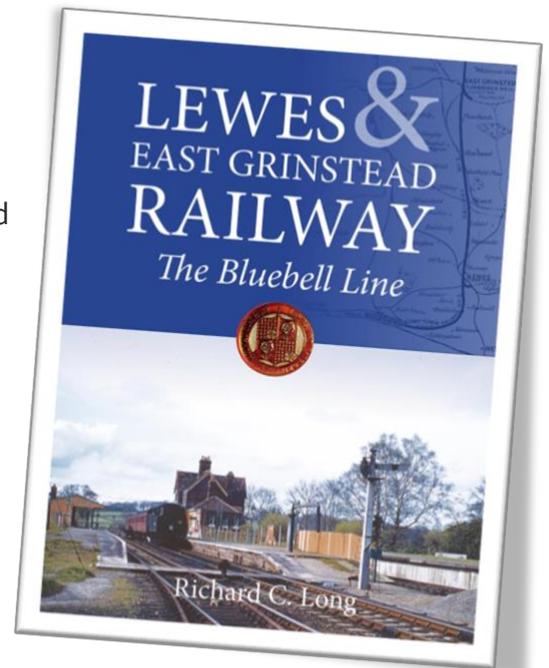
Book 3: "Lewes & East Grinstead Railway: The Bluebell Line" by Richard C. Long

Films: GO Entertain Railway DVD collection "Glory Days of British Steam"

TV 1: Fred Dibnah's "Made in Britain" series

TV2: "The Yorkshire Steam Railway: All Aboard" (the series has recently ended but can probably be seen on catch up for the next few weeks)

Sam Voysey, loco cleaner and junior porter at Sheffield Park



Book: "Britain's Hidden Railways" (A journey along 50 long-lost railway lines) by Julian Holland

Rich Tanton, loco works volunteer

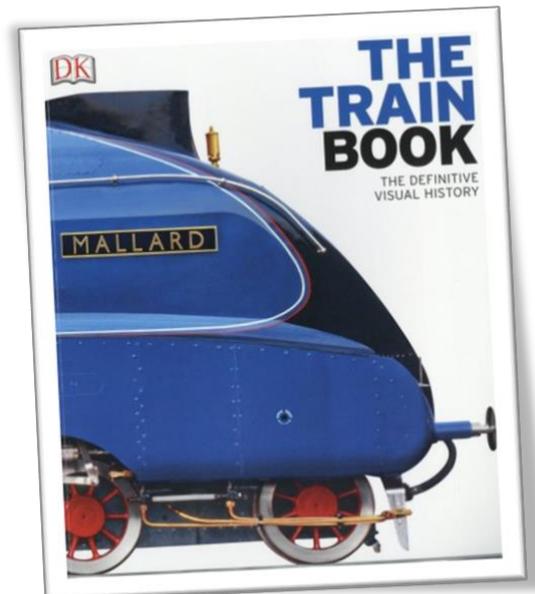
Radio: In Our Time programme about George and Robert Stephenson, BBC Radio 4

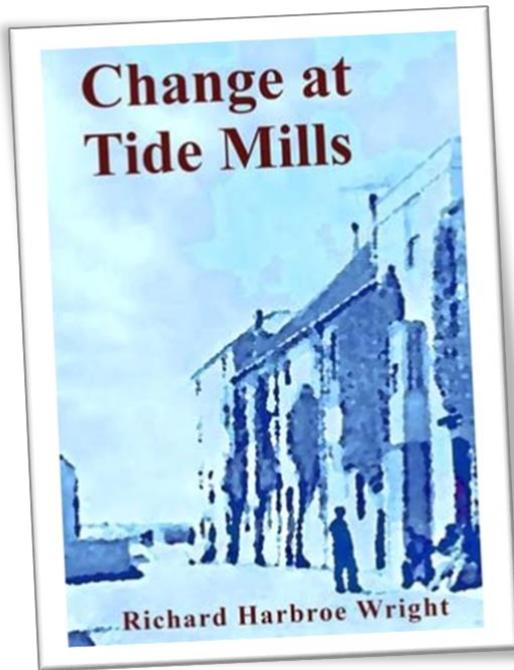
Nigel Curragh, Booking Clerk at Sheffield Park and Leading Porter / Booking Clerk at Horsted Keynes

Book 1: "Compound Locomotives" by J. T. van Riemsdijk

Book 2: "British Railway Disasters" - Ian Allen Publishing

Michael Clements, education guide





Book: "Change at Tide Mills" by Richard Harbroe Wright

Book: "Confessions of an Amateur Railwayman" by Christopher Tanous

Roger Davenport, Guard

TV: "The Flockton Flyer" (1977 children's series made by Southern Television)

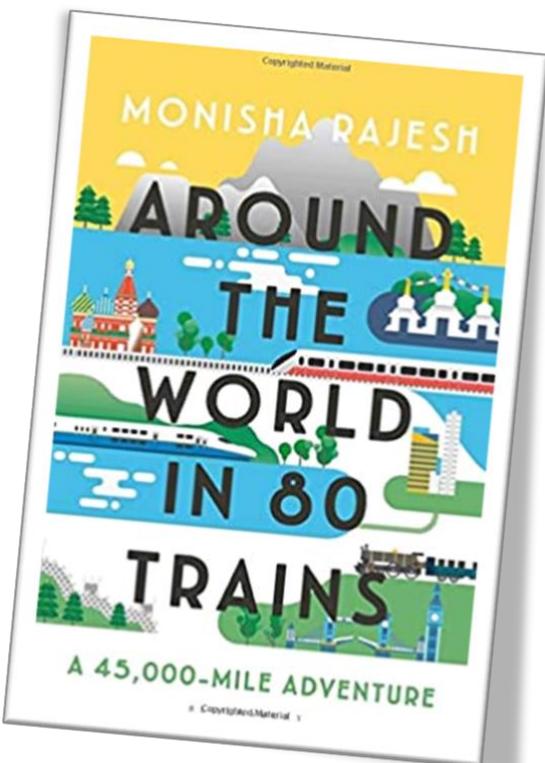
Film 1: "Night Mail"

Film 2: "Terminus"

Richard Wright, Guard

TV: "Walking Britain's Lost Railways" (Channel 5)

Fraser Hutchinson, Stationmaster



Book: "Around the World in 80 Trains" by Monisha Rajesh

TV: "Great Railway Journeys" with Michael Portillo (BBC)

TV mini-series: "The Great Train Robbery" (2013, A Robber's Tale / A Copper's Tale)

Caroline and Mike Beardall, Cleaners

Book: "Britain's 100 Best Railway Stations" by Simon Jenkins

TV: Chris Tarrant, "Extreme Railways" (Channel 5)

Film: "The Lady Vanishes" (1938) starring Margaret Lockwood and Michael Redgrave

Paul Bromley, communications director

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.

Down Memory Line

By Tony Penn, BRPS member [Photographs by Tony Penn's late father Ron Penn](#)

I don't remember a time when I was not interested in trains, although it was a background interest at times. I do remember being taken to see Dad off to Scotland from Euston and only wanting to see the steam loco on the front ...

My early years were in Colindale in north-west London, about 15 minutes' walk from the Midland main line at either Silk Stream Junction or a footpath which went under the line (and nowadays with a footbridge over the M1) en route to Hendon Central. I do remember the 2-6-0-0-6-2 Beyer Garretts on coal trains, but they were soon replaced by the Crosti 9F 2-10-0s.

There was an engine driver neighbour who took me with Dad around Cricklewood loco shed one Sunday morning. He was delighted with the Crosti 9Fs for about a week when the crews discovered they were smoked out by the chimney just in front of the cab and wanted the Garretts back!! Otherwise it was Jubilee and Black Fives 4-6-0s on express and semi-fast trains, with various Fowler 2-6-2 and 2-6-4 tanks on the suburban trains.

We moved to Old Coulsdon in Southern territory when I was five. But despite the Brighton main line being mostly EMUs, steam was still in charge of parcels and freight and even a Schools Class 4-4-0 hauled evening train which split at Redhill for Tonbridge and Guildford. Many a time was spent on the old footbridge at Coulsdon North. A C2X 0-6-0 with double domes was a regular along with K Class 2-6-0 Moguls, Maunsell 2-6-0 N and U Class Moguls and BR Standard 2-6-4 Tanks. A trip to Croydon would be rewarded with Fairburn 2-6-4Ts on the Oxted lines.

In the 1950s Dad worked Saturday mornings and for an occasional treat I would go with him. The attraction being his office overlooked Hungerford Bridge and the approach to Charing Cross Station. Many of the Kent trains were still steam then.

We could not afford holidays every year, but 1957 saw us in Swanage. I think Dad got a bit fed up being dragged to the station to see a Bulleid

Pacific which arrived in the early evening. Many years later I took part in Clive Groome's Footplate Days and Ways driving courses and was at the regulator and more importantly brake of 34072 257 Squadron making that run round at Swanage - and it is very tight for a big loco.

In 1961 for my August birthday treat we went on a mystery trip in the car down into Sussex. Much to my surprise it was to the Bluebell. We started at Bluebell Halt and the train which was formed of the Metropolitan set topped and tailed by Stepney and Bluebell. The Adams Radial had just arrived, and Dad took a colour picture of it and a few other things.



My maternal grandparent stayed in Colindale until the early sixties and we had regular trips to stay at weekends. But Grandpa was totally bemused by a steam-loving grandson who wanted to ruin his Sunday morning 'constitutional' by watching trains go by. Later I discovered that 15 minutes by bus would get me to the former LNWR Premier Line at Kenton, with Duchesses and Princes Royal



Pacifics, Royal Scot 4-6-0s etc blasting past on the down fast as I leant on the platform fence.

Visits to my paternal grandparents in West Norwood were always interesting as they had the first floor of a terraced house backing on to the railway line going up to Crystal Palace. Perched at the kitchen window on the 'worktop', which in turn was on top of the tin bath, gave a good view. The EMUs are boring, but the sight and sound of the Southern W Class heavy freight 2-6-4 Tanks on cross-London coal trains destined for Norwood Junction yards will live with me for ever. You could hear them pounding up the stiff gradient for a good three or four minutes before they arrived. The only problem was when I stayed there in the school holidays. I would insist on getting up in the middle of the night when I heard them coming ...

In 1961 I only just passed the eleven plus after an interview and, being born in August, with a maximum age allowance. That meant instead of going 1/2 mile to Purley Boys Grammar in Old Coulsdon I had to go to Reigate Grammar nine miles away. I have never regretted that especially as I went by train from Coulsdon South. I could have gone by bus but that was never going to be an option. Especially as until January 1965 steam

was still in charge of the Tonbridge-Redhill-Reigate-Guildford-Reading services.

We travelled in the 4LAV Brighton Line EMUs. Departing 08:12 from Coulsdon South, the train split at Redhill with the front four coaches being an 'all station' stopper to Brighton and the rear four to terminate at Reigate. At the same time as we arrived at Reigate, a steam service from Reading to Redhill was due. We knew this as 'The Western'. For some reason this train was hauled for the first year by 63XX GWR Moguls and from 1962 to the end of steam by Manors, usually Cookham and Freshford Manor. I have never known the real reason for this working, the locos were shedded at Didcot and the coaching stock was always a green Maunsell set. As schoolboys we were somewhat disappointed if it was Cookham Manor 'again', but to find it preserved at Didcot in later years did bring a little tear to the eye. The 'Western' was often the cause of me being late for school if in turn it was running late.

In the harsh winter of 1962 and '63 with deep snow on the ground for two months, we went to school every day. Schools did not shut if there was a flake of snow on the ground and Mummy did not take us in an air-conditioned 4x4 SUV! There was a bit of drama on a couple of trips, first the 4LAV EMU stalled due to ice on the conductor rail as we went up the climbing curve out of Redhill. After a long cold wait, it went back down into Redhill station and we then walked to Reigate. Another time, when the train arrived at Reigate, the wooden beam that held the pick-up shoe was on fire due to arcing.

Being regulars at Coulsdon South for the trip to Reigate, we knew the station staff quite well and they knew us all too well! Now there are some misadventures that I'm not going to cover as I'm not sure of the statute of limitations!

'Adolf' the Station Master was ex-Army and wore his cap with the peak bent down vertically like the Guardsman he must have been. With a bunch of schoolboys on the Down platform, which only had a wooden open fronted shelter, he stayed on the Up platform where the main building still is. There were regular bellows for us to behave. But as is often the case he was looking out for us in more

ways than one. One morning our train had failed to appear due, as we found out later, to a suicide on the line near Hooley. 'Adolf' called across that he had arranged for a Brighton fast on the Quarry Line to stop at Coulsdon North, pick us up and stop again at Earlswood for a train back into Redhill and the shuttle to Reigate. I wonder if we were the last ever passengers to catch a train from the disused platform four at Coulsdon North?

Steam was quite active at Redhill in the early sixties. N and U Moguls and occasional S15 on the Redhill to Reading trains and Standard 4 Tanks on the Tonbridge services. Q1s, K Moguls were also about.

Our 1963 and '64 holidays were in Ilfracombe and our hotel was high up on the opposite side of the valley from Ilfracombe station. Bulleid Pacifics would really raise the echoes leaving the station up the steep gradient that started at the platform end. Coming back from outings to Barnstaple, my brother and I would travel by steam train, leaving Mum and Dad to return in the car. In 1964 another train mad lad whose family stayed in the hotel was a bit older and we went on a trip to Exeter, stopping at both St Davids and Central Stations and a tour around Exmouth Junction loco shed.

After the demise of steam, the Reading-Tonbridge services were handled by the wretched 'Tadpole' DEMUs. These were formed of two narrow Hastings line cars with a normal sized trailer. That saw my interest in trains diminish. It was in those last couple of days of steam that I got a footplate ride on an Ivatt 2MT 2-6-2 'Mickey Mouse' tank from Cranleigh to Christs Hospital.

I'm afraid my interest in trains declined with the end of steam. Other pursuits and motor racing then took my interest for quite a few years. Although my wife used to wonder why there were so many preserved steam railways in the UK 'as there always seems to be one where we go on holiday'...

I suspect I'm not unusual in that my son's birth re-activated the train bug. He also caught the steam bug with trips to the Bluebell and he was in the Stepney and gF clubs. Trying to get him to help at home was impossible, but cleaning steam engines, digging out the ashpit and any other grubby oily job and he was there. Eventually he graduated as a mechanical engineer and now works in the oil industry.



Museum Morsel

By Tony Hillman, assistant curator, Bluebell Railway museum

There never seems to be enough space for all we want to display.

To enhance the Museum's display of goods vehicles was going to be difficult. There just wasn't enough space to include the photographs of various goods vehicles that I had collected.

The solution was to install a display screen showing the pictures in sequence. This has worked very well and there are now three such displays in the Museum. Another revolving display has been completed and will be installed when we can get back to Sheffield Park.

Photographs from the other displays will appear in future issues of The Bluebell Times.

The chosen photos show, top to bottom:

Carts at Willow Walk Goods Station. The LBSCR established Willow Walk Goods Depot in 1849. The facilities were enlarged in 1854 when the LBSCR took over handling LCDR goods at the depot. The SER had its Goods Depot next door at Bricklayers Arms. The Southern Railway merged the two in 1932.

Photo: Lens of Sutton Association



A horse-drawn cart at Hove Station.

Photo: Lens of Sutton Association

A 3-ton Scammell Mechanical Horse built for the Southern Railway, photographed in 1928 outside the Isolation Hospital in Watford. Scammell's factory was at Tolpits Lane, Watford.

Photo: Kevin Robertson



Guess the Year

Here's a grainy old photo from the archives. This time we're asking you to:

- ➔ Say where on the line the photo was taken
- ➔ Name the three engines pictured
- ➔ Guess the year in which the photo was taken



GUESS THE YEAR - ANSWERS

We showed you this picture in the last issue with an important visitor to the Railway.

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

- ➔ The man in the centre of the photo was former Conservative prime minister Harold Macmillan (Earl of Stockton)
- ➔ He lived in the hamlet of Birch Grove
- ➔ He was visiting the Bluebell Railway to mark the 21st birthday of the Bluebell Railway Preservation Society
- ➔ The photo was taken in 1980

Spot the Difference

By Chris Wilson

Another colour image from the Bluebell Railway Museum Photographic Archive. This time we have Workshops (Warrington) Signal Box, taken by John J Smith on 7 July 1971.

Can you spot 10 differences between the two pictures? Answers, and information about the picture, in the next issue.



SPOT THE DIFFERENCE - SOLUTION

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



- ➔ Number change – 305, not 30541
- ➔ Shed code missing
- ➔ White disc missing
- ➔ Fishplate missing
- ➔ Rail chair missing
- ➔ Tree stump missing
- ➔ BR logo missing
- ➔ Fence post missing
- ➔ Whistle board removed
- ➔ Signal arm missing

Locomotive Anagrams

By Tony Page, BRPS member

Here are some locomotives which have visited the Bluebell Railway (and the year of their visit in brackets) with their names scrambled.

Can you work out their real names?

- ➔ TINA BRIAN (2019)
- ➔ DEAR LEN (2004)
- ➔ RAIL MILES (1995, 2010)
- ➔ WIDE BADGER (2007)
- ➔ ANGER ROWER (2003)
- ➔ TREK CO (1982, 1990)
- ➔ GATE HARMS REQUEST (1996)
- ➔ I TRY ROOF CUT (2006)
- ➔ FERRET WASH (2000-2001, 2006)
- ➔ DAN ROOT (2014)

Answers in the next issue.

ANSWERS TO ANAGRAMS IN ISSUE 5

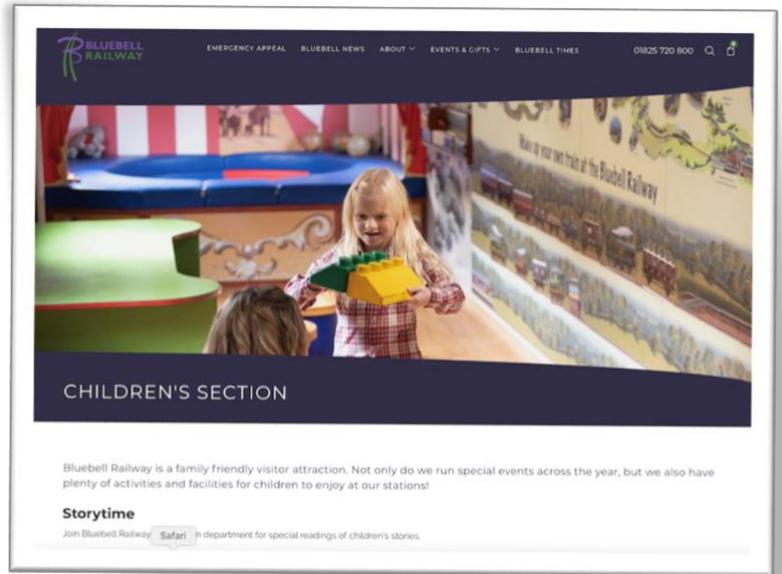
- YEN PEST – Stepney
- VERA MABEL LOCK (1950 spelling) – Blackmore Vale
- LEE B BULL – Bluebell
- NORTH HARPS – Sharpthorn
- TOM LACE – Camelot
- TO WES – Stowe
- URN CHEF – Fenchurch
- BY HEADACHE – Beachy Head
- FAKE BERYL OR LEE – Earl of Berkeley
- PAINT EXTRA CAB (or EXTRA B for short) – Captain Baxter (or Baxter for short)

Just for Kids

We've lots more fun to keep youngsters busy with a puzzle based on how to pass two long trains at a short passing loop.

We've also got a short story about evacuees from the Stepney Club magazine. Did you know that every year thousands of schoolchildren visit the Bluebell Railway to experience life as an evacuee? We have some of their feedback in this issue.

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](#).



PASSING LOOP PUZZLE

By Michael Clements, education department

The railway line from Camelot to Stowe is single track. There is a loop halfway along to allow trains travelling in opposite directions to get past each other.



Usually the trains have no more than four carriages (shown black and grey on the diagrams) plus one locomotive (shown red and green). Two of these trains fit nicely on the passing loop.



One day, however, two trains with eight carriages arrive at the same time. Can you figure out a way to get the two trains past each other so that they can both continue their journeys?



School Visit Feedback

Thousands of schoolchildren visit the Bluebell Railway each year. Some of the visits are linked to specific topics such as transport, the Victorians or World War II.

Details of school visits are on a [special section of the Railway's website](#).

The education department is always delighted to receive feedback from the children.

Here is a selection of letters from youngsters – we'll have more in future issues.

Yesterday we went to the Bluebell Railway. We dressed up and looked like real evacuees.

Then we went to the museum and looked around. There was a stuffed dog called 'London Jack' and he still collects money for charity – he had hundreds of medals for collecting money.

Then we went on a train and had a snack. We went through a long dark tunnel and they turned off the lights – everyone was screaming and shouting. It was very fun and a bit scary.

When we got to the last stop, we all got out to watch the train go the other way around back from East Grinstead. We got back on and had lunch.

A man came and looked at our identity cards. He made us laugh because he was shouting and being silly.

After that we got off the train and went to the ticketing office. The man on the train came and put us with our new parents (who were our teachers). Then before we left, we had an air raid practice. We went into the underground and we all sang 'Heads, Shoulders, Knees and Toes' and then sadly we had to get on our coach and go back home.

I dressed as an evacuee for a trip to the Bluebell Railway. First we got into groups and then we went to the museum and had a great experience. I saw 'London Jack', the dog who collected money, and also we pulled the signal.

After that my class went on a steam train and got given a ticket. There was a really funny man who came and checked our identity cards and we went through a tunnel in pitch black. We had lunch on the train and then went and did some activity. We were billeted and pulled weeds from the ground.

Finally, there was an air raid siren and we sang 'Heads, Shoulders, Knees and Toes' and then we made our way back to school.

My class went to the Bluebell Railway. The first thing we did was we got into groups and we went into the museum. The trains were massive in there and we learnt how steam travelled through the train – we even got to go into the driver's area to see how to drive the train.

When we had finished there, we went on to the bridge. We were so high up. It was cool.

After that we went on a train ride. We got to see an amazing view and we went through a tunnel which was pitch black. It was so fun.

Next we went to write with ink and a quill to make postcards for our parents. During that session there was an air raid siren and we had to go into the air raid shelter and sing songs. It was time to go home so we said goodbye to all the volunteers and went home. I really enjoyed myself.

THE EVACUEES FROM LONDON

It was a warm, sunny summer morning, and the S15 was enjoying her day of work hauling the train, especially because her crew could also enjoy the sun and wouldn't be complaining to her all day about getting wet. It was an ordinary day in the middle of the week, and she wasn't expecting to have many passengers, so they were all looking forward to a nice, quiet day.

The big green engine was settled at the front of the train at Sheffield Park, steaming gently to herself, when she saw a large group of people coming along the platform. Most of them were children, with a few adults, but what surprised her most of all was that they were all dressed in the clothes that people wore over 70 years ago in the 1940s, during World War Two. The S15 was built in the 1930s, and she remembered those days, as did many of the engines at the Bluebell. But why were all these children dressed in that very old fashioned way? She knew that schoolchildren usually wore school uniform in a certain colour – they didn't wear clothes like that any more!

Some of the children came up onto the footplate, and she was soon able to learn all about it. The children were from a school in Burgess Hill in Sussex, and they were all doing a topic about World War Two. They had been learning all about how children were evacuated from London to the countryside to keep them safe from bombs. That meant that thousands of children left

their London homes and schools, and travelled by train to go and live with people in the country, where there were no bombs being dropped. The school children from Burgess Hill told the S15 and her crew that they had all dressed up in the clothes that evacuees might have worn, and they were travelling on her train into the countryside, to see what it would have been like. They had learned quite a lot about the days of World War Two, and told the S15 all about food rationing, air raids, and blackouts.



Real evacuees from London during World War Two

As they chatted away, the S15 remembered her own far off days during the war. It seemed a long time ago to her now. There had been no diesel or electric trains then, and all the trains in the country had been hauled by steam engines like herself and her friends at the Bluebell. It was always

hard work, as there was a great deal to do. Apart from the ordinary everyday trains to get people to work and home again, there were extra trains to carry all the evacuees out of London, and to carry soldiers around the country in large numbers. The railway lines were often bombed, to stop the trains from running, and the line had to be repaired as fast as possible, with gangs of men working day and night to get it done.

The S15 remembered it as a frightening time in many ways. Every time she went out with a train, there was a chance that the line could be bombed, and she could have an accident, which made every journey a worry. She



Burgess Hill School for Girls World War II Day (Mid Sussex Times)

had some very clear memories of hauling trains full of soldiers through the dark night, with her crew trying to keep the engine and cab as dark as possible. She had a big sheet tied down over the top of her cab, and the fire-

man used to open the fire door as little as possible so that no light from her fire would show. Even the slightest flash of firelight would be enough to show enemy aircraft overhead there was a railway line to be bombed! But neither the engines or their brave crews ever considered not going out and doing their job, however dangerous it was, and she also remembered feeling very proud every time that she and her crew had achieved another difficult run! Suddenly there was a lot of whistling from the guard, and the driver blowing her own whistle, and she realised that she was back at Sheffield park in 2018. The schoolchildren were all on board the train, and they were about to set off for East Grinstead. The war years faded away as she steamed along towards Lindfield Wood in the summer sunshine with a trainload of happy children and their teachers. They all got off at Kingscote to go and have a picnic lunch, waving to her as they left.

As the train pulled away again the old S15 was pleased that schoolchildren were still learning so much about the times of the past, and that she and her friends could help them to experience what some of it would have been like. But she was happiest of all that there was no more bombing of railway lines or children being taken away from their families, and that the children of the school in Burgess Hill were just dressing up and pretending, learning and having fun.

EVACUATION
OF
WOMEN AND CHILDREN
FROM LONDON, Etc.

FRIDAY, 1st SEPTEMBER.
Up and Down business trains as usual, with few exceptions.
Main Line and Suburban services will be curtailed while evacuation is in progress during the day.

SATURDAY & SUNDAY,
SEPTEMBER 2nd & 3rd.
The train service will be exactly the same as on Friday.
Remember that there will be very few Down Mid-day business trains on Saturday.

SOUTHERN RAILWAY



The Bluebell Times

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Members, Staff and
Supporters*

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*If you have any comments
or feedback about this
issue or suggestions for
future articles or features,
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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 or follow us on [Facebook](#), [Twitter](#) and [Instagram](#).

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