



323 and 178 double head the Golden Arrow (See page 17) Photo: Steve Lee

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

Issue 7

IN THIS ISSUE

The first objective of the Bluebell Railway Preservation Society is “the preservation and operation of the Bluebell Railway”. Preservation *and* operation. Since the imposition of the unprecedented lockdown in March of this year, focus has naturally been on preserving the railway, to ensure it will continue to exist for future generations. The incredible generosity of our supporters, in contributing over £325,000 to our emergency fund, has been instrumental in ensuring the future. But operation is at the core of what we do: the railway exists so that we can enjoy our unparalleled collection of locomotives and rolling stock operating in the way they were designed to through our wonderful stations and the surrounding countryside.

So it is incredibly welcome news that in this edition of The Bluebell Times, the Chairman’s Update brings news of re-opening plans, with a planned start on 7 August: sixty years to the day after the first public preservation-era trains ran on the fledgling Bluebell Railway. That restart is still contingent on many factors, some of which are outside our control – but if things keep progressing as they are now, we could yet mark our sixtieth birthday in the best possible way.

Shortly before finalising this issue of The Bluebell Times, we were saddened to hear of the death of Dame Vera Lynn, aged 103. Dame Vera Lynn was a good friend to the Bluebell Railway and our late President Bernard Holden. They had met when he was building railways in India during World War II and she was entertaining the troops. Both being Sussex residents – in fact almost near neighbours – they stayed in touch for the next sixty years. Dame Vera launched the Railway’s 50th Anniversary Appeal to fund the Northern Extension in 2009, which she did so by blowing a whistle. Those present remember she had powerful lungs for a woman of 92. We will have a fuller appreciation in issue 8 of The Bluebell Times.

Tom James, Editor

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Chairman's Update

By Chris Hunford, Bluebell Railway plc chairman

Dear friends, colleagues and members,

I hope you're all well and your family and friends are continuing to stay safe. Since I wrote to you at the start of June a lot has happened across the world and our country. We've seen protests in support of the 'Black Lives Matter' movement, the daily number of deaths from Coronavirus continues to fall and the first major breakthrough in the fight against the virus has been discovered in the form of a low-dose steroid. Alongside this, it's pleasing to see some of the lockdown restrictions are starting to be eased and the talk of tourist attractions starting to reopen is also very encouraging, especially as attractions such as zoos and gardens have already reopened.

So, how has the Bluebell Railway been preparing to reopen? The generosity of our members, shareholders and others has meant our appeal target of £300,000 has been met and exceeded and now stands at more than £325,000. This is a fantastic achievement and thank you to all those who have contributed. This success, plus a review of other funding sources, has allowed the Board to produce a very detailed financial model for the remainder of 2020. This model includes all the reopening costs, predictions on revenue for the remainder of this year and a detailed review of all costs. Using this model alongside several other measures the Board have taken, I can now proudly announce a provisional reopening date of Friday 7 August 2020.

As you know this also happens to be our 60th anniversary and what better way to celebrate that milestone than to reopen for business. I'm also pleased to announce that the first train on 7 August will be for members only and pre-booked on a first-come, first-served basis. We will release details in due course.

Our phased reopening will start on 7 August and for the foreseeable future we will run at weekends only. This will allow us to gauge the potential



demand, take small steps and follow the Government guidance. Having carefully reviewed what we can offer and taking into account the layout of our station sites, our service trains will run from Sheffield Park to Kingscote only (not stopping at Horsted Keynes). East Grinstead Station will remain closed due to the restricted nature of the station site and to adhere to social distancing rules.

In addition to this we plan to run three or four dining trains per day, with our daytime services starting at Horsted Keynes and our evening services starting at Sheffield Park. This avoids any potential conflict between our public trains and our dining customers at Sheffield Park. As we take these small steps, all of the above will remain under constant review and should public demand be there, we will add further trains mid-week starting on a Friday and working backwards.

To provide the public with the very best offering while also complying with the latest Government guidance, our service trains will be formed of compartment stock. Compartments will be sold as a whole and all tickets will be pre-bookable - our intention is to have these available for purchase about two weeks before the reopening. There will be no 'turn-up-on-the-day' ticket sales available on any services for the rest of the year.

In line with other transport bodies and following best practice, face coverings will be required to travel on our services. This includes travelling on dining services although coverings can then be temporarily removed while eating. All our carriages and station environments will receive an enhanced cleaning regime including door handles. The Railway's priority will be on providing everyone with a safe and enjoyable day out.

At Sheffield Park we will have dedicated entry and exit lanes for our customers. In line with Government guidance, the Bessemer Arms at Sheffield Park, Horsted Keynes buffet and Kingscote kiosk will remain closed. Our SteamWorks! exhibition and museum at Sheffield Park will be open to the public employing a one-way system. Our catering services will be provided via a take-away service from the Bessemer Arms which can be pre-booked when purchasing tickets and our shop will be open with social distancing in place.

All of the above does remain provisional at the moment and dependent on Government advice and guidance, in particular about the next phase of easing lockdown which we'll be watching carefully. As our plans move from provisional to confirmed, we will keep you updated, but I felt it was important to share with you the Board's thinking and current plans.

The above sets out what we plan to do but how do we get there? As you'll all appreciate, there is a huge amount of work to complete to prepare the railway for reopening. Tasks such as 'Fitness to Run' exams across our locomotive and rolling stock fleets, line-wide structures and track

inspections, testing of our signalling & telecommunications systems, re-stocking our catering outlets and reopening our Sales & Marketing office. Our staff and volunteers are key to making this happen and from the middle of July, our safety critical staff and volunteers will return in a phased manner. This will allow the critical work to take place as outlined above, while volunteers such as our 'Friends' groups and others across the railway will also return to support the reopening. As we progress throughout August and into September it's our intention to incrementally increase our staff and volunteer input back to the levels we experienced pre-Covid-19 but again, in line with the Government advice and guidance at the time. The Railway will contact volunteers to ascertain their individual personal circumstances and availability so that they return when they are able to do so.

The Board, BRPS and Bluebell Railway Trust all look forward to us fully reopening and our dedicated staff and volunteers returning as soon as possible.

A large part of our reopening plan has also focused on the remainder of 2020, including reviewing all those events in the calendar. These events will remain under review and at the moment we still hope to offer something special in October as well as our Christmas service.

I hope this has given you an idea of our thinking and further announcements will be made as our plans are confirmed. Finally I'd like to thank you all for your support and patience. For now stay safe and I look forward to seeing you all very soon.

Fundraising Appeal Update

By Trevor Swainson, funding governor, Bluebell Railway Trust

Shortly after the last issue of The Bluebell Times was published, the Emergency Appeal reached its initial target of raising £300,000.

The magic figure was reached on the morning of Friday 5 June – less than 10 weeks after we tentatively launched a fundraising effort. What a great achievement. Thank you to everyone who has contributed in any way.

More than 2,300 people have made donations and the money has come in cheques, standing orders, bank transfers and online contributions.

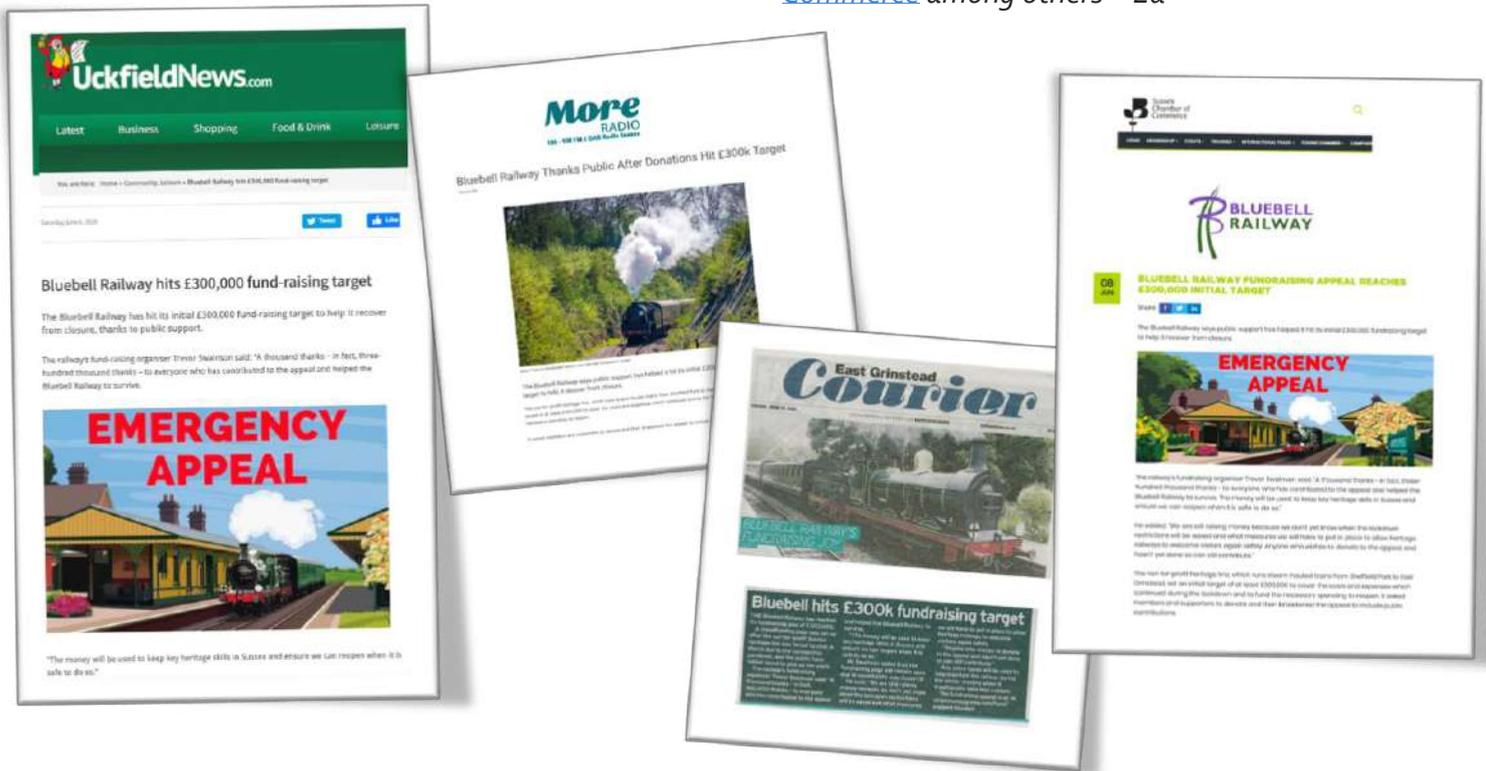
We are still raising money because we don't yet know when the lockdown restrictions will be eased and what measures we will have to put in place to allow heritage railways to welcome visitors again

safely. The appeal was for “at least” £300,000 and we set that as an initial target.

And last Friday (12 June), the total raised reached £325,000 with the sponsorship money from the Virtual Track Trek to come.

Anyone who wishes to donate to the appeal and hasn't yet done so [can still contribute](#).

There has been widespread press coverage of the appeal reaching its initial £300,000 target with the story reported on [More Radio](#), [East Grinstead Courier](#), [Uckfield News](#) and the [Sussex Chamber of Commerce](#) among others – Ed



On the Buses

The Bluebell Railway is on the move. Not literally but promotion of the Emergency Appeal now appears on [Southdown Buses](#).

Steve Wallis (pictured), the managing director of the bus company and a former platform staff volunteer at Sheffield Park, offered to display posters on his fleet on vehicles for free.

The banner posters are now on the sides, backs and interiors of Southdown Buses which run services from East Grinstead and other areas of Sussex as well as in Surrey and Kent.

So the message about the Bluebell Railway and the fundraising appeal is being spread far and wide.



Virtual Track Trek

By Roger Kelly, Bluebell Railway Preservation Society Trustee

There's still time to sign up to take part in the [Virtual Track Trek](#) to raise money for the Emergency Appeal.

Instead of the traditional sponsored walk along the railway tracks, we are encouraging people to carry out a walk nearer to home.

The Virtual Track Trek takes place on Saturday 27 June and anyone can take part by walking a total of 4.5 miles which is the distance between Sheffield Park and Horsted Keynes stations.

Participants should create their own fundraising page or download a sponsorship form. Instructions and details are at www.bluebell-railway.com/whats_on/virtual-track-trek/

Then choose a location for the walk - at home, in the garden or nearby where social distancing can be achieved without inconveniencing the public.

Anyone who takes part won't be alone. BRPS acting chairman Steve Bigg, Bluebell Railway Trust chairman Vernon Blackburn and Plc commercial and marketing director Paul Lelew will all be taking part on the day.

So too will the [Mayor of East Grinstead Cllr Danny Favor](#) who will be walking his 4.5 miles with his partner around the grounds of the council's offices at East Court.

And I'll be [doing the Trek with my fiancée Maureen](#) locally to where we live on the South Coast.

We are encouraging Trekkers to promote the Virtual Track Trek on social media and upload pictures of themselves on the day using the hashtag #SteamingThrough60

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.

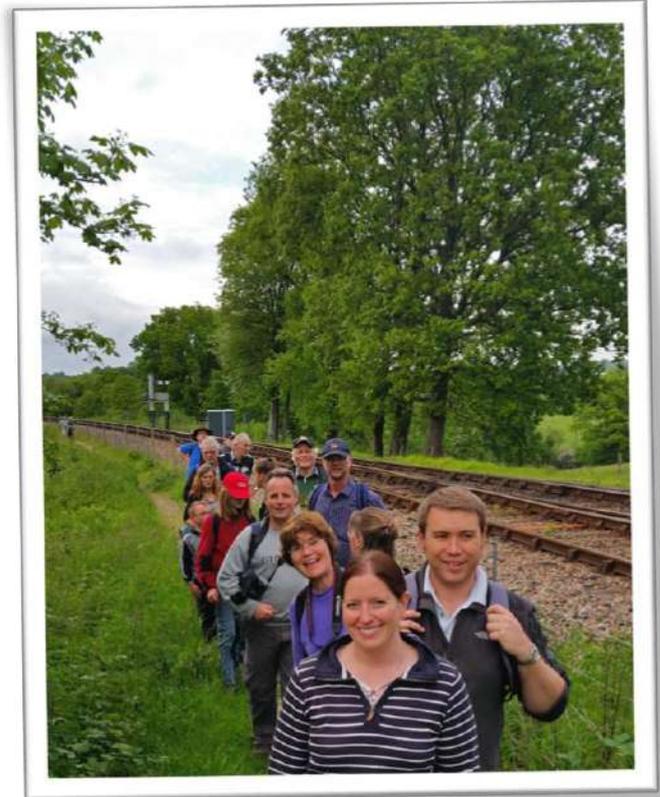


Photo: Martin Lawrence

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.

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


BLUEBELL
RAILWAY

VIRTUAL
Track Trek
27 June 2020

60-day countdown

By Paul Bromley, communications director

The 60-day countdown to the Railway's 60th birthday has begun.

Every day 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 include fun facts, archive videos and photographs from yesteryear.

The countdown began on Monday 8 June which marked 60 days to go. The first post included the invitation to attend the opening of the Bluebell Railway on 7 August 1960.

The image on Wednesday 10 June showed the first standard gauge preserved railway Santa Special service which took place 58 years ago in 1962.

There are also 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.

The first of these videos went out to coincide with Volunteers' Week and featured "[60 seconds with a signalman](#)".

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

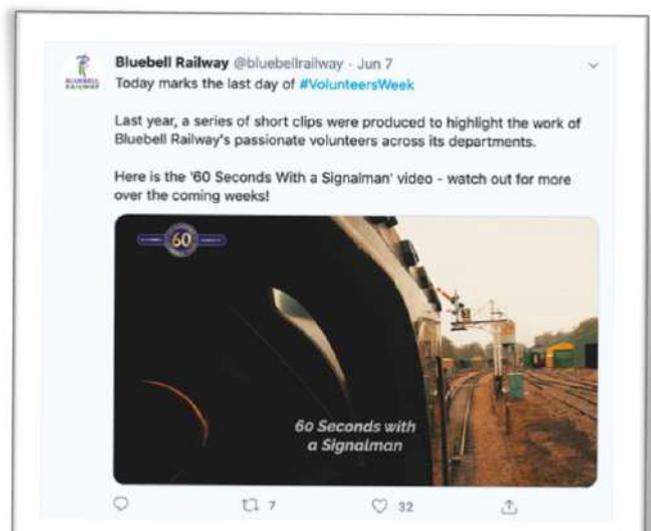
There is also a [special webpage](#) which will include the plans for a virtual celebration of 60 years of operation.



To kick off our countdown with 60 days to go...here is a photo of an invitation to our opening day in 1960.



Britain's first standard gauge Santa Special service with the Bluebell Railway took place in 1962. Here is a Boxing Day service with a seasonally decorated brake van.



Railway Cuttings

By Paul Bromley, communications director

The Bluebell Railway features on the cover and 10 inside pages of the latest issue of Heritage Railway magazine (HR 268).

The cover image by Peter Edwards shows BR Standard 5MT 4-6-0 No. 73082 Camelot passing through Lindfield Wood and was taken in April 2016.

The feature article is headlined "60 Years of Bluebell Splendour" and traces the history of the line as well as the current challenges. A timeline of progress from 1960 to 2020 produced by the museum team runs across the bottom of the pages.

The centre spread is a Mike Hopps picture of SECR 0-6-0 No. 592 at Kingscote in 2010.

My thanks to everyone who helped in the preparation and publication of the article.



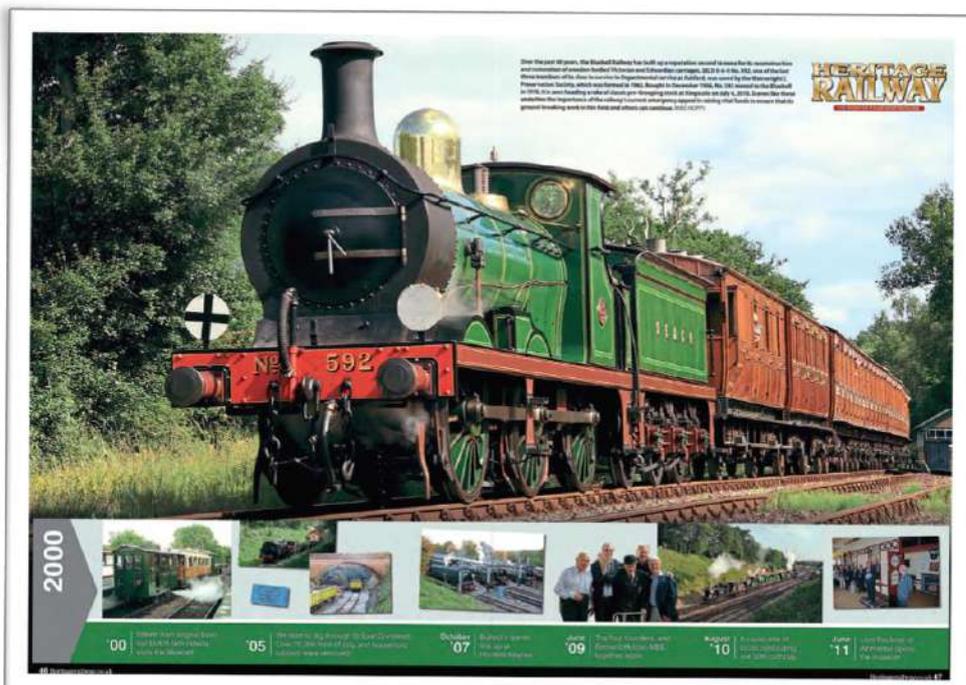
SUBSCRIPTION OFFER

Individual print and digital copies of Heritage Railway magazine are available from <https://www.heritagerrailway.co.uk/>

The magazine currently has subscription offers of:

- ➔ Print: six issues for £15
- ➔ Digital: five issues for £9.99

The offers expire on 30 June.



Five Minutes With ... Tony Drake

Name

Tony Drake

Role

Curator, Bluebell Railway Museum

How long have you been involved with the Bluebell Railway?

28 Years

How did you first become involved?

As a family we were visiting a friend of my wife who lived in Haywards Heath. During the afternoon the friend suggested that our children might like to visit the Bluebell Railway. We arrived to see Stepney departing with vintage carriages – a sight that re-kindled my passion for steam railways. A few months later I read a newspaper article about Footplate Days and Ways driving and firing courses at the Bluebell Railway. I signed up and Clive Groome has a lot to answer for!

Having completed the five stages of the courses, based both at Bluebell and the Swanage Railway, I joined the Loco roster as a cleaner and went on to become a fireman. After 20 happy years on the footplate I laid down my shovel to spend more time with the Museum.

What was your professional career?

When a teenager I was always interested in museums and spent some Saturday mornings 'helping' the Curator of the Reptile Department at the Natural History Museum. Also I had a great interest in science and saw an advertisement for a post at the National Physical Laboratory. I was assigned to the Magnetics Section – boring I thought. The laboratory was archaic with not one piece of electronic equipment. I intended to give it 3 weeks whilst looking for another job. However, it was 43 years before I escaped having transformed the magnetics laboratory and discovered that everything from the centre of the earth to outer space is magnetic in some way – and needed



Photo: David Stonor

precise measurements of some form. I became chairman of the relevant British Standards Institution and International Electrotechnical Commission committees involving meetings all over the world – travelling by train where possible! Now at last I have a post in a museum.

What does your Bluebell Railway job involve?

As Curator, I am responsible for the care of the collection of museum items, maintaining the museum's Arts Council England accreditation and managing the happy band of museum stewards.

How often do you volunteer at the Railway?

Usually two days a week at the museum and many hours at home.

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

Whilst working in the Loco Department I took on the maintenance and repair of the loco lamps. At one time we had just two working lamps now we have over 20. I continue servicing these – and any other railway lamps that come my way.

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

Yes, down in the Loco yard I am known as the Lamp Fairy.

What's the best part of your job?

Working with a happy group of museum volunteers. Most have talents such as IT skills, graphic design, painting, wheeling and dealing at railway auctions, editing and many others that can be put to good use to maintain and improve the museum displays. Also I enjoy interacting with visitors especially those that have railway stories of their own to share. Some have provided interesting additional information about the artefacts on display and most show a keen interest in the museum which makes it all worthwhile.

What's the worst part of your job?

Locking up the museum on a cold, dark, wet winter's evening with a strong wind blowing straight down the platform!

What is your earliest train memory?

As a youngster my mother would take my sister and I to visit our grandmother and uncle in Derby during the school summer holiday. This involved a steam train journey from St Pancras which was always exciting. At the age of 10 my mother decided to put my sister, aged 8, and I on a train 'care of the Guard' but in a compartment with a kindly looking lady. Instructions were given to make sure that we disembarked at Derby where my uncle would be waiting. It was a memorable and enjoyable trip – nowadays my mother would be arrested for abandoning her children!

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

Yes, at one time I had an O gauge layout in the garden – mainly to amuse the grandchildren. However, nature – in particular miscreant foxes – made it difficult to maintain so now it is set up in the loft.

Anything else you want to tell us?

I developed an interest in clocks during my visits to my uncle in Derby who had a watchmaker and jewellery business. One of his assistants taught me the rudiments of clock repairing. I now have quite a collection of my own clocks and of course I take an interest in the many clocks we have at the Bluebell Railway. Travel has always been a

passion. Journeys have included the Nostalgic Orient Express from Moscow to Beijing, the Garden Route in South Africa, Perth to Melbourne in Australia, various railways in USA, New Zealand, China and many other parts of the world.

BLUEBELL BITES

Natural History Museum or Bluebell Railway Museum

Both, but please bring back the dinosaur

The gear train (of a clock) or train gear

Gear train - easier to oil up

Minute Hand or Hour Hand

Minute hand - I like to see things moving

Driver or Fireman

Fireman - much to do to keep the loco going well - and keep the driver happy!

Stepney or Fenchurch

Neither - Standard Class 4, 75027

Tea or coffee

Tea with one sugar please



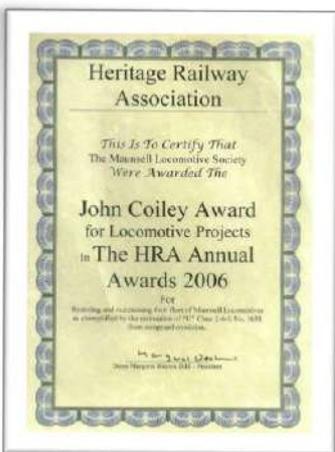
June 2008 on Fenchurch. Photo: Derek Hayward

U Class Restoration

Words and pictures by Steve Pilcher, restoration working party member

The Bluebell Railway has an illustrious reputation for restoring locos retrieved from the now famous Woodham's scrapyards in Barry in South Wales.

Although 1638 is not the largest ex-Barry scrapyards locomotive restored at the Bluebell, the project ranks as perhaps the most comprehensive overhaul. The loco arrived at Bluebell without a tender, lacking most of its motion and brass fittings and its boiler was in poor condition. The restoration was overseen by the Maunsell Locomotive Society and the Society was awarded the Heritage Railway Association's John Coiley Award for locomotive projects in 2006 in recognition for: "Restoring and maintaining their fleet of Maunsell Locomotives as exemplified by the restoration of U class 2-6-0 No. 1638 from scrapyards condition".



1638 was out-shopped from Ashford Works in May 1931, the penultimate U class loco to be constructed. Initially allocated at Redhill, it was based at a variety of sheds until withdrawn from Guildford shed in January 1964, having covered approximately 900,000 miles in service with the SR and BR. It was purchased by Woodham's scrapyards, along with four other Maunsell moguls, and arrived there in June 1964. Over time, the other four Maunsell moguls were purchased and left the yard. 1638 was the last to remain in the yard, due to its poor condition.

Nevertheless, George Nickson, a member of the Bluebell Railway's locomotive department, decided it should not be scrapped. He purchased what remained of the locomotive and it arrived at the Bluebell Railway on 1 August 1980 and George donated it to the Bluebell Railway. The tender that



1993 – in the loco yard at Sheffield Park, prior to being dismantled

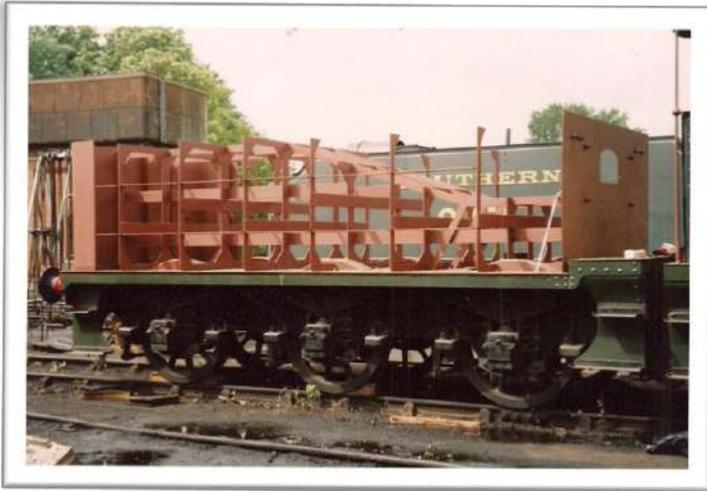
went to Barry scrapyards with 1638 was sold to a nearby steel works at Briton Ferry in 1969. The lack of tender and the many other faults meant it was a low priority for restoration at the Bluebell Railway.

Salvation came in 1993 when the Maunsell Locomotive Society were looking for another project after completing the restoration of S15 class No. 847 from scrapyards condition. A 50-year loan was agreed with the Bluebell Railway and work commenced in May 1993.

The restoration included the following key steps:

- ➔ The remains of the locomotive were dismantled and the wheelsets sent off for journal and tyre turning at Swindon works.
- ➔ Two spokes on one driving wheel needed to be welded up by a specialist welder having suffered the attentions of gas cutting gear at Barry. A crankpin had been similarly damaged and a new crankpin was machined and pressed into place by an outside contractor in 1995.
- ➔ New springs were purchased along with forgings for spring hangers which were machined at the Bluebell Railway. The rear dragbox, underneath the cab, was replaced by one fabricated on site.
- ➔ The axleboxes were re-metalled and machined and the chassis was re-wheeled in December 1996.

One of the biggest challenges was the lack of a tender. When Schools class locos were withdrawn,



Tender tank under construction

several tenders were converted to snowploughs – by part filling the water space with concrete and fitting a snow plough. The tender chassis was identical to the chassis of 4,000-gallon tenders that had been attached to some U class locomotives. BR was disposing of several of the snowplough tenders in the 1980s so tender No. 734, that had been built to run with No. 934 “Charterhouse”, was purchased. The tank was scrapped in 1997 and the MLS working party tackled modifying the front dragbox to suit the U class locos different drawbar height and the chassis overhauled and re-wheeled in November 1998. A working party, led by Melvyn Fronsdorff, oversaw the construction of a whole new tender tank, which was completed in 2001. This was the biggest ‘fabrication’ job tackled by the group at that point.

An MLS member prepared drawings for the missing motion components such as the coupling rods, connecting rods etc. Forgings were obtained from Hesketh’s of Bury and with the help of a bequest, they were machined by Central Engineering of Radcliffe. They arrived back at Bluebell in 1999.

The boiler was in poor condition, it required a new tubeplate, which had the holes for all the 173 flue tubes and 21 superheater tubes drilled at the Bluebell Railway by the Society’s Chairman Ray Bellingham in 2003. The Bluebell workshop staff oversaw the replacement of wasted areas of the steel outer firebox backhead, throatplate and sides around the foundation ring. An outside contractor

undertook specialist repair to the copper lap seams of the inner firebox and other repairs.

Many replacement brass fittings had to be sourced or made from new, including a new hydrostatic lubricator. All the copper lubrication pipework was replaced by the workshop staff along with fabrication of a new smokebox and new boiler cladding. Ray Bellingham oversaw the construction of a new smokebox door, made from a new pressing. The overhaul of the boiler was successfully ‘signed off’ by the conclusion of it being steam tested, out of the frames on 7 July 2005.

Thereafter the boiler was placed back into the frames and gradually the locomotive began to take shape. The completed locomotive passed its ‘insurance steam test’ in January 2006 and after a few test runs it was officially launched back into traffic on 18 February at an event overseen by the then Bluebell Railway Preservation Society Chairman Roy Watts and MLS Chairman Ray Bellingham. The whole event summed up how a loco owning group and the Bluebell Railway, working together, could ensure that even one of Barry’s ‘basket cases’ could be restored to working order and win a major national award as well!

1638 was withdrawn in 2015 – having covered a very useful 51,790 miles for the Bluebell Railway. It now awaits a further overhaul, which will need to include fitting new tyres to the loco.

Sources

- Maunsell News No.53 Summer 2006, restoration of 1638 article by David Jones.
- Maunsell Locomotive Society Stockbook, by Steve Pilcher.



A Closer Look at ... U Class No. 1638



Leaving Sheffield Park on a lengthy goods train, April 2007 Photo: Derek Hayward

Because so many of locomotives based at the Bluebell Railway were purchased directly from British Railways, it is easy to forget that the railway also has a long history of restoring locomotives that came from the famous Barry Scrapyard in South Wales. Over two hundred locomotives were bought by Dai Woodham for scrap, and all but a handful of those were subsequently bought by preservationists to run on heritage railways around the country. Maunsell U class 1638 was one of those lucky locomotives, spending 16 years at Barry until bought by George Nickson for use on the Bluebell Railway. It was the 114th locomotive to emerge from Barry.

1638 was the penultimate member of the class to be built, emerging in May 1931. When new, it was allocated to Redhill shed and may well have been seen on the Bluebell while working excursion trains to the south coast.

So here's everything you wanted to know about ... No. 1638.

U CLASS No. 1638 IN FACTS AND FIGURES

Number	1638, later 31638
Class	U
Wheel arrangement	2-6-0
Built	1931 for Southern Railway (SR)
Designer	Richard Maunsell
Cylinders	Outside 19" x 28"
Boiler pressure	200 psi (pounds per square inch)
Tractive Effort	23,866 lbf
Length	57ft 6 ins
Weight	103 tons
Driving wheel diameter	6ft 0 ins
Coal and water capacity	5 tons of coal, 3,500 gallons of water
Valve gear	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

Station Life at Newick and Chailey - Part 1

By Malcolm and Marion Johnson, museum stewards

Malcolm and Marion Johnson live on the site of the former Newick & Chailey station which was the next stop on the line south from Sheffield Park.

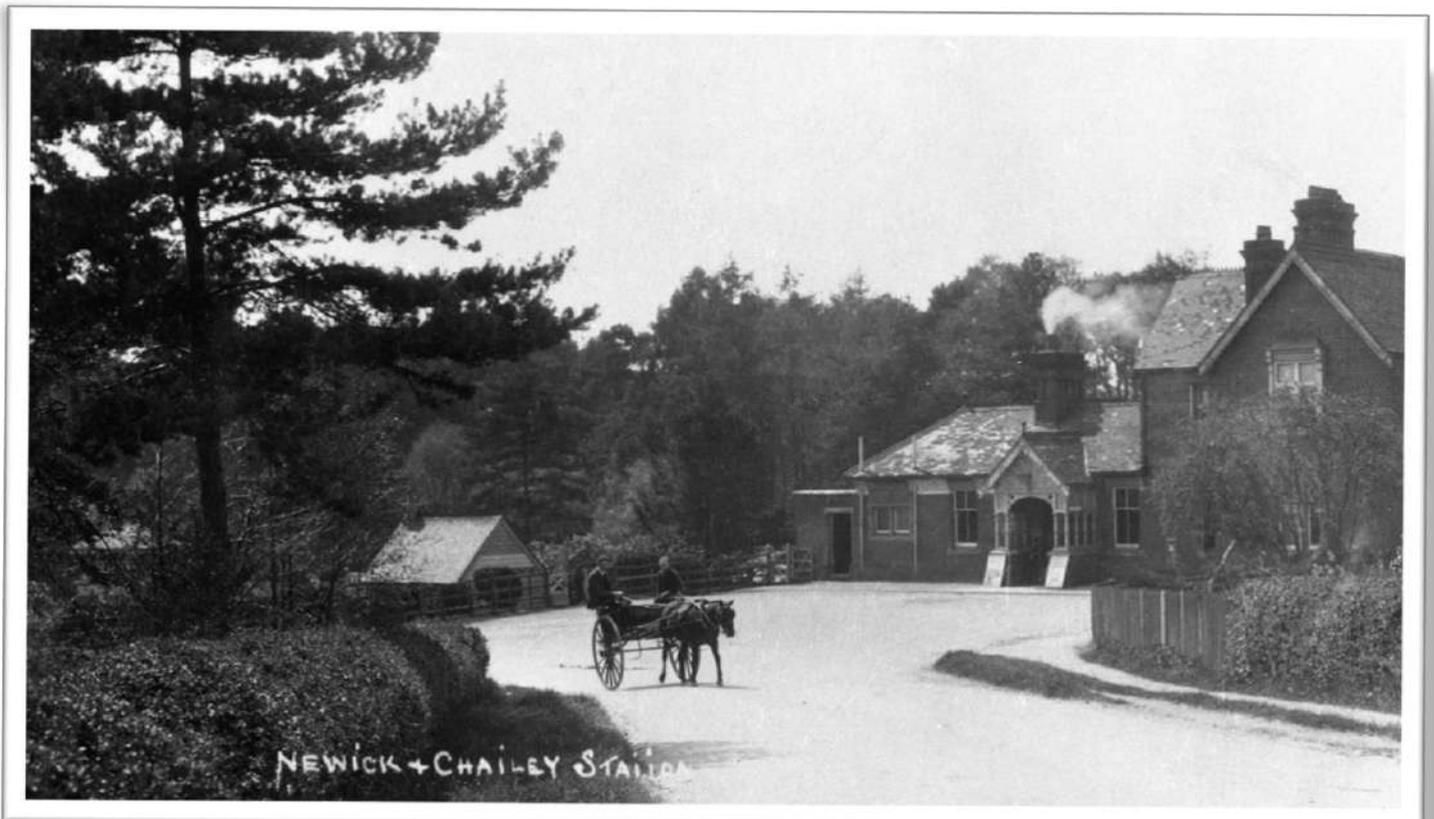
They've written for the Bluebell Times about how they came to live there. In the first part, Malcolm explains his early love of trains and finding the property for sale.

It was a sunny day in the school summer holidays and my parents had announced that we were going on holiday. When I asked where to and how long would it take to get there, as children do, there was the vague answer of "The West Country, it will take a long time."

Would there be a trip on the railway? I thought getting excited. Alas my Father owned an old Ford Prefect - to own a car was, in the mid 1950s, a rare thing in our part of the world. So we - my brother and I - were bundled into the car and off we set by road. The prediction of "a long time" proved to be disappointingly accurate as we trundled towards the A34 from one traffic jam to another. The concept of a motorway or even a dual carriageway was beyond my imagination and now, like all others, we had to meander through every town

and village each with its bid to be the slowest route in the country.

After some time we reached a point where Henry Junior's creation needed a rest. Apparently it was overheating. I read the name of the town as we entered, Newton Abbot. "That's a good name," I remember thinking. We stopped and I clambered from the car. When I looked up I realised we were adjacent to a railway station. But not looking at all like the railway station of London. No, this was like the station I had seen in magazines that showed model railways. The sort of station I wished for in my train set. But wait, what was to my left? There was a partially hidden siding and in it was sitting a steam locomotive. It had black BR livery which was shining in the sun. Not in the least like the grubby locos I would see at the railway shed nearest to my



Newick and Chailey Station from the road. Photo: Lens of Sutton Association

home. Upon the tender was a denim-clad man filling the tender with water. The exhaust gently puffed from the chimney. I couldn't see its running number as the cab was partially hidden from sight. As we waited for the Ford to recover its composure, I watched the railway getting the occasional glimpse of a train entering the station or the sight of the steam and smoke as one left. I thought how wonderful it would be to live next to a railway station ... or to live at a railway station. Still that would never happen, would it?

Many years later I was married and living in Sussex. In the early 70s I visited the Bluebell Railway for the first time, although its existence was near to legendary. Horsted Keynes Station had been reached out to and embraced only ten years before. Reaching Kingscote seemed an unlikely prospect. Later in the 70s we were trying to move house and, as is often the case, we could not find what we wanted. One day in the spring, tired of house hunting, I suggested to my wife, Marion, that we could visit the Bluebell Railway. On our way back home, heading south towards Lewes, I mentioned that there was a road nearby that I thought would make a great place to live and I regretted that estate agents had not sent us any available properties. I told her the road was Lower Station Road. "Is that where the Newick Station was?" she asked. I explained it was but I did not know where it was and had never seen any sign of it.



Newick and Chailey Station from the railway side – LB&SCR Terrier No. 81 with a single balloon carriage. From an A.H. Homewood postcard dated 1910. Photo: Wikimedia Commons

We drove down the road and to our surprise saw a 'house for sale' sign. "Viewing By Appointment Only," it read. "It looks good," I said. "Let's go and see if they are in". The house was reached along a drive serving another two houses. The first was named Stroudley. "That sounds familiar," I thought. On the gate of the house that was for sale was the name Beechings. Now that was more than familiar.

The house suited us just fine but what was better still was that in the back garden was the unmistakable sight of railway platforms with the track bed grassed over. Yes, we were on the site of the Newick and Chailey Railway Station.

Well, the unlikely did happen and we moved into Beechings and I got to live on the site of a railway station. I'll skip the bit about no service having run there since 1958; it was a beginning. Surely steam would return, one day. However we had to come to terms with living in what is probably the only house in the world named after the infamous Doctor of "Axe" fame.

In the next part of their story, the couple explain some of the items buried in the garden and how steam railways returned to Newick and Chailey.



A Day in the Life of ... a Senior Station Master

By Roy Watts, Senior Station Master, East Grinstead

We're taking a closer look at some of the roles at the Bluebell Railway. The railway has about 750 volunteers who give up their time to ensure visitors have a memorable day out. In fact, most of the people customers meet during their visits to the Bluebell Railway are unpaid volunteers. In the first of a series of articles, Roy Watts explains what it takes to be the Senior Station Master at East Grinstead.

So, the SSM - Senior Station Master - is the dapper man, well-dressed in the appropriate tailor-fitted suit with lots of gold braid in order to look good in photographs, adept at standing back and giving out the orders expecting them to be unquestionably executed whilst commanding due respect and who expects nothing more than a hot cup of tea dutifully served by star-gazed staff without even the hint of asking after the train has been despatched? Absolutely right it is!!

But in all seriousness, the role of the Senior Station Master is, despite what some might say, one that carries considerable responsibility. In essence, that responsibility extends across the entire area from "outer home to outer home" or what is known as station limits and covers every activity that happens within and indeed encompassing the surrounding environment such as our residential neighbours, the Southern station or the adjacent Sainsbury's supermarket - the importance of being good neighbours cannot be overstated.

In my case, at East Grinstead this is from the front entrance gates to the gates at the south end of Hill Place viaduct and all the respective personnel, buildings and train workings within that area.

The prime responsibility of any SSM is the safety, welfare and comfort of staff and passengers, not losing sight of the fact that we have a responsibility to each other.

You adopt different persona becoming leader, teacher, mentor, auditor and washer-up!

This might sound a bit strange but your planning for the day began a few weeks previous by understanding what type of day it's going to be, whether a standard or special events day and by working with the roster clerks to ensure there are sufficient competent staff available to meet the needs of the day ahead.

The day begins by opening the station, toilets, offices and viaduct gates ensuring that everything is clean,



tidy and well stocked to see you through the day. As someone who spent their entire career in retail, nothing is more important than providing a clean and tidy welcome for our visitors, a point I instil in all my staff.

This is followed by the daily briefing session with everyone using the Special Traffic Notice as the basis so that we all understand what's going to happen that day and the role we will all play. It's also the opportunity to go over any specific training requirements or to inform a colleague that you are going to assess or observe them in one of our specific training modules as part of their progression. It's also the opportunity to discuss standards of dress to meet

high standards or to explain a potential complex move or request such as dealing with friends and family of the dear departed whose final wish was for their ashes to be deposited in a particular place.

The SSM is also responsible for the sales areas such as the ticket office making sure the clerk is comfortable, happy and understands the type of fares available as after all, they are usually the first Bluebell "face" visitors meet and talk with.

As we are the Northern terminus, we do check on the mainline Southern trains in case they are delayed as there can be nothing more frustrating than to arrive just in time to see the tail lamp disappear across the viaduct!

The key to all this is to have everyone working together as a team irrespective of grade and that they all understand their individual role and by getting them involved in all aspects of the day, giving them job satisfaction, even when it comes to us all mucking in and cleaning the toilets and emptying the rubbish bins at the end of the day.

With my fellow Station Masters Pat Page and Len Harvie, we have a great team of people working for us who turn out in all weathers to ensure the smooth operation of the station, the comfort of our fare-paying passengers and the punctuality of the trains.

It's a simple cycle of train arrives, passengers either board or depart, locomotive runs round and awaits the guard's green flag after being assured by the person responsible for despatch that all platform duties are

completed and that includes checking the locomotive IS coupled back to the train. It's a simple process repeated several times throughout the day but as I am not there all the time, it's having the total confidence in those working for you.

It is important to ensure the welfare of train crews is checked, particularly if it's a really hot day making certain they are hydrated or to understand if there is a potential mechanical problem with any part of the train, giving time to alert the relevant department to be prepared for remedial repairs. We've even had the Golden Arrow dining train arrive only for us to tell the train crew that the gravy is on its way up in a car!

Whilst there is a serious side to what we do, it is important that we enjoy ourselves as well and everyone gets the chance to do multiple roles or even take the opportunity to take a train ride and see what's going on down the line.

Finally, in the same way as we opened up in the morning, our cleaning and closing procedures kick in after the last train has gone and the reset for the following day or evening dining train begins.

Good clear communication and leading from the front are vital just as at times is sharing and empathising with colleagues. Oh, that's apart, of course, from the key requirements of being able to make the tea and ensuring the adjacent Sainsbury's has a decent supply of doughnuts to suit all tastes!

The unique character of East Grinstead station is shown in this view, with original Southern Railway class S15 No. 847 alongside new Southern Railway class 377 No. 377 113 electric multiple unit. Photo: Paul Bromley



Tales from the Shed - Part 3

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 this set of articles he recalls some of his experiences. In the final part, he details the lessons learned from a series of boiler problems on the Terriers Stepney and Fenchurch from a week in service in 1988.

So what was did all this teach us?

First, we now run a longer, more demanding railway with less margin for error all round so the scope for what we did in those days is limited. I have worked the Golden Arrow to East Grinstead in double-headed combination with 323 and 178 - and they both went like rockets. But this was very much a one-off.

Second, today we have also significantly refined our management of boilers compared with those days. The full story of the underlying science and how this is applied is probably an article in itself. But one remark that is relevant to this piece is that today we have started (where at all possible) to "retro-fit" blow-down valves to all the engines not so provided. 473 was equipped with one on entry into service after its last overhaul while 323 and 178 were similarly provided. It is to be hoped that as 72 and 55 are overhauled, they can also be fitted but the design of the boiler and frames may render this difficult. But be clear, all engines will suffer in the same way if boiler cleanliness is severely compromised; it is just that larger engines have a margin of error which can reduce the effect. Had we been able to blow down the Terriers each day, the problems which we had would have been much more manageable by keeping the dissolved solids down to more acceptable levels.

However, while there were problems which worsened over the week we have looked at, the service ran OK (aside from the Friday which really was a disaster) albeit with a lot of toil, tears and sweat. But while today we would work a train of that weight with a single engine of Class 4 or higher, to do so is as easy as falling off a log in comparison and no-one learns anything very

much. And one day we might find again, as we did in 2013/14, that we do have to work heavier trains with smaller engines in double-headed formation over a line which is much heavier to work than it was in the days described in these articles which is why we had two P classes on the Pullman as mentioned previously. *[See cover photo – several Pullman and Wealden Rambler trains ran like that in 2013 / 14 – Ed.]*

Third, preparation is key. Boilers must be clean from the outset and tubes must be clear, fireboxes free of accumulations of ash and clinker and airways unobstructed - and the coal (which was not the villain in this piece) has to be of good quality.

Those of us who were brought up to work heavier trains with smaller engines know that these things are possible but we also know that it requires application and that preparation is all. But in my opinion those who follow must have the same chance to work small engines on trains which are close to the engine's capacity because there is much to learn of our craft in so doing.

Those of us engaged in that week came away with much more knowledge compared with the start of the week. It would be a bad day if we turned into a uniformly Classes 4 to 8 railway hauling rakes of heavy Mk 1 Carriages like some others. Such motive power is extravagantly expensive to run and maintain but for the crew there is limited satisfaction - and the visitor likes to hear an engine being exerted (as do we) and, worse, it would "de-skill" the staff.

Railway Tracks

By Fraser Hutchinson, station foreman

There are lots of songs which include railways in the title or as part of the lyrics. Here, Fraser Hutchinson lists his Top Ten "railway tracks" and explains his choice. In traditional style, he counts down from 10 to 1.

Cue the music ...

10. The Beatles "Ticket to Ryde"

I say this every time I board the Isle of Wight train from Lake to the Pierhead. Yes, I know Ryde should be ride!

9. The Seekers "Morning Town Ride"

The words to the Junior Choice theme tune

8. Michael Holliday "The Runaway Train"

A Junior Choice classic

7. Flanders and Swann "Slow Train"

The Pet Shop Boys of their day paying homage to a certain ex-resident of Forest Row

6. Glenn Miller Orchestra "Chattanooga Choo Choo"

Platform 29!

5. The Monkees "Last Train to Clarkesville"

Happy go lucky pop song until you realise it is a soldier going off to Vietnam and he is saying goodbye to his beloved and he "may not be coming home again"

4. Tom Waits/Rod Stewart "Downtown Train"

Tom wrote and recorded the original and Sir Rod did the cover in praise of the New York subway system

3. Simon and Garfunkel "Homeward Bound"

Songwriter left stranded at Widnes station due to another mess up by Northern Rail composes letter of complaint

2. The Jam "Down in the Tube Station at Midnight"

Not a great advert for TfL!!

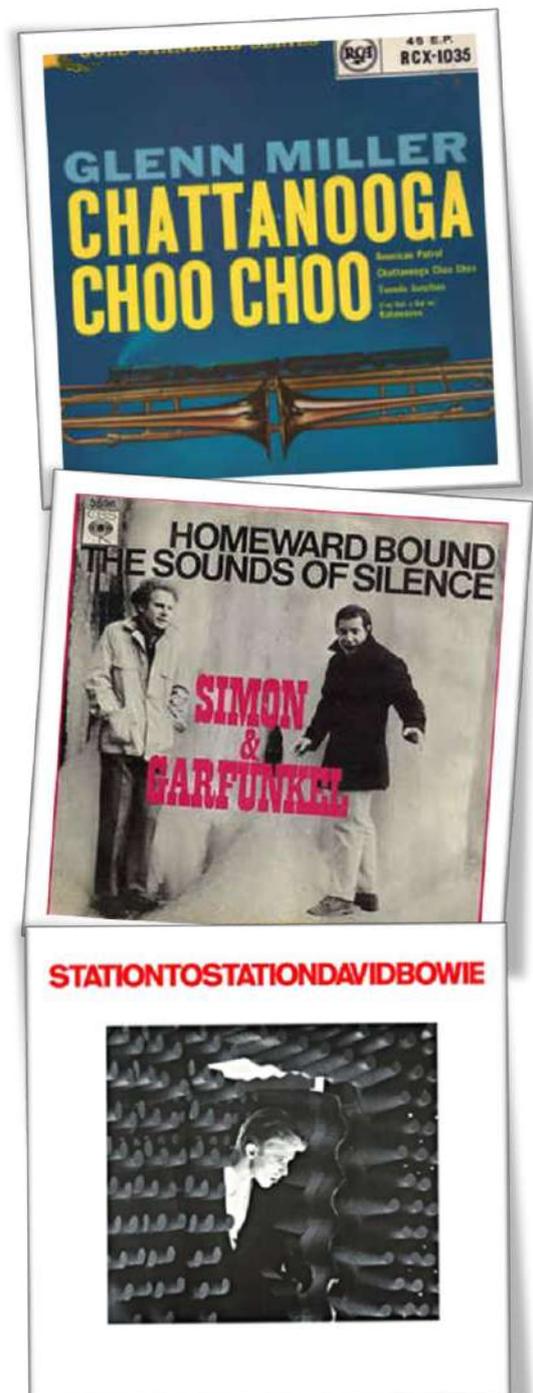
1. David Bowie "Station to Station"

The Thin White Duke + lots of express train sound effects bouncing from one speaker to the other = the ultimate train song

If you have any suggestions for other railway-related music, let us know and we'll include a compilation in a future issue.

Email:

bluebelltimes@jamesquared.com



A Picture's Worth

By Dave Bowles

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 Dave Bowles with a photo from one of the photographic charters.



I have always loved steam. I joined the railway about 25 years ago working at Kingscote with the John Moore gang. Although we were supposed to be Permanent Way workers, most of our time was spent working on the station, clearing up, repairing or building. It was good to see the station returning to its former glory.

I always had my camera and used to take my lunch on the bench under the apple tree between the station and the 'temporary' box. When Jon Bowers joined the gang, things were starting to change. Under Graham Ward we moved to Horsted and were doing PW work all the time. Jon and I, having a common interest, got on well and formed a friendship that has lasted to this day (I think!)

Steam and photography go well together and my hobby slowly grew to what it is now. The Bluebell is a passion and, when you mix in the seasons and the weather, the variety is endless. Because of my age, I am not as active as I used to be but am still around!

My chosen photograph of the E4 and the U class was taken early in the morning on 26 May 2012 at Horsted Keynes before the service trains were running and was organised by Jon. We were blessed by good weather. The staff played a great part in giving the appearance of a normal working suburban day.

The camera was a Canon EOS 7D and, although I have changed cameras since, it was still a great camera. The lens was a 24-105mm f4L lens set at 24mm, f8 at 1/320thsec.

One of the best aspects of taking pictures at the railway is the night photography. The atmosphere at a steam railway can't be beaten when it becomes dark. Modern cameras are making the use of tripods unnecessary which helps no end. I

A Bluebell Family

By Andy Taylor and family

Many thousands of families visit the Bluebell Railway each year. There are areas and activities to appeal to people of all ages and all interests.

The Taylor family is no exception and each member has their own reason to miss being at the Bluebell.

DAUGHTER

Hi, I am Alice aged seven but nearly eight. I have been off school for two months but I have been helping mummy and daddy look after my brother Henry who is three years old.

I really miss going to the Bluebell Railway and getting on the train to go to Kingscote station to play in the park. The tunnel is my favourite part of the journey as it is all dark and sometimes we open the windows to feel the cold air on my face. It's a bit creepy because it's pitch black and something might jump out at me! The sound is awesome but can be a bit smoky.

If it's a cold day, I also love having hot cocoa on the train. It makes me feel warm and cosy and if I am lucky mummy and daddy get biscuits.

At Sheffield Park in SteamWorks! I miss driving Stepney as it feels like I am driving my own train. I love pulling the levers and also going too fast! I always get an ice cream when I'm there.

Sometimes I have a look on the footplate of the engine and it's really, really, really super-hot.

I know that my daddy misses going to the Bluebell because he goes there a lot and loves steam engines but now only watches them on the telly.

hope this lockdown ends soon as my trigger finger is getting itchy! Stay safe and let's help the Railway where we can.

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 regulations.



SON

Hi, my name is Henry Taylor and I am three years old. I miss going on steam trains and riding on them. Also when the driver says we can do the bubbles!??

The steam trains are so noisy. I love the tunnel as it's so dark. I love the smell, I love steam, I miss the Bluebell.

DAD

Hi, I am Andy Taylor. I am a member of the world-renowned Bluebell locomotive department and also the key driver in starting the fundraising effort to get the gF running again (Awake the Giant).

I miss the railway in all aspects: the people, the engines, the smell, the hard graft, waking up at 04.30 (some of the time). Steam has been a part of my life since I was 16 and I have known many of the members for well over 20 years, even after having a break to live up North.

It's very strange being away from steam for so long. I think my wife is fed up of watching steam on YouTube now after 10 weeks but she is pleased that I have done so many little jobs that I have put off!

The railway is a place you can get away from the modern-day stresses and I look forward to the day we can all go back. Like many, the Bluebell is a

second family who I miss very much. Long may steam flourish!

MUM

Hi, I am Joanna Taylor. I miss the railway as I see how much joy it brings to my two children and also my husband Andy. Although I have enjoyed having him around every weekend, I can see how much he misses it and how much he cares about the Bluebell.

The thing I haven't missed though is Andy's dirty and very smelly workwear as it seems to take over the house! Lastly Alice and Henry, like many children up and down the country, can't wait to visit again. May things get better soon!

Guess the Year - Answers

We showed you this picture in the last issue.

Confession time: we had a bit of fun manipulating the original image to produce this version and make it look like one from a long time ago.

- The photo was taken at Horsted Keynes (the signal box in the background should have been a clue)
- The three engines were Fenchurch (672), Stepney (55) and Birch Grove (B473)
- The photo was taken in 2010 by Martin Lawrence



Spot the Difference

By Mike Hopps

Can you spot 12 differences between the two pictures of Fenchurch at Sheffield Park station?

Answers in the next issue.



SPOT THE DIFFERENCE - SOLUTION

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



The photo was from the Bluebell Railway Museum Photographic Archive showing Workshops (Warrington) Signal Box, taken by John J Smith on 7 July 1971.

The Bluebell Railway Museum Photographic Archive holds many thousands of original negatives and slides, the majority cover the Southern Railway in all time periods. There are currently more than 12,000 photographs available to [search and browse on the website](#).



Museum Morsel

By Tony Hillman, assistant museum curator

This is a photo from our archives. It shows the Locomotive Club of Great Britain Kentish Venturer Railtour at Victoria station on 25 February 1962.

John Smith, the photographer, travelled on numerous rail tours and the pictures show this sort of happening on each one. Normally they are at some wayside station with a handful of trains and no third rail. This is different! How things have changed!

Perhaps Bluebell Times readers can come up with a suitable caption. Email suggestions or speech bubbles to bluebelltimes@jamesquared.com

Word Search

We've another word search puzzle for you. This time all the words relate to events which form part of the traditional calendar of activities at the Bluebell Railway.

Our programme for this year has been affected by the virus pandemic and so events such as Branch Line Weekend were cancelled. This is your chance to think about the fun and excitement had at these events in the past.

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.

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

BRANCH
 LINE
 WEEKEND
 ROAD
 MEETS
 RAIL
 TEDDY
 BEARS
 PICNIC
 GIANTS
 STEAM
 SANTA
 SPECIALS

SOLUTION TO WORD SEARCH IN ISSUE 6

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

- Innocents
- Woman
- Black
- Downton
- Abbey
- Railway
- Children
- Poirot
- Muppets
- Most
- Wanted

Kids' Section

We've lots more fun to keep youngsters busy with a puzzle we face all the time on the railway – how to store all our historic carriages under cover as efficiently as possible. We have eleven vehicles that are altogether 120m in length – but will they fit into three sidings each forty metres long?

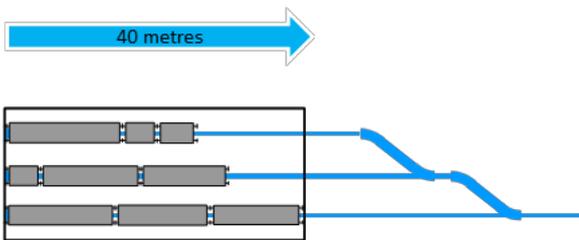
We've also got an article from the Stepney Club magazine "Footplate" about the early days of the railways, and the famous competition held at Rainhill, near Liverpool, that conclusively demonstrated that steam locomotives could be practical machines.

There's more information about activities for children including how to join the Stepney Club (three- to eight-year-olds) and 9F club (ages nine and over) on a [special section of the Bluebell Railway website](#).

CARRIAGE SHED SHUNT

By Michael Clements, education department

Here's a plan of a carriage shed with three tracks. The shed is 40 metres long.



The plan shows some vans, carriages and wagons coloured in grey parked in the shed with their buffers touching.

They are going to be taken out of the carriage shed and swapped for the vehicles listed below.

Can you find a way to fit all 11 of the following carriages, vans and wagons into the shed without any of them sticking out the end?

- ➡ 1 coal wagon – length 5m
- ➡ 1 brake van – length 7m
- ➡ 2 cattle wagons – length 8m each
- ➡ 2 Victorian carriages – length 9m each
- ➡ 1 milk van – length 11m
- ➡ 1 Edwardian carriage – length 13m
- ➡ 2 parcels vans, one 14m long and one 17m long
- ➡ 1 restaurant car – length 19m

Answer in the next issue.

PASSING LOOP SOLUTION

By Michael Clements, education department

In the last issue, we set you the task of finding a way for two trains, each with eight carriages, to pass on a loop which has room for only four carriages.

Here's the solution involving coupling and uncoupling the carriages.



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 are another couple of the letters from youngsters – the first from a pupil at Holmbush Primary School in Shoreham-by-Sea and the second from a pupil at Twineham Primary School:

*The first thing my group did was see the museum.
We learnt so much and enjoyed it.*

*I think the best part was dressing up as evacuees
and living their lives and to see how different it
was compared to now. Our guides were amazing.*

The air raid siren was very crazy.

*I wish I could go there again and I recommend
going.*

*My opinion on the Bluebell Railway out of 100 is
INFINITY.*

*Thank you for letting us visit the
Bluebell Railway. It gave us an
opportunity to experience what it must
have been like as an evacuee in World
War II. We particularly enjoyed
watching the film about propaganda
and also the train journey itself.*

*Our trip has inspired us to write letters
to our parents from an evacuee's
perspective.*

EARLY DAYS

Over two hundred years ago, there were no railways at all, and certainly no cars. The only ways to travel anywhere were by walking, riding a horse, or travelling in something pulled by a horse. It was also possible to travel or carry things by boat, but not everywhere has a river handy!

There were railway tracks of some kind, laid down in mines, so that ponies could pull heavy wagons of coal or stone up to the top from the bottom of the mine – the ponies walked between the wooden rails and the wagons ran on them to make it easier. There were steam engines, too. These were enormous engines called 'beam engines' which were in a large building pumping water from the bottom of the mines to stop them from becoming flooded. So, there were railway tracks of a kind, and steam engines, but nobody had yet had the idea of putting the two things together to create a new form of transport. Not until almost two hundred years ago did people start to believe that a steam engine could be capable of moving along metal rails in order to pull wagons along.

The first railway in the world to open was the Stockton – Darlington Railway, which was built to take the coal from the mines to various towns in wagons pulled by a steam engine. There were still no passenger trains, and not everyone thought that they would be a good idea. Some people believed that human beings would suffocate if they travelled at more than fifteen miles an hour, but now trains often travel at more than a hundred miles an hour!

OF RAILWAYS

However, passenger trains were on their way. A new passenger railway was being built from Liverpool to Manchester, the first ever, and locomotives were required to pull the trains. A big competition was held at Rainhill, near Liverpool, to see which locomotive would be the best. Five engines entered the competition, where they had to prove how good they were.

The judges timed how long they took to raise steam, and how much coal they used. Each engine had to travel on a short track several times, to add up to 35 miles, which was the distance from Liverpool to Manchester. They were then allowed to refill with coal and water and do the same again.

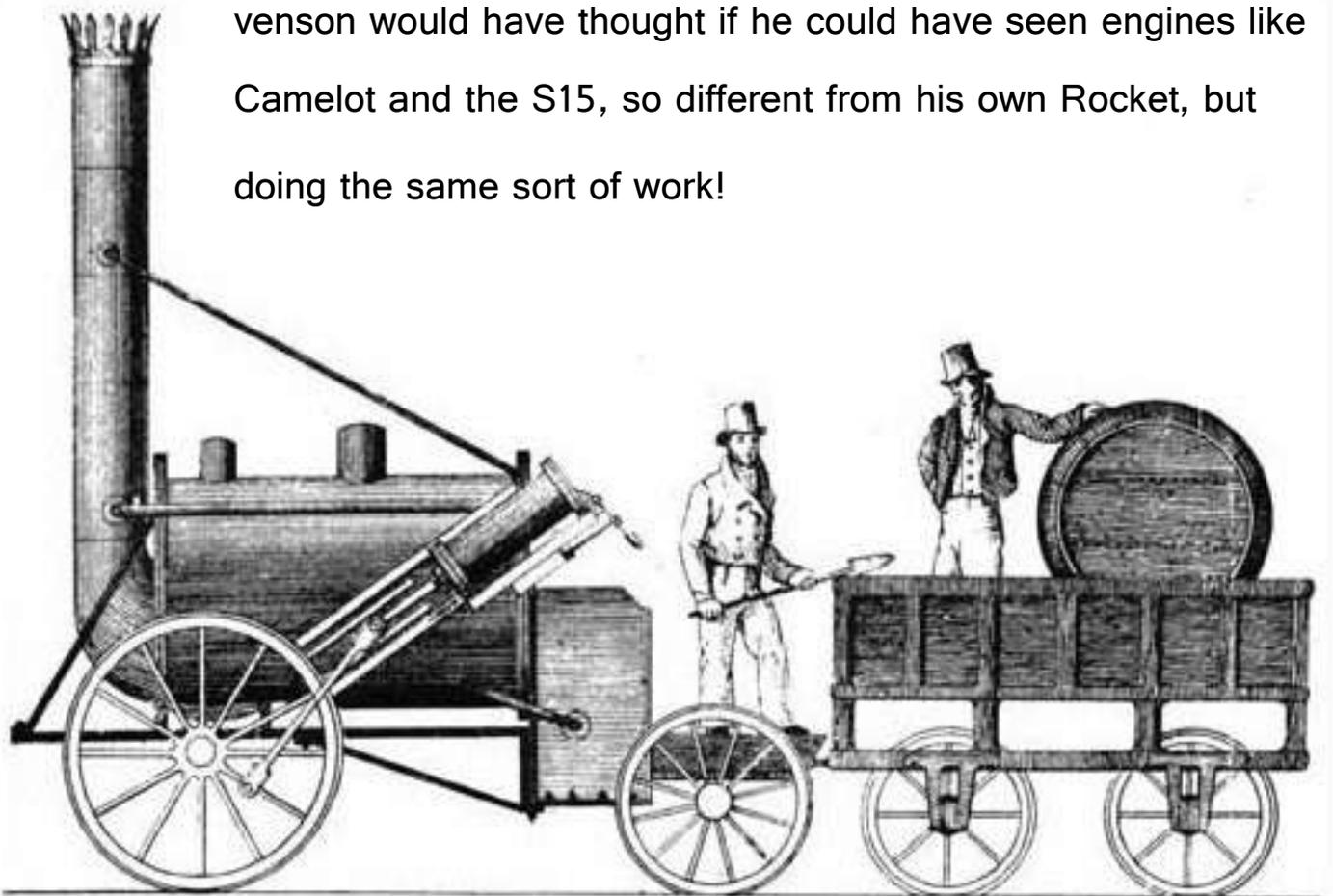


A replica of 'Rocket' when it visited the Bluebell Railway

The rules stated that the engine had to travel at ten miles an hour, which was faster than the coal trains on the Stockton- Darlington Railway!

The only engine to complete the trials and stick to all the rules was Rocket, built by Robert Stephenson. The others either broke down, or could not go fast enough. Robert Stephenson then built more engines for the Railway, and soon there were more engines being built for more and more railways. Rocket looks very strange compared to the steam engines that we are all used to, with a very tall chimney, enormous wheels, and no cab for the crew at all. The actual engine 'Rocket' is still in the Science Museum in London, and now too old and delicate to run any more, but there is a replica, which is a new Rocket built in exactly the same way, and that one has been to the Bluebell, a long time ago. I wonder what the engine designer George Ste-

venson would have thought if he could have seen engines like Camelot and the S15, so different from his own Rocket, but doing the same sort of work!



A drawing of George Stephenson's 'Rocket'



The Bluebell Times

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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.

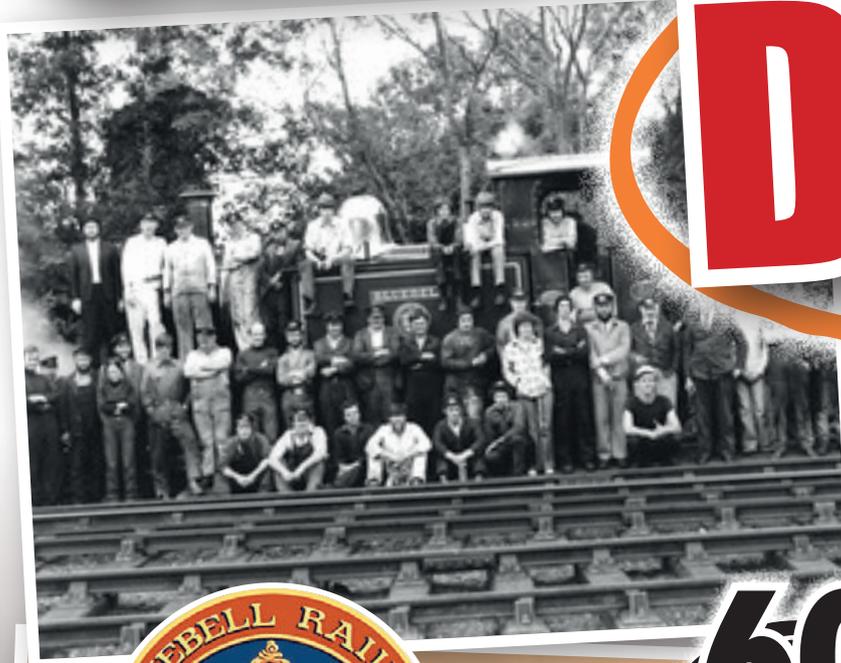
To find out when the next issue is out and for other updates about the Bluebell Railway, check our website www.bluebell-railway.com or follow us on [Facebook](#), [Twitter](#) and [Instagram](#).

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- ➔ Roy Watts
- ➔ Chris Wilson

SAVE THE

DATE!



Celebrate

60 years of the Bluebell Loco Dept.

Saturday 24th October 2020

A reunion for all those who have been connected with the department over the years. Open to current and former loco department members, family and friends. Further details to follow.