



'Camelot' and the Breakfast Belle crest Freshfield Bank, 16 August 2020 Photo: David Cable

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

September 2020

IN THIS ISSUE

September started with some tremendous news for the railway, which was awarded a grant of £250,000 from the National Lottery Heritage Emergency Fund. The award, which was the highest sum available, will be used to help sustain the Railway over the coming months, and is a reward for the hard work of those people who prepared the application. The award comes on the back of the Railway's own funding appeal, which has to date raised around £390,000 from the generosity of our members, shareholders and supporters.

Of course, the very existence of the Heritage Emergency Fund is a reminder, if any were needed, that the Covid emergency is far from over, and the pressure on organisations such as the Bluebell Railway is still very real. It is thus vital that the services we are able to run are as successful as possible. To that end it is very pleasing to see the rapid take-up of tickets for our Christmas trains, including the new 'SteamLights' services – but now the challenge is to ensure that our passengers have a truly magical experience, for which a great many volunteers will be needed – see page three for details of these services.

Everywhere around the Railway, there are signs of future plans – whether that is the resumption of work in the locomotive workshop, the sleepers laid out on Freshfield Bank for more track renewal or the completion of the ASH project with wheelchair access to No. 592's cab. Our sixtieth year will undoubtedly be remembered as one of the strangest in our history, but the signs are visible of a confident future for many years to come.

Tom James, Editor

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National Lottery Heritage Grant

By Paul Bromley, communications director

The Bluebell Railway has been successful in its application for a £250,000 grant from The National Lottery Heritage Fund.

The NLHF set up a £50 million Heritage Emergency Fund to provide emergency funding for those most in need across the heritage sector as a result of the pandemic. The UK-wide fund aimed to address both immediate emergency actions and help organisations to start thinking about recovery.

The maximum grant for any heritage organisation affected by Covid-19 was £250,000.

Bluebell Railway plc chairman Chris Hunford said: "We are very grateful to The National Lottery Heritage Fund for approving our application and providing the financial support to keep the wheels turning. Our members, supporters and friends contributed sufficient money to enable us to reopen – this extra financial help will allow us to continue to operate over the next few months."

He also thanked all those at the Railway who had been involved in preparing and submitting the detailed application for funding.

The terms of the Heritage Emergency Fund grant are that the money is to provide financial help for the Railway to meet its costs from August to November. It includes sums for staff costs, hire of machinery, track repairs, personal protective equipment and advertising.

The Railway's own emergency appeal has raised more than £392,000 so far from donations and the Virtual Track Trek.

FUTURE FUNDING OPPORTUNITIES

By Trevor Swainson, funding governor, Bluebell Railway Trust

After the success of the Emergency Appeal and the recent NLHF award, we will not be making any major appeals for funding support for a good while yet. That does not mean that we do not want further donations for specific and general projects but we recognise there is a limit to the number of times we can ask each of you for yet more donations.

We are in the process of re-establishing ways that you can help without costing you any money. We have run successful campaigns in the past and many people have supported us in this way but we now would like to give these schemes a new impetus.

These are never going to raise massive sums but, over a period of time, the 'trickle effect' will amount to a very useful fund. We will credit all the contributions made by you in to a single 'Funding for the Future' Fund that will be used for specific small projects that we need to undertake.

It sounds fanciful perhaps but many of you will be aware that we can generate funds through online platforms such as [AmazonSmile](#), [Easyfundraising](#), [PayPal](#) and a few others whereby each time you make purchases online, the retailer will pay a small commission to the Railway. This does not mean that you pay higher prices for your purchases but the more you spend, the greater is the benefit to the Railway.

We will be launching updated details of how you can help through The Bluebell Times and through the Railway's website.



‘Tis the Season

Words by Ruth Rowatt, marketing and communications manager

Picture from North Norfolk Railway

During August our winter events went up for sale. We released the tickets for SteamLights and Santa Specials in stages to test customer confidence and to try to gauge if people wanted to escape from Covid-19 for a special treat. The answer was yes!

We sold out of Santa Specials compartments in just one week and have just a very few left on SteamLights trains. This has provided a much-needed boost to our income and is helping the Railway to get back on its feet after lockdown. Now we must deliver what promises to be a bright and sparkly Santa season.

Inevitably, we are making some changes to how we run Santa Specials to ensure that we are complying with Covid-19 guidance to keep our visitors, volunteers and employees safe. However, we intend to keep all the magic and atmosphere that makes our Santa Specials so very special!

SteamLights is a new product this year and we are all very excited to be the first heritage railway in

the South East to feature a train of Christmas lights. For those of you wondering what all the fuss is about, it's not just a few Christmas lights on a train, but thousands! Plus lights projecting out onto surrounding countryside as the train winds its way from Sheffield Park to Horsted Keynes and back. Along the way, little scenes and displays along embankments and cuttings are picked out in lights and the whole thing is timed with music in the carriages. We are all looking forward to volunteering on these trains and seeing the spectacle for ourselves.

There will be a great need for friendly volunteers to help with welcoming and stewarding our visitors, alongside many other roles. A call for help will be released shortly, so look out for more information on the [website](#) and keep an eye on your email inbox if you are a BRPS member. The successful delivery of our winter events will be key to the Railway's survival during the most testing of times.



Autumn Offers

REDUCED COMPARTMENT PRICES

We have dropped our prices for autumn!

Travel on The Pioneer and enjoy the beauty of the Sussex countryside in the luxury of your own compartment from Sheffield Park to Kingscote.

Third class compartments are now priced at £75.00 for up to 10 people, while first class compartments are £115.00 for up to eight people.

Tickets can be [purchased online](#).

“ON THE DAY” TRAVEL AND PLATFORM TICKETS

We advise visitors to book tickets in advance as availability cannot be guaranteed on the day. If we have compartments available, passengers can purchase tickets on the day for £18 per adult and £9 per child. These tickets are subject to availability from Sheffield Park Station for The Pioneer Service.

We are also pleased to offer platform only tickets at Sheffield Park. These tickets are available on Saturday and Sundays. Visitors can explore SteamWorks!, the Museum and see our steam trains. Platform tickets are £3.00 for adults and £1.50 for children.

THE BESSEMER ARMS WILL BE OPEN THIS SATURDAY

The bar at The Bessemer Arms at Sheffield Park will be open from 5pm – 11pm this Saturday 12 September for table service.

You don't need a platform ticket to visit – so come and support the railway with a drink or two.

A SPECIAL TRAIN FOR A SPECIAL YEAR!

Celebrate Bluebell Railway's 60th birthday year by enjoying a delicious evening meal on The Blue Belle.

This named service remembers the rail tours of the 1960s, when steam enthusiasts travelled between London and Brighton and took The Blue Belle along the now disused Ardingly line to visit the newly preserved Bluebell Railway.

We are running The Blue Belle Luncheon and The Blue Belle Evening Dining across the autumn. Tickets cost £55.00 per person and include your journey (3½ hours), your three course meal, and a cup of tea or coffee.

Menus for all dates are [available on our website](#).

THE ROMANCE OF STEAM

The Railway has resumed offering weddings and is taking bookings for small weddings for the rest of this year as well as ceremonies for next year.

A new addition for 2021 is a “weekday wedding parcel”. The Great Northern Directors' Saloon, built in 1897, is also being made available as a venue for wedding breakfasts.

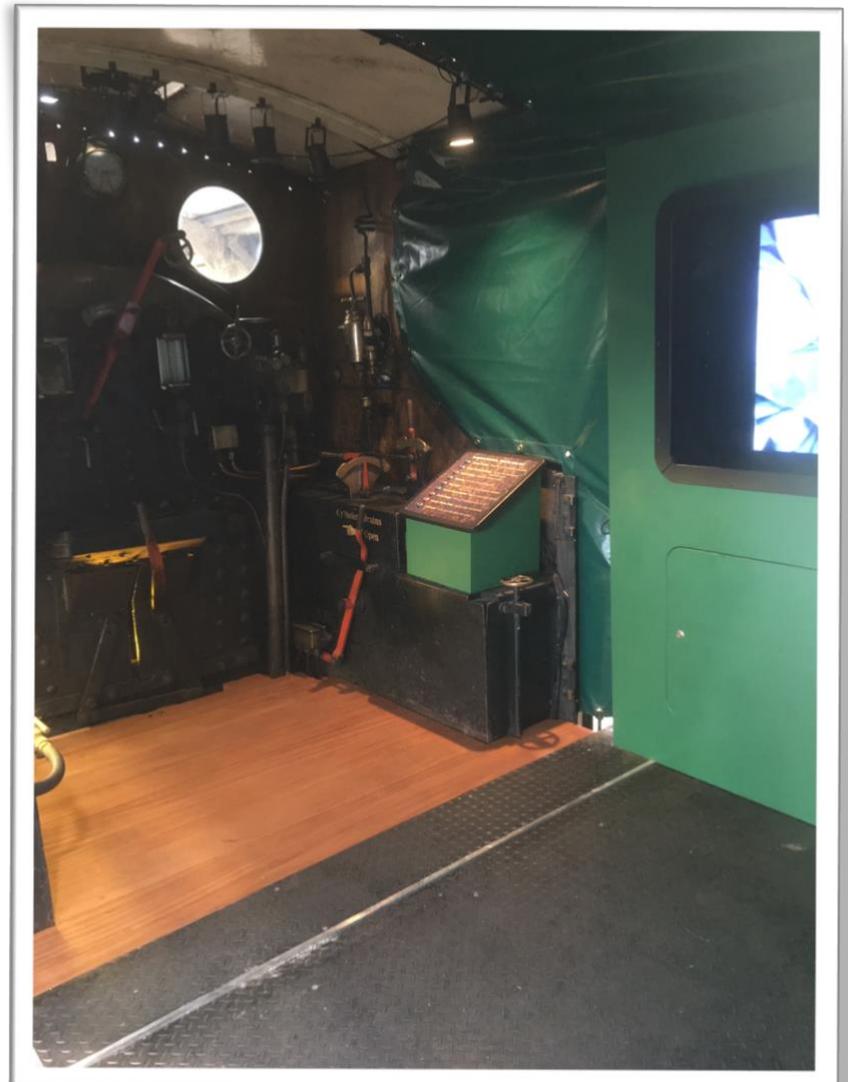
The Bluebell Railway is a licensed venue for marriages and civil partnerships with ceremonies taking place in a special room at Horsted Keynes station.

Full details of what the Railway can offer are in the new weddings brochure and the weekday wedding package which can be downloaded from the [website](#).

Footplate Access Completes ASH Project

By Ruth Rowatt, marketing and communications manager

On the first weekend of September 2020 we were pleased to open the interactive footplate experience to the public. This is the final exhibit in SteamWorks! and marks the completion of ASH (Accessible Steam Heritage) project. A wonderful addition to the locomotive shed at Sheffield Park Station, it is particularly relevant during these unusual times as it offers access to the footplate of C Class. This is something the railway cannot currently offer on working engines due to Covid-19 restrictions and could only do so in a very limited way before. An additional interactive platform between C Class locomotive and its tender creates a lot of space and added fun! Information and clever lighting allows the visitor to learn something about the gauges, levers and other controls found on the footplate. Access to this engine is via a ramp, which means that the opportunity to visit the footplate has suddenly become a real possibility for many people with mobility issues. We look forward to welcoming all visitors onto the footplate!



Building the Buffer Stops in SteamWorks!

Words and pictures by Mike Hopps, infrastructure volunteer

The buffer stops recently installed in SteamWorks! are based on a design that we built from offcuts of old bullhead rail in 2012 at the end of the washout pit road. The rather restricted location precluded the use of a standard buffer stop because of the pathway behind and the maximum length of road required to get the longer locos to the pit.

At the time, we built it as we went along and it was in fact completed in a day. Once exhibits started to move into ASH (Accessible Steam Heritage) there was a requirement to provide a similar set of stops to protect the public should something move towards the exhibits when it shouldn't and we were asked to come up with a similar solution. In the original ASH design there was to be a wall, shutter or screen between the running shed and the exhibition and these stops were to take up a minimum amount of space, whilst also providing relatively easy access when required to change exhibits from time to time. As it turns out, the wall or shutter idea was never implemented but the requirement for the stops has remained and so the infrastructure department was asked to provide a solution.

As we now had three to build – in fact we built four – with one as a working prototype to be installed in OP4 to iron out any snags, it was decided that a modular design of interchangeable parts would be the best solution. The design was based on the washout pit stop but all the rails were standardised at 1500mm long so they could be cut in bulk beforehand without worrying about which bit was which. Each stop requires ten pieces of rail and so cutting forty took a while as rail became available.



Photos, top to bottom:

Buffer stop at the south end of the washout pit road at Sheffield Park.

Preparing scrap bullhead rail for cutting.

Drilling one of the 128 holes.

Positioning jigs were made so that all the holes could be drilled very accurately and then the rails for each stop were colour coded to make assembly easier. Another jig guided the rail cut-off disk on the front leg. The plates were sourced externally to drawings that we had prepared and were pre-drilled to specification.

Fitting the first stop in OP₄ highlighted a small snag with using old rail. The head measurements are not consistent as some rails are more worn than others. On the day this was a bit frustrating while trying to put it all together but making some holes slightly oversize solved the problem. After that we made adjustments to the positioning jigs to account for differing rail head thickness. A tie bar is used to spread the two side assemblies of the stops and to hold them vertical when fitting. Brighton 'P' chairs support the beam with ordinary track screws. Another drilling jig is used to position the holes in the running rails to line up with the plates and the rest of the uprights once the location of the rear posts has been established.

It is likely that we will make another three to complete the set in OP₄ once all the roads are in place.

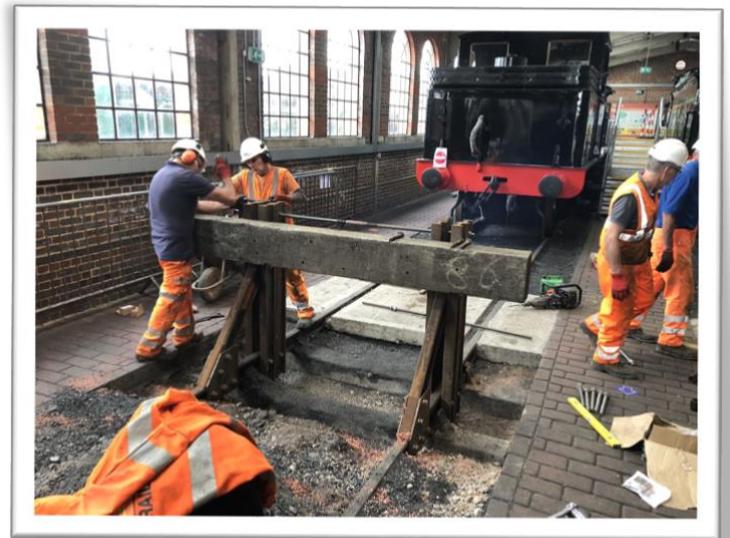
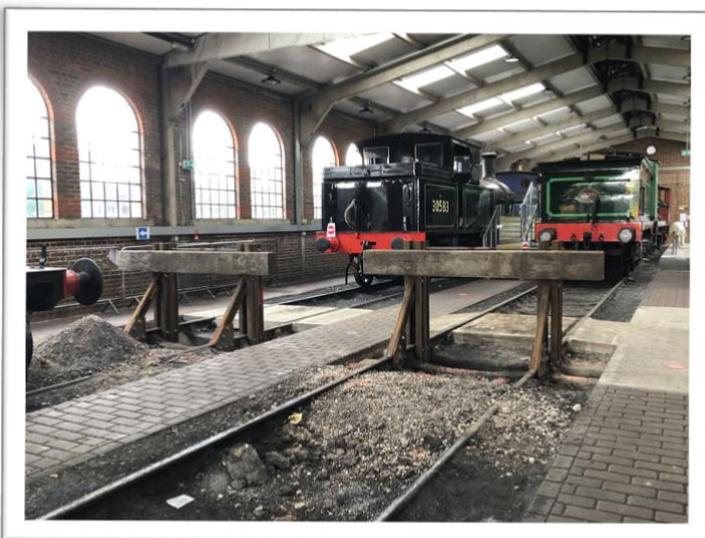
Photos, top to bottom:

The prototype buffer stop erected in OP₄ at Horsted Keynes.

Preparing scrap bullhead rail for cutting.

Installing the first buffer stop inside the loco shed

Below: Two of the three buffer stops in situ.



VJ Day Memorial and the Bluebell Railway

By Colin Tyson and Roger Price

On Saturday 15 August, the Prince of Wales led the UK's commemorations on the 75th anniversary of VJ Day.

He attended a service of remembrance at the National Memorial Arboretum in Staffordshire and laid a wreath on a section of the Thai-Burma Railway which had been brought back to Britain.

Volunteers from the Bluebell Railway helped to install this memorial to those who died in the Far East. They first became involved in 2006 and were back at the NMA in 2010 for repair work. Bluebell News editor Colin Tyson and Bluebell Railway archivist Roger Price explain more. Photos by Jon Bowers originally printed in Autumn 2010 edition of Bluebell News.

Colin Tyson writes: On Saturday 14 August 2010, a small group of Bluebell volunteers found themselves at the National Memorial Arboretum near Alrewas, Staffordshire. We first visited the NMA in 2006 to assemble a memorial to the 60,000 Allied prisoners of war who worked on the construction of the Thai-Burma Railway (of Bridge on the River Kwai fame). About 6,000 Allied POWs

died building the line, which became known as the 'Death Railway'.

The memorial we had constructed in 2006 took the form of two track panels, made up of original materials imported from the Far East (or repatriated in the case of the rails, which originally came from Middlesbrough), but exposure to the elements was taking its toll and many of the sleepers were in a bad way. Hence the main task



this time around was to lift the rails off the sleepers (easier said than done given their fragile condition), apply a further coating of preservative and add some ballast to try to stop them sitting on damp ground. Despite the best efforts of the weather to shower us with heavy downpours, the work was completed by late afternoon on the Saturday, in good time for the celebrations that were taking place the following day to mark the 65th anniversary of VJ Day. It was a great privilege for all involved to make the memorial more presentable for this occasion, and the Far East Prisoners of War Association was very appreciative of our efforts.

Roger Price (pictured third from left in group photo) adds: My wife and I are members of COFEPOW (Children & Families of Far East Prisoners of War) which succeeded FEPOW about ten to 15 years ago. My wife's father was a prisoner of the Japanese in Vietnam but was taken to Kanchanaburi at the end of the war to be killed along with all the other officers in the area. Fortunately the war ended before that took place.

I have visited the Thai-Burma Railway museum several times and am friends with the chief there

Rod Beattie who instigated the transport of the track panels from Thailand to the Arboretum.. He was sad that it had deteriorated and asked if I could do anything about it.

I persuaded Jon Bowers and his guys to go with me to the Arboretum and we found that the sleepers were laying on the ground and rotting so we asked the Arboretum manager to supply some ballast as there is a large quarry next to the site. Unfortunately, despite promises, when we returned on our second visit having been promised more ballast it was not supplied and we had to make the best job we could. At least the track has lasted another ten years with our input.



BROOSS

By Julian Pearcey, Chris Knibbs and Cameron Temple, Bluebell Railway operations department and safety compliance team

Despite lockdown we are working hard to get our new software project up and running.

BROOSS is the *Bluebell Railway Online Operating and Safety System*, a big name for something that will have a big effect on how records are kept and managed.

The Loco department has started the ball rolling by testing rostering, and soon this will be set up for Sheffield Park station staff as well. It will enable volunteers to record their own availability for turns, as well as viewing the rosters and making the often-thankless job of the clerks a bit easier.

In addition, Infrastructure will soon begin to transfer their mountain of documentation onto the system, enabling remote access to vital information.

Safety training, competencies and other qualifications will be added centrally, helping us to pre-empt expiry dates and improve communications.

The system is very much yours, to use as you need. Contributions and ideas from all staff and volunteers are welcome, so that we can all in future benefit from having critical documentation and information at our fingertips.

Five Minutes With ... Colin Tyson

Name

Colin Tyson

Role

Editor, Bluebell News

How long have you been involved with the Bluebell Railway?

Since 1975

How did you first become involved?

I was a mid-teen Junior Porter on the platform at Sheffield Park from summer holidays 1975, travelling to the railway on a joint BR/Southdown 'Awayday' ticket to Haywards Heath. Following a late teen spell in Carriage & Wagon where I repainted the King's Cross Outer Suburbans before we let them go and daubed wagons with Charlie Pyne (between matins of course) I returned to the Traffic Dept in my 20s and rose to the dizzy heights of Station Foreman prior to coming 'off the roster' in 1990 when I moved north to work on Steam Railway magazine in Peterborough.

What is your professional career?

Local newspapers in Crawley in the 1980s and various transport magazines since then, latterly editor of the traction engine and industrial heritage magazine 'Old Glory' for twenty years.

What does your Bluebell Railway job involve?

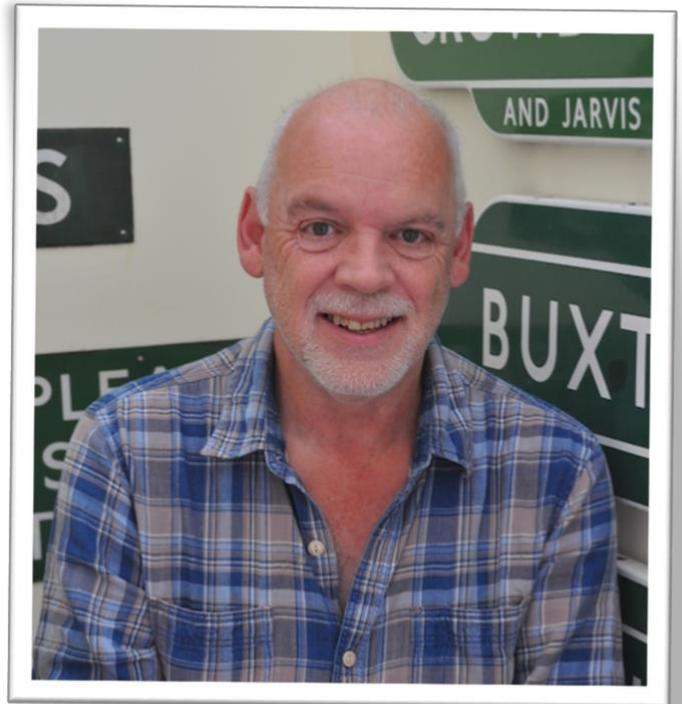
In 1995 the Society decided that it should make use of more cost-effective computer typesetting technology to produce Bluebell News, so I then became only the second editor of our long-running journal. The job involves planning, cajoling others to write something, editing, overseeing design, print and ultimately distribution.

How often do you normally volunteer at the Railway?

Most of my railway work is undertaken from home but having just entered my semi-retirement phase I'm looking forward to platform work once again.

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

I am on the Long-Term Plan sub-committee and



Colin Tyson, 'Bluebell News' editor and Society Governor of the Bluebell Railway Trust

am the Society's representative Governor on the Bluebell Railway Trust, the charitable arm of the railway. I report Trust activity back to BRPS Trustees and ensure that Trust activity is roundly in accordance with Society wishes.

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

If I do have a nickname then it is yet to reach my ears!

What's the best part of your job?

Picking up a freshly-printed Bluebell News and making sure the printers have done a good job – it makes all the effort worthwhile. It is also satisfying to see grants made by the Trust given to worthy causes around the Railway, only made possible by your generous donations and legacies.

What's the worst part of your job?

Nothing I guess, as I wouldn't do them! However when the membership was half the number it is now, all the envelopes and new issues of Bluebell News would fill every available space on my lounge floor, prior to stuffing and taking to the Post Office. I'm glad those days are over!

What is your earliest train memory?

I can't remember a time when I wasn't pre-occupied with railways. Living at Three Bridges I was always 'aware' of activity and Saturday 'big



A proud moment: 'Bluebell News' winning the ARPS Best Publication award in 1997. Some bloke with hair picks up the Steam Railway trophy – a whistle. Photo: ARPS

shop' entailed going to Crawley (the old station then) in the guard's compartment in my coach-built pram of the era. The DEMUs to East Grinstead also used to run past my local 'rec'.

A happy early Bluebell memory is a quiet 1976 midweek day on the footplate of the Yankee tank with Jack Owen. We were halfway up Freshfield Bank when he said, "right your turn..!" That made quite an impression on an impressionable youth.

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

No, I have never had the time or the patience required for modelling.

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

Printable? Playing an alternative version of 'bash the mole' when, in the heatwave summer of 76, the loco set fire to Lindfield Wood and every time we applied our beaters to put one fire out another

fire would then appear a few yards away! When we'd finished we laid down on the top of the water (petrol!) wagon (to avoid low bridges) and back to Horsted for a well-earned free cuppa from Molly Cawley.

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

Not seeing friends and colleagues or the public enjoying themselves. Society and Trust meetings continued however with extra frequency, thanks to the wonders of Zoom.

What was the first thing you did at the Railway after reopening?

Got some more photos for BN and took my first semi-retirement restored platform turn.

Anything else you want to tell us?

I am a big fan of collecting railway rubbish (sorry, railwayana) and the house is crammed with railway clocks, posters, signs etc. I also have about 160 British Transport Films. The BTF film unit were the UK's biggest industrial film unit at the time (1950s-1980s) and the films they made were a seminal point in our country's history as steam slowly gave way to dieselisation and electrification.

BLUEBELL BITES

Favourite year in Bluebell Railway's history

1960 of course! The railway opened exactly two months to the day before I decided to enter the world. Being born in Cuckfield Hospital I may have even heard a faint whistle through the open window!

Words or pictures

Can't have one without the other in my game

Magazines or newspapers

Magazines

Sitting in a compartment or sitting in the editor's chair

Compartment (first class for life)

Tea or coffee

More coffee now please!

A Closer Look at ... *Stowe*



Photo: Derek Hayward

It's time to look at another of our locomotives currently under overhaul.

Schools class Stowe is owned by the Maunsell Locomotive Society. It was originally designed for the London-Portsmouth route of Southern Railway.

Stowe came to the Bluebell Railway in 1980 from the East Somerset Railway and it had a major overhaul and restored to working order. Work on smaller items for the overhaul have continued off-site during the railway's closure.

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

STOWE IN FACTS AND FIGURES

Number	928, later 30928
Class	V (Schools)
Wheel arrangement	4-4-0
Built	1934 for the Southern Railway
Cylinders	Three, 16½ ins diameter x 26 ins stroke
Boiler pressure	220 psi (pounds per square inch)
Tractive Effort	25,130 lbf
Length	58ft 10 ins
Weight	110 tons
Driving wheel diameter	6ft 7 ins
Coal and water capacity	5 tons coal, 4000 gallons 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

A Day in the Life of ... a Friend of Sheffield Park

Words by Charles Melton, Projects Leader

Pictures by Sue Elliott, FoSP volunteer

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 this article, Chas Melton explains what it takes to be a Friend of Sheffield Park station (known as FoSP)

I pen this article with a little trepidation, as I am fully aware that several already published under the banner of 'A Day in the Life of...' have been both exciting and engaging, with racy tales of derring-do and critical functions with the lack of success of any one of them possibly resulting in trains not running or some other such disaster. In this context, the activities and daily round of those of us engaged in keeping up the appearance of Sheffield Park station may seem rather prosaic, but we like to feel we are no less vital in supporting the overall mission to give our visitors an all-round memorable experience.

I have related the story of how the Friends of Sheffield Park came to be founded in other publications about the Railway, so I won't go into it in great detail again but, suffice to say, the whole enterprise grew out of one of those innocuous 'can you just' challenges about ten years ago. As one of those who wasn't quick enough with an excuse, I found myself suddenly engaged with painting the wooden buildings and canopy fronting the soon-to-be-opened museum. This was an urgent job as the grand opening was approaching and the contracted works for the carriage shed and all associated new works did not include the sprucing-up of the existing adjacent buildings. Happily a small gang was corralled to this task, and we (just) made the deadline.

We were on hand on the great day to make sure no dignitaries accidentally leaned on any of the still-wet paint. Of course, as our work progressed, it became more and more apparent that the pristine edifice that was the museum and all the other new elements associated with the carriage

shed project were making the rest of the station look very shabby indeed. Nobody could remember the last time a coat of paint had been applied and, as I'm sure many will recall, the canopy on platform 1 was in a shocking state with a great big sag along the front awning from which water would pour on a rainy day. So 'wouldn't it be a good idea if this newly-convened happy little gang carried on doing their bit to improve the rest of the station?' – I believe that is what they call a rhetorical question.

And so it was I found myself a founder member of the Friends of Sheffield Park group – usually simply known as FoSP. A considerable amount has been achieved since then: both large and small projects have been executed, including more than one that I would never have dreamed we could achieve. The group has expanded over the years and we have more than fifty members, although not all actively volunteer: we do encourage 'armchair' members too (and everybody is encouraged to give input to project suggestions and ideas for the group. We are a properly constituted sub-committee of the Society, with elected 'officers' and hold periodic meetings for all members, including an AGM.

So ... 'A Day in the Life...' – I almost forgot the brief there!

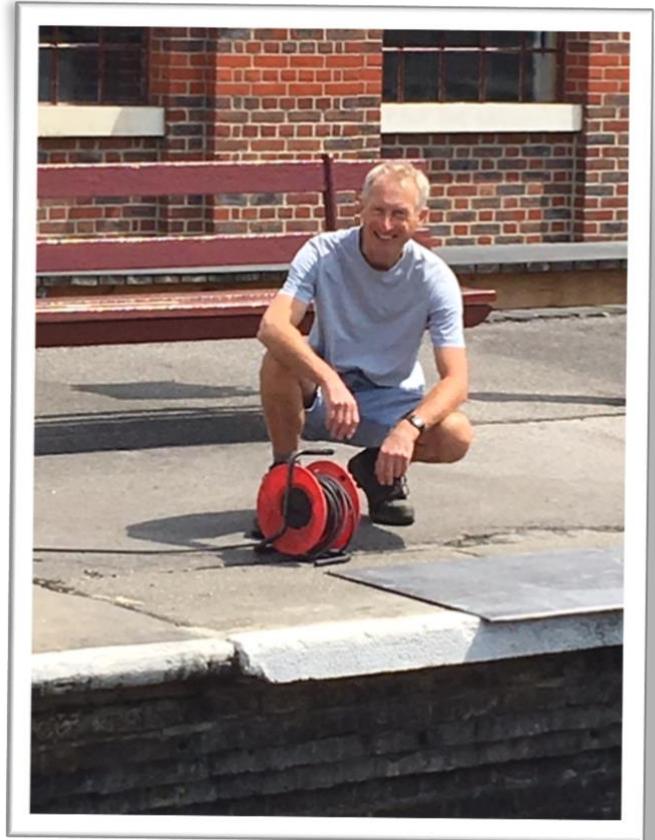
Our regular working day is Wednesday. The reason for this is lost in the mists of time but I think it was originally the most convenient day for the greater number of our initially small gang, and it has stuck. In fact we do operate occasionally on



other days of the week when there is an urgent need to progress an important project against a challenging deadline. Sometimes individuals choose to pop along on other days to progress something they are working on. Anyway, for the purposes of the article, assume it is Wednesday – and I do mean every Wednesday: we are active for 50+ weeks of the year and only miss if one of the Festive holidays or New Year's Day should fall in midweek. Operating during the non-running season is advantageous as we can get to those parts of the site which are inaccessible when there are trains moving and crowds of visiting public.

One important aspect of FoSP is that we try to be as informal as possible. This is probably different from most other areas of volunteer activity at the Bluebell where rosters have to be drawn-up and adhered to or the trains don't run. We do not need that level of formality, and FoSP volunteers can attend as they please. In practice, we have a core of regulars who rarely miss to come along and it is usual to have around ten workers on a weekly basis.

Because of the aforementioned informality, one thing we don't insist upon is a booking-on and booking-off time. Some are early-risers and come in early to crack on (and love to announce what time they got up in the middle of the night ... it's apparently virtuous to do so!); others arrive at a more civilised hour (hinting at which category I fall into). So the usual arrival time can vary between 7:30 and 9:30, and inevitably the first most important task is to make a brew and discuss the day's planned activities – or solve some world problems. We have a general embargo on discussions about politics and religion though ... just because we share a common interest in the Bluebell Railway definitely does not mean we agree on everything else! Anyway, that way harmony generally prevails. I should perhaps correct myself slightly here for not every FoSP member is a railway enthusiast and that is definitely not a prerequisite for joining us. Roughly half the regulars enjoy chatting about any aspect of railways; the remainder are amused or perplexed by this and will chat about anything but. In some respects it's like a meeting in the pub – just without the beer.



Anyway, to work! The scope and nature of our project workload can vary tremendously from the very largest projects, such as building the new canopy to The Bessemer Arms, to the many small individual tasks which may take one person only minutes to deal with. In between lie the great majority of things that we do which typically cover all aspects of routine care and maintenance of every part of Sheffield Park station and its environs. A great deal of maroon and cream paint is applied during the course of a year and a lot of fairly mundane maintenance is done – reports of defects received from the Station Master's office are usually directed to us and we regularly have to investigate toilet flush defects, broken seats, sticky locks, dripping taps, overflowing gutters – all of which usually require dealing with immediately as such things can reflect badly on the Railway's presentation to our visitors.

As Project Leader, it's my role to keep the team occupied and focused on the most important tasks. Projects and individual tasks come to notice by various means which can be anything from a formal request from a department manager to a 'can you just take a look at' to a project idea raised



within the group to myriad smaller tasks which can be readily found on a walk around the site with clipboard in hand. I aim to maintain a rolling list of the current tasks, large and small, and then organise the team such that we can deal with the items in a way that recognises urgency and priority but nonetheless still addresses the seemingly trivial. Most regular tasks benefit from being assigned to one or more individuals – with the needed resource allocated according to the work content – who will then see the activity through to conclusion.

So it is that each week some folks will already know what they will be doing because their latest assignment spreads over several weeks and is already in progress; others will be 'spare' and ready to receive a new task or assignment. The objective is to use the initial tea and chat period to make sure everybody has something to do for the day – or for several working days into the future. Occasionally there can be a little bartering of tasks but what most often happens is that individuals volunteer to pick up what is on offer while others, who already have a rolling

assignment, will require no further guidance or direction. And so the team will disperse to collect tools and materials from our various stores outposts to 'crack on' with the work.

Once the team has settled down to the tasks in hand, my role becomes one of facilitator, ensuring that any obstructions to progress are removed so far as possible. Where activities are taking place anywhere near running lines, then of course Personal Track Safety (PTS) requirements have to be met. When tasks are in public access areas, then special arrangements may be needed to provide barriers and signage. Working at height also requires special attention, often requiring our well-used tower-scaffold to be brought into play. All of these activities can result in me spending much of the day wandering round the site, checking-in with various individuals and groups of workers to ensure all is well – coincidentally leading to frequent accusations that I don't do anything!

Refreshments (mostly tea and cake) are of course vitally important to the function of the group and it follows that a well-established regime of tea breaks occurs across the day. By tradition, we gather for aforementioned refreshment at 11 o'clock with lunch usually occurring at 1 o'clock. There tends to be no tea break as such in the afternoon but it is usual for one or two to convene for a valedictory cuppa at the end of the working day and this allows for any unresolved discourse of the day to be dealt with. As there is no set time for 'clocking-off', most folks cease operations at their convenience/upon reaching the end of a task or at a break point during a longer assignment. There are tools to put away, paint brushes to clean, final tea to drink. Thus another FoSP working day draws to a close.

Things are somewhat different when a larger project is afoot. On a personal level, this requires far more organisational input, most of which is usually done away from the Railway. A major project usually falls under the ambit of the railway's Change Management procedure and this requires a good deal of the dreaded 'paperwork' to be completed before any of the practical aspects may be started. Permission to proceed has to be approved by the Operational Safety Review Group

('OSRG') which is a senior management oversight body. A full project specification, involving timing, costing, resource consumption/budget, funding details, risk assessment and method statements are all required for OSRG

consideration. Sometimes, project funding requires a fundraiser and/or an appeal to the Bluebell Railway Trust for support – both being areas in which we have been quite successful in the past.

Once a major project has the go-ahead, then the practical organisation of the group takes on a more serious tone with 'all hands on deck' which is sometimes necessary to achieve a deadline. This was especially true when we built the Bessemer Arms canopy and a very focused approach with many additional FoSP volunteer days was needed to ensure we could meet a firm commitment to remove the scaffolding ahead of a scheduled wedding party. Although we couldn't manage this level of intensity on a regular basis, it has always been the case that FoSP volunteers have stepped up to meet the challenge when required to ensure delivery.

So, that's a little flavour of how things happen within the FoSP group. If it wasn't already obvious, we are a sociable group who enjoy our time at the Railway, possibly as much for the social interaction as for the serious work we do. We have a strong record of achievement and delivery.

If I have over-stressed organisational aspects within this piece, I can put all minds to rest: no FoSP volunteer need worry about the back office activities of paperwork, stores or organisation. I take care of that so that others don't need to!

If you feel like joining us, then give me a shout – or come along and see us any Wednesday at Sheffield Park. We welcome those with specific skills of course but actually enthusiasm and a moderate standard of DIY capability are all that is needed – an ability to drink tea and eat cake is a useful additional qualification.

The other stations along the line also have Friends groups who carry out similar tasks to keep their locations looking neat and tidy – Ed.

'The Bluebell Railway' Nameplate

By Tony Hillman, assistant museum curator

I have always thought it strange that when we obtained 'The Bluebell Railway' nameplate it was painted red. Should it not be blue? The picture of it we have on the wall of the Museum, taken when the Bluebell purchased the East Grinstead viaduct, also shows the nameplate with a red background.

In August, this postcard appeared on eBay. It is interesting for several reasons. The crest is the one we have on display in the Museum – the damage to the outer black ring confirms that – though we did restore it before display. The letters are blue and by enlarging the print it is clear that the background has had red paint removed. It was not done very well and smudges of red paint are still there.

The nameplate was attached to 73004 on 19 September 1987 and moved to 73133 on 6 September 1990 when 73004 was taken out of service to be used as spares.



I wondered when the nameplate changed colour. A search of the internet for photos of 'our' nameplate gave some answers.

All the pictures I have found of 73004 carrying the nameplate show a red background. The first picture of 73133 in 1991 shows it in 'Dutch Livery'

with the nameplate having a blue background. A year later 73133 is in Network South East livery at East Grinstead with the nameplate having a red background.

The next picture I found is from 1996 at Kingswear where 73133 is in Mainline livery and the nameplate appears unpainted. From 1997 until 2001 there are many pictures showing the nameplate letters painted blue. (The eBay photo was taken in 2000 at Old Oak Common open day).

In 2002 and 2003 pictures show 73133, still in Mainline livery, with the nameplate again with a red background. The nameplates were removed in 2004. 73133 is still in use at Eastleigh currently painted green and owned by Transmat Trains.

If anyone has any pictures to confirm any changes of colour, please get in touch. Email morsel@bluebell-railway-museum.co.uk

It would seem that on 73133 the nameplate was more blue than red, so perhaps a repaint of our nameplate should be considered.

Museum Morsel - The Irish Connection - 2

Words and pictures by Tony Hillman, assistant museum curator

In the issue 10 Tony Hillman explained how the nameplate 'Enniskillen' was taken back to Ireland. In this follow-up article, he tells how the nameplate was used in a special exhibition in Enniskillen.

To commemorate the 60th anniversary of the closure of the railways in Fermanagh, Headhunters Railway Museum and the Enniskillen Castle Museum put on a photographic exhibition entitled "Each a Glimpse and Gone Forever".

The display, in the Castle Museum, included railway nameplates and artefacts. It was the largest collection of Irish nameplates ever displayed together.

The exhibition was opened by the Duke of Gloucester on 30 September 2017, 60 years to the day that the last train had left Enniskillen.

The publicity described the exhibition thus:

"A photographic exhibition featuring Fermanagh railway scenes captured by John J. Smith (1925-2007).

Originally from Eastbourne, John visited Ireland on a number of occasions during the heyday of steam. He portrays the story of Fermanagh's railways through the camera lens; capturing images of locomotives, signal boxes and stations.

Our thanks to the Bluebell Railway Museum for permission to exhibit images from the John J. Smith collection.

Headhunters Railway Museum has sourced a range of unique railway artefacts to complement the photographs.



A Picture's Worth

By Roger Cruse

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 Roger Cruse with a photo he calls "the LMS Interloper"



The LMS Black Five was a common visitor to the Southern Region during the steam era. They were seen in such places as Ramsgate, Eastbourne and Bournemouth, so it was not surprising that a visit of one of this numerous class was arranged to the Bluebell.

In conjunction with its main line commitments we were able to have a brief visit from 45231, then carrying the name *Sherwood Forester*, a name bestowed upon it when it resided at the Great Central Railway. The late Bert Hitchen purchased the locomotive and brought it up to a main line standard. Bert had previously owned 34027 *Taw*

Valley and I had got to know him when working with the Inter City special trains unit returning steam to the Southern in the Nineties.

The window for a visit came in October 2013 as there had been a quiet period for main line steam operation in the loco's diary. So on 22 October 22 I found myself at Clapham Junction awaiting the arrival of the engine and coach. Bert had invited me to ride the footplate to East Grinstead and on boarding the locomotive, I found it in the care of driver Bob Baines, one of the Bluebell's footplate staff. At East Grinstead we were met by Chris

Knibbs and Bob handed the locomotive over to the Bluebell crew.

Christmas 2013 was soon upon us and 45231 was used along with the home fleet on our Santa Specials. As with most visiting engines, the opportunity was taken to organise a photo charter.

For this we were able to remove the nameplates and Jon Bowers had arranged to run with both an engineer's train and the recently repainted Blood

and Custard coaches. The picture depicts the locomotive passing Imberhorne on the climb to East Grinstead, taken on my trusty Pentax K5.

All too soon the visit ended and she returned to Southall and her main line duties. Bert Hitchen passed away in May 2015, less than two years after the visit. We shall always be grateful to Bert and his support crew for making the Black Five available and for the chance for us all to savour the noisy exhaust and the LMS hooter which was so much a feature of the LMS Black Five.

Tales from the Shed - Goods Working: 3

By Russell Pearce, Driver

In the previous parts of this series, Russell set the scene on the railways of old as they went about their primary business of keeping the industrial and agricultural economy on the move through the 19th and into the mid-20th centuries. In this final part we hear three anecdotes of personal experience on our line and take something of a step back to round off the series.

The first story is an occasion when I was charged with bringing the steam crane to Sheffield Park from Horsted Keynes, using 488, which being a four-coupled passenger tank would not be the first choice to use on an unfitted goods train. The train was very heavy although the overall consist was just the engine, the crane and its vacuum fitted tool van (the Great Western four wheeled job known to us as "[the 92 Van](#)" because of its fleet number). There may have been another empty wagon or two thrown in, and the erstwhile "Longmoor" brake van, an ex BR standard 20 ton brake van that was provided with the vacuum brake at the back. I have not mentioned that some trains, while not equipped with wagons fitted with a vacuum brake, were sometimes comprised of wagons that were "piped" which meant that the vacuum (or air) brake system on the engine could be coupled to that on the van at the rear of the train. The 92 van was fitted, and crane and the wagons piped ("blown through" was an expression used for those sometimes), so on this occasion we had more brake than simply that on the engine.

We got the train underway and rolled down from Horsted Keynes with no trouble, braking on the descent to Lindfield Woods was of no particular concern because of course the line rises from Tremaine's Foot Crossing and levels off to the

bridge over Freshfield Lane (Sloop Bridge as we usually call it). So on this occasion it was sensible to let the train run and slow itself down using the geography of the line, but before the descent of the 1:75 Freshfield Bank I considered it necessary to bring the train to a near stand as a brake test, at about Sloop Bridge. We could then start off slowly and hold the train at optimum speed all the way down the bank. The point being that the Sheffield Park down outer home signal is at the foot of the bank and if a train gets away from you, the danger of over running that signal and the inner home is significant. And there is no knowing what you may encounter at Sheffield Park on being propelled out control around the curve towards Polehay Bridge: most likely something else running round its train.

So, a test of the brakes and it was clear that not much was happening, I applied more brake and not much more happened. Then 488's steam brake slapped fully on, as it was inclined to do and we skated, as 488 is also inclined to do. Thus, I made a full vacuum brake application in order to use the full brake-force of the fitted van. Zippo; all that happened was that the wheels on the 92 van skated too. All this shook the train around alarmingly and the guard, on the ball and realising what was going on screwed down and we stopped. This farce called for an inquest on the

spot as to why that nothing happened and we found that while the brake van was fitted with a vacuum brake, it had been isolated for some reason and was not functional. A standard brake test had been conducted at Horsted Keynes using the brake valve in the van as required, and that was satisfactory. But, because while the brake had been isolated the train pipe was intact and fully functional, so the van itself was now merely piped, not braked. So the instruction that the driver should satisfy himself of his ability to stop an unfitted train BEFORE descending a bank was well-taken and its importance highlighted.

This was all a very long time ago and much has changed since. That oversight would not happen again, but it serves to illustrate the narrowness of margin when trying to stop an unfitted train, and the importance of following the rules diligently.

Another point speaks to the differences in the application of brake-force on an engine. On two more recent occasions I have worked "Demo-Goods" trains, one using 323 and a fairly light train, the other using 473.

"P" classes have notorious brakes of which we often say you need to make an appointment if you want to stop. (Which means, by the way, you modify your technique to suit the engine.) On this occasion, I was acting as a trainer and by way of showing some of the problems with goods train work, instructed the trainee, somewhere round "Vaux End", to simply make a full vacuum brake application. The train was around the same weight as the engine and making a full application brought it nicely on to the engine, but with practically no further effect. It was suggested we call for brake from the van, but I counselled patience and after a while the trainee convinced himself that the train was slowing down. It wasn't, but nor was it speeding up, so the available brake-force was sufficient for that purpose. Seeing the Horsted Keynes Down Outer Home was clear I then asked the fireman to see what screwing down the handbrake would achieve, and somewhat to the surprise of the others there was a lot more wind in the handbrake than they had expected and the additional leverage imparted by so using it actually did slow down the train, and it would have stopped had I not instructed that it be released.



Photo: Martin Lawrence

This exercise proved that "P" classes have more brake force available than you might suspect.

This tale also revealed another point which is of relevance to us, but to which the men of old would not have given much thought. In slowing or stopping a train using just the engine brakes, the blocks are heated significantly by the friction generated when the blocks come up on to the wheel treads: which is of course the whole point. But being made of cast iron, which is porous, in normal use they become saturated with oil and when they get hot all this oil burns off and this can be seen as they smoke quite obviously. That goes to explain, as I hinted at in part one, the brake blocks on fire when James was trying to stop his goods train going down a hill: "Never mind, James, it's not your fault", said his driver. "It's those wooden brake blocks they gave you, we always said they were no good" (See 'Thomas and the Breakdown Train').

The effect of this on iron blocks is that once the oil has burnt off, the blocks do their job much more efficiently than before, and after the story above, 323 would stop on a sixpence for a while.

The next tale was another occasion when I was again training, using 473, the air brakes of which are excellent tools. Anyone with a train load of coal for Hove Yard and a C2x so fitted would have had every confidence of stopping coming off the Cliftonville Spur using air brakes. On this occasion coming out of the tunnel and having gathered up the train I suggested the same experiment as above, 473 sat back into the train very well indeed



LBSCR E class goods locomotive "Burgundy", as originally built. Note the wooden brake blocks, and absence of any brake apart from a handbrake. Like 'Fenchurch', this particular locomotive had a rather peripatetic life and is now also preserved, at the Isle of Wight Steam Railway.
Illustration: [Grace's Guide to British Industrial History](#)

and showed every sign of stopping before we reached the HK Down Distant signal, so we eased the brake off, but then I suggested a series of pop whistles as though we were running away. There were trainee guards in the van and the trainer guard was full of mirth at the sight of three trainees all diving for the handbrake. So that worked.

It also illustrates the implied point above which is that the general principle was that an engine must be able to stop its own train, leaving the van to be an insurance policy – there to add brakeforce in emergency, or act as a buffer stop upon which to rest a train stopped on a gradient.

The opportunities for us to become fully conversant with all the skills once employed on the railways of old are thus limited, partly by the geography, but also by practicality. It is rare for us to have the opportunity to assemble an unfitted train of any significant length, and while some railways do have impressive collections of restored and available goods stock, our collection has suffered by the pressure on the C&W department to maintain passenger stock in a fit to run condition. We do have quite an important and interesting collection of goods stock that historically spans the same time scale as the locomotive collection. And while the 'Heritage

Goods' train that we do run is not especially long, nor extraordinarily heavy, it serves to illustrate the work for which our line was built: to get agricultural goods to market. While it also keeps alive some of the skills of old, and it also helps to recreate the once all pervading sound of the goods railway, the noise of clashing buffers, and yanking couplings. So, anyone learning to drive a train on our line has the chance to acquire the skills needed to start a train without catapulting the guard across the van or pulling a draw hook out or snapping a coupling.

There is much, much more to be said about the unfitted goods train, but space constraints are such that I must leave you with your appetite whetted. But you will get much insight by reading the memoirs, listening to the songs, reading the Rev Awdry and indeed reading the Rule Book, which has lots to say about working goods trains. It is now sadly a thing of the past, wagon load freight was obsolete as soon as the container in its present form was invented, and as soon as we stopped needing to move so much coal around the country to supply the railways themselves, domestic grates, and local industries. The unfitted wagon was practically a thing of the past by the mid 1970's. Heritage railways help to keep the flame alight but we like this piece are scratching the surface of a very deep mound of content.

Tumbleweed Connection

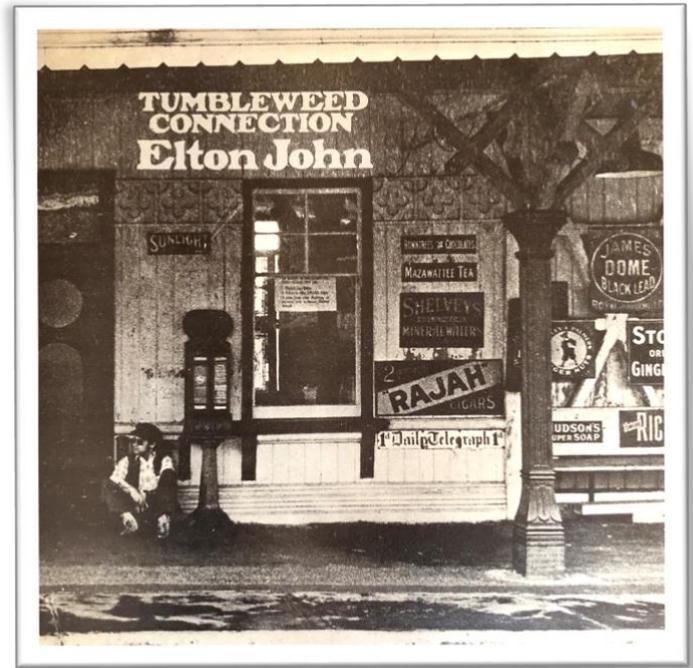
Words and photos By Tony Drake, museum curator

About two years ago, a young couple arrived on Platform 2 late one afternoon as I was closing the Museum. One of them exclaimed 'It must be here'. I could not resist inquiring what was here? They told me that in 1970 Elton John was photographed sitting by a chocolate bar vending machine outside the door of the Museum at Sheffield Park Station. The photograph was used for the cover of his album 'Tumbleweed Connection'. They proceeded to take a number of photographs of themselves posing where Sir Elton John had once sat and went away very happy.

On reaching home I Googled 'Tumbleweed Connection' and lo and behold there was the photograph taken in 1970. It purported to be the entrance to a western style bar. Well there may be some semblance but no half swing doors to the entrance!

A number of changes had occurred to the area of the original scene. The chocolate bar vending machine was moved to Platform 1 at Horsted Keynes and some of the enamel signs had been changed. Last year, the Museum Working Party set about re-creating the original scene. With the help of Mick Blackburn, enamel signs were re-instated.

More importantly we were given permission to bring back the chocolate bar vending machine to Sheffield Park Station. This involved a number of our Working Party removing it from the platform at Horsted Keynes and loading it into the brake van of a service train. The train was conveniently run into Platform 2 at Sheffield Park Station, where the machine was unloaded and secured back in its former position outside the entrance door of the Museum. However, it was in a very sorry state. Thanks to Sue Elliott who spent many hours patiently repainting the machine, it now looks resplendent.



Although in the original photograph Sir Elton is sitting on the ground we felt it would be better to have a small stool for visitors to sit on if they wished to have their photograph taken. Sheina Foulkes in the Carriage and Wagon works made an ideal box stool and that works very well.

So now the scene is complete. It was 50 years ago that Sir Elton was photographed there.

If you are an Elton fan, we invite you to come along, sit on the stool and have your photograph taken. Please share your pictures with us on social media using #BluebellRailway.



Bluebell Railway visitor Hugo Stevenage poses for his 'Elton John' moment.



Above: The chocolate machine in its latter-day position at Horsted Keynes.

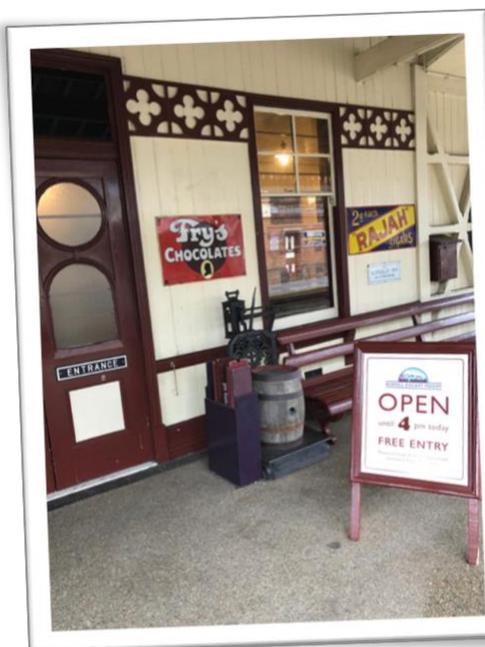
Top Right: Loaded on a barrow trolley ready to move to Sheffield Park.

Right: Members of the museum working group load the machine onto a convenient train.

Below left: The entrance to the museum at Sheffield Park before re-arrangement to its original appearance.

Below centre: Volunteer Sue Elliott repainting the chocolate machine.

Below right: The completed installation, complete with stool, ready to welcome fans of Elton John.



On This Day, 11 September

By Tony Hillman, assistant museum curator

Two pictures from the Bluebell Photographic Archive taken on 11 September. Thanks to John Sharp, Martin Elms, John Creed and Roger Merry-Price for finding the pictures and providing the notes.



The 9.51 am Hop Picker's Friends Special from London Bridge (LL) to Maidstone West (headboard H72) leaving Paddock Wood hauled by 31902 on duty SPL14, on Sunday 11 September 1955. The train has come via Swanley and Sevenoaks. The stock is 9 Car "Long Set" 334, stabled at Strood, so has already had a long ECS journey to London. This train stabled at Maidstone West, returning as the 7.56pm Maidstone West to London Bridge (LL) (H92), while 31902 after servicing (most likely at Tonbridge), hauled the 6.10pm Wateringbury to London Bridge (LL) (H85).

The large building on the right is the grain store belonging to Spanish freight operator Transfesa, and on the left is Paddock Wood signal box, built on stilts in 1898 and straddling the Hawkhurst branch. This was originally the East Yard box, later 'B' box, but became plain Paddock Wood in 1932 on the closure of its partner at the London end of the station. Through the arch can be seen a branch line train, preparing to depart, bunker leading, and behind the right-hand stilt is a train in the Down Platform Loop.

Photo: John J Smith

King Arthur (N15 class) 30456 Sir Galahad starting away from Wimbledon with the 9.27 am service to Weymouth on Saturday 11 September 1954. This train ran on the local line probably as far as Surbiton and lasted each summer until 1963; it was one of the lesser-known West of England services which started from outer London stations rather than Waterloo. Behind the loco is the former milk dock, which during World War II was used for loading newspapers and mail traffic when Waterloo was being bombed. By the Fifties it was in use for unloading motor scooters from Italy. The connections to the Croydon and Wimbledon Line, now part of Tramlink, can be seen to the extreme right of the picture.

The signal box just in shot to the left is also of interest as it had several incarnations in a life of almost 100 years. Opened in 1884 as Wimbledon Yard it was an LSWR Type 2 cabin with a Stevens frame of 64 levers. It was renamed Wimbledon 'D' from February 1925 and on 26 February 1928 was moved bodily 12 feet in connection with the new Sutton – Wimbledon line. Finally renamed Wimbledon 'B' from 7 April 1929, it survived until final closure on 1 August 1982 when control of the main lines was transferred to Wimbledon ASC, although it was effectively out of use from 23 May 1982 when control of the Central Division Lines was transferred to Victoria ASC, the main lines thereafter working automatically.

Photo: Colin Hogg



From the Archives

As we look back on a very successful 'Steaming through 60' anniversary weekend, the puzzle in this issue reflects a previous anniversary.

Here are Fenchurch and No. 541 double-heading a train north.

Can you:

- ➔ Identify which anniversary was being celebrated
- ➔ Name the year
- ➔ Remember which significant figure in the railway's history died in the same year
- ➔ And say what additional help for visitors was put in place at Sheffield Park in the same year.



Answers in the next issue.

Information from [Bluebell Railway Sixty Years of Progress](#) by Colin Tyson, available from the Bluebell Railway's online shop.

ANSWERS TO QUIZ IN ISSUE 10

We showed you this photo in issue 10. It has a very special place in the archives because it was the Bluebell Railway's first film contract.

The answers were:

- ➔ The actress plugging her ears as the safety valves lift on the engine was Deborah Kerr
- ➔ The engine was Bluebell
- ➔ The film was 'The Innocents'
- ➔ The year was 1961.

Information from ['The Line to the Stars – Half a century of location filming at the famous Bluebell Railway'](#) by Heidi Mowforth and [Bluebell Railway Sixty Years of Progress by Colin Tyson](#), both available from the Bluebell Railway's online shop.



Word Search

We've another word search puzzle for you. This time all the words relate to our forthcoming events or the rebranded trains for the 60th anniversary of the Bluebell Railway.

If you haven't yet travelled on one of the services, then all the information can be found on the [railway's website](#).

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. Good luck.

V N B P S J C Q F E Q L S N A	STEAM
Q F S M H O G P V K F V L S I	LIGHTS
W J X K G F T R E E N O I P H	SANTA
O A W Q R N I R U L N C T E N	SPECIALS
R B E G O E O L G L W E A C F	THE
H Z O Z C H B E B E E H T I L	PIONEER
O O Z E K Z V H P B J X N A Z	ROCKET
I P Y D E K V T T T T X A L N	CREAM
U S M Q T C J R E Y G D S S N	TEA
X B A V R N V B C M V N C K N	RIVIERA
L Y B E T A L I G H T S C J A	BLUE
F E A Q M Y P D B H O E B S M	BELLE
C M M R L G N H H A B V A X J	
Z F E C M A E T S M Z T Q D B	
R I V I E R A X O J T V W A N	

SOLUTION TO WORD SEARCH IN ISSUE 10

- ➡ Happy
- ➡ Birthday
- ➡ Bluebell
- ➡ Railway
- ➡ Steaming
- ➡ Through
- ➡ Sixty
- ➡ First
- ➡ Standard
- ➡ Gauge
- ➡ Preserved
- ➡ Passenger
- ➡ Line

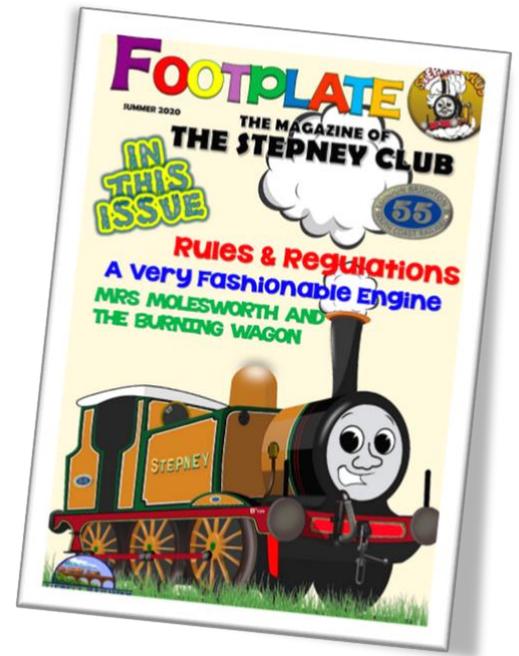
Just for Kids

Organisers of the Stepney Club have produced a digital version of their magazine 'Footplate'.

The Summer 2020 is now available to view online along with several previous issues.

In this issue of The Bluebell Times, we feature a poem 'I want to be ...' from the latest edition of 'Footplate'.

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



I WANT TO BE

I want to be a railway guard with flags of red and green
 Brass buttons on my waistcoat and a shirt so white and clean
 To have a knowledge of the rules and what it is they mean
 I'd love to be a railway guard with flags of red and green

I want to be a signalman with levers in a frame
 With bells to ring and codes to send it's better than a game
 Every turn is int'resting and no two days the same
 I'd love to be a signalman with levers in a frame

I want to be a fireman with a shovel in my hand
 Working hard – a heavy train – the feeling would be grand
 Watching sparks from the chimney in the tunnel as they land
 I'd love to be a fireman with a shovel in my hand

I want to be an engine driver, king of the iron road
 Guiding well my engine and its heavy, rattling load
 Remembering all the night turns when the oil lamps, they glowed
 I'd love to be an engine driver, king of the iron road



The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

The Bluebell Times is published monthly on the second Friday of each month. The next issue is scheduled to be available on 9 October 2020 from bluebell-railway.com/bluebell-times

If you have any comments or feedback about this issue or suggestions for future articles or features, contact:

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Tail Lamp

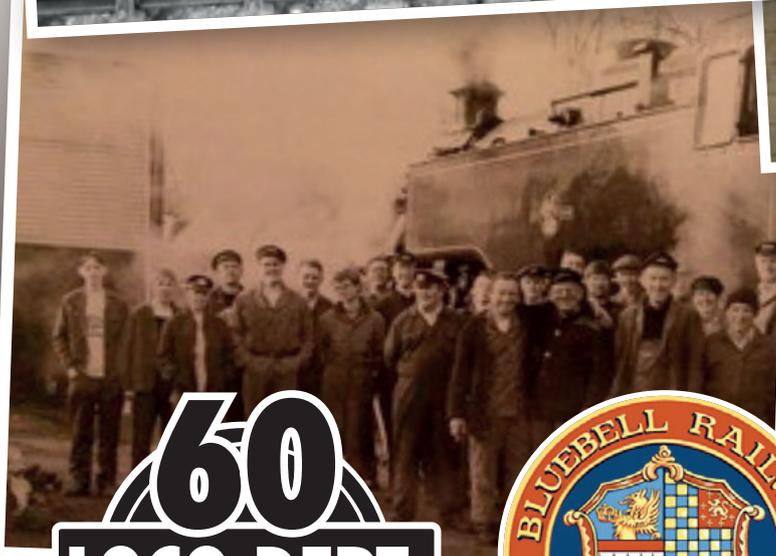
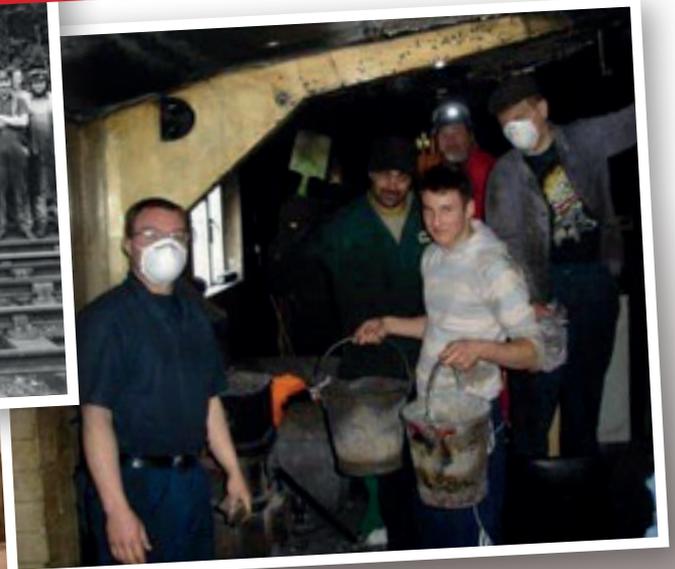
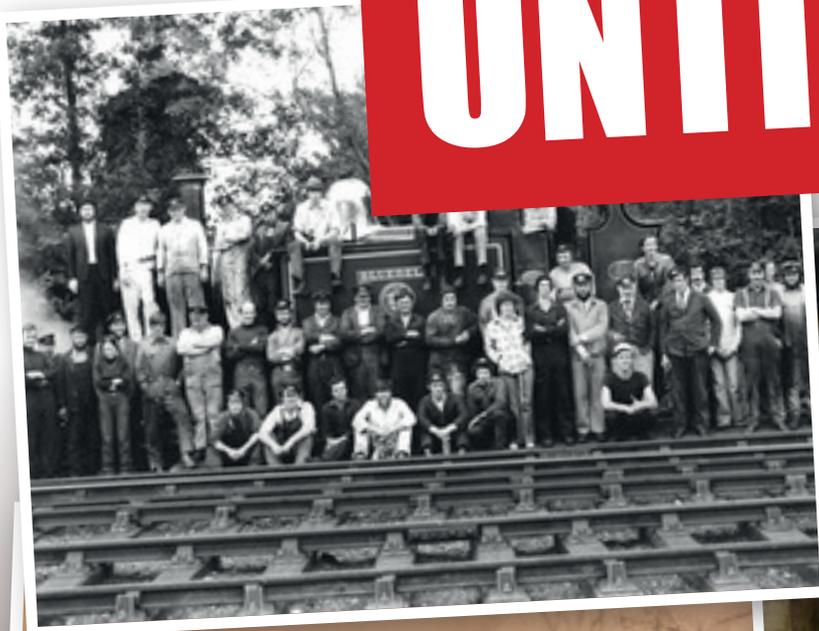
If you've enjoyed this issue of The Bluebell Times, feel free to pass it on to other people you think might also want to read it.

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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- ➔ Roger Price
- ➔ Ruth Rowatt
- ➔ John Sharp
- ➔ Trevor Swainson
- ➔ Cameron Temple
- ➔ Colin Tyson

POSTPONED UNTIL 2021



LOCO DEPT. REUNION

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.