



Masterpiece in miniature: Stroudley Terrier W11 with a perfect Southern scene Photo: David Cable

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

September 2022

IN THIS ISSUE

Six years ago, our Wainwright C class No. 592 slipped out in the dead of night through the gates at East Grinstead and, along with a raft of vintage carriages, travelled in some secrecy by rail to London. The nature of filming contracts is such that very little could be written about the move at the time, but it has always struck the editor that it was a tremendous demonstration of just what we could do co-operatively across the railway and with our colleagues on the mainline and elsewhere. "A hundred-year old loco and eleven matching carriages in the heart of London, you say? Yes, absolutely, when do you want it?"

So there was something of the same feeling when No. 65 also ventured into third rail territory last week – this time only just past our gates, but crossing that threshold comes with considerable procedural complexities. This time, thankfully, it was accompanied by much more publicity as we lent a Bluebell flavour to the opening ceremony of a new accessible footbridge on our neighbouring station at East Grinstead.

Si c'est possible, c'est fait; impossible? cela se fera, to quote an eighteenth-century statesman. In more modern usage – "The difficult we do immediately, the impossible takes a little longer". It is worth recalling that spirit whenever the times feel too tough. Difficulties with locomotive availability, lineside fires and the non-appearance of Flying Scotsman have not made this a summer to remember in locomotive terms – but then we see the wonderful pictures of *Beachy Head* as a substantially complete locomotive for the first time. "Reconstruct one hundred tons of Edwardian engineering? Yes of course we can do that." Times are undoubtedly tough at the moment, but six decades on from our beginnings, we are still "preserving the puffer for posterity" and if collectively we remain focused and pulling in the same direction, why shouldn't we continue to do so for decades to come?

Tom James, Editor

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Queen Elizabeth II 1926 - 2022

The Bluebell Railway is deeply saddened by the passing of Her Majesty Queen Elizabeth II. Everyone at the Bluebell Railway sends their sincerest sympathies and condolences to the Royal Family at this very difficult time.

Queen Elizabeth II 1926-2022



From Mee to You

By Geoff Mee, chairman, Bluebell Railway Plc

"I've seen fire and I've seen rain, I've seen sunny days that I thought would never end" (to quote James Taylor). One thing that is so true is that life at the Bluebell is a constant struggle with the elements and our ageing locos and carriages with only the brilliant dedication of our volunteers and staff to keep us going.

The national economy and the cost of coal and energy continue to be major pressures and we have responded with shorter trains, but with better loadings per coach but not without reducing the service pattern below what makes for an attractive day out, especially during the week now that the kids are back at school. Coach parties are still doing OK and we can build back services over the weekends as and when demand warrants it.

Large events are what we are good at and I am looking forward to the [Beer Festival](#) (more Volunteers please!) on 23 – 25 September and [Giants of Steam](#) on 14 – 16 October, so we will have a lot going on in the coming weeks. The team are planning a lot more catering events in the run up to Christmas with some new ideas coming on stream, wine trains and more Christmas lunches: get in early if you want to go as tickets are going fast.

We still have a long way to go to contain our costs but things are moving. Energy saving has got to be our top priority, so "Turn it Off" should be on everyone's mind at all times. Please also see the article about the solar panel installation team in this issue which we will be pressing on with ASAP. [See page 10 – Ed]

I am still underwhelmed by the response to adverts for Directors and Trustee positions. If you really want to help run the railway and make it a success then now is the time to put yourself forward for these types of roles. It's much more rewarding than posting anonymous gripes on unofficial internet pages.

I would like to use this column to say a big thank you to Martin Cresswell who has asked to step down from the Safety Director's Post but has managed the

transition whilst we found a replacement. My personal thanks for keeping us safe and compliant. We interviewed for the position with a full panel two weeks ago and have appointed a very experienced candidate, subject to final ratification by the Plc and Society boards. More information next month!

Something special happened last week when Network Rail officially opened the accessible lifts and footbridge at East Grinstead Station, which is a great improvement and enables full step-free access from London to Sheffield Park enabling us to attract more visitors. Even more publicity came out of this event as our own locomotive No. 65 attended the ceremony in steam on the National network for the first time in over 60 years – it's a shame we could not all be there to see it but the pictures are looking great.

Talking about visitors we have had some real VIPs visit us over the last few weeks, all of which help to cement our reputation in the Heritage Railway Environment.

Firstly we welcomed the new Principal Inspector Heritage Railways at the Office of Rail and Road, Simon Barber, accompanied by the outgoing head Steve Turner. They were able to spend a whole day with us and were very complimentary about our standards, locos and C&W fleets and facilities, saying that they are probably the best in the sector.

Next we had a visit from Lizzie Glithero-West, the Chief Executive of the Heritage Alliance. Lizzie came to see first-hand how the Heritage Railway community complements the wider heritage offering that is a major force in the tourist industry. We got a lovely letter back after the visit saying that she was blown away by what she had seen and promised to get Railways pushed up the Heritage agenda.

To top it off, for the first time ever we had representatives at Chief Executive or Leader level of all the local councils be that County, District and Town through which our line runs in both East and West Sussex. They travelled in the Great Northern

Directors' Saloon in order that we could explain what the future holds for the Bluebell and how we need their help with planning and tourism. I was joined on this trip by Society chairman Paul Churchman who helped sell the vision, and Society trustee Roger Kelly who organised the trip and got such a great response from the councils.

On the continuing visits theme, two weeks ago I attended the 25th Anniversary event for the Spa Valley at Eridge station, a well-presented event that makes made you realise how far they have come in 25 years. It also made me realise that the various railways in the South-East have a lot to gain from co-operation and how sometimes the Bluebell is perceived by others.

We need to be seen as a core part of the heritage railway movement and to that end I have been asked by Heritage Railway Association chief executive Steve Oates to chair the Business and Heritage Committee of the HRA – more about what that means that next month.

I have one more visit to report that will have happened by the time that you read this and that is a visit by our Society President Gordon Pettit who wants to come and see progress at Horsted Keynes, Sheffield Park and Kingscote as well as meet Lisa Boyle in her new role as Chief Operating Officer. The pandemic has prevented Gordon's visit in the last couple of years so it will be great to show him the impressive improvements that have been completed since his last visit.

Trust chairman Vernon Blackburn, Society chairman Paul Churchman and I have been reviewing our response to the summer heat and the problems that were caused by lineside fires and the potential disastrous results for the Bluebell if we had had a prohibition order issued against us. If it had not been for some fast footwork and quick thinking on the part of operations manager Chris Knibbs and the team's part, that was would have been a real possibility. Most heritage railways have a diesel fleet to fall back on. Whilst we will have D6570 *Ashford* for next year, I do believe that we need an additional loco to provide the full thunderbird capability. We are open to suggestions as to what that might look



Mid Sussex MP Mims Davies and BRPS Vice President Roy Watts on the footplate of No. 65, along with the locomotive crew of cleaner Hannah Thorpe, fireman Ben Gray and driver Tim Gray

like and I am looking to the Preservation Society and Trust for their assistance what it might be.

It would not be a true "From Mee to You" if I did not bang on about volunteers, active volunteers, on the ground, sleeves rolled up doing important jobs that keep us going. That is most important in the Locomotive and C&W departments where we need more volunteers, more eagerly accepted, coached and trained in order that we can meet our future business plan objectives. Any help that you can give to encourage more people to come forward would be most welcome.

In the next month I hope to settle dates for the next set of Volunteer Workshops for January and February, and we will publish more details next month. I am grateful that workshop co-ordinator Gordon Dudman and his team are again going to help with the organising, but I need volunteer members and staff to come forward with ideas as to what should be on the agenda. What subjects or general topics would you like to see discussed? We will take that into account in the design of the days. Paul Churchman and I will again be hosting the days supported by Directors, Trustees and Governors, but we really want to hear from you about what you want.

Geoff

Beer – Music – Food – Steam

By Ruth Rowatt, marketing manager

Come to a beer festival with a difference at the Bluebell Railway! Imagine sipping a special Sussex brew in the industrial splendour of a locomotive running shed, listening to great bands, and watching steam trains puff up and down the line. Hop on that train and journey to other stations to tick another great beer or cider off your list.

TICKETS - WHAT'S INCLUDED?

We recommend the event and travel ticket as it allows access to all stations and travel on all trains. You can start and finish at any station, listen to the music at Sheffield Park and Horsted Keynes, travel to find your favourite pint and enjoy everything the railway has to offer!

If you are not interested in travelling on steam trains and would just like to come to the main bar and stage at Sheffield Park Station, then choose event only tickets. All Adult tickets (except Life member tickets) include your first pint free!

You could purchase tickets from the booking office on the day. Warning! Tickets are limited to ensure that platforms and trains are not overcrowded and that we don't run out of beer. On-the-day prices are usually a few pounds more than advance tickets. Don't delay, purchase today!

CAMRA Members enjoy our BRPS Members discount for this event, so choose those tickets during the booking process. Please have your membership ID with you when you present your tickets at the event.

This year we are offering child and family tickets for the event weekend. Children can enjoy all the things the railway usually has to offer, plus the music. We ask parents to behave responsibly and we remind young adults that they will be asked for ID at the bars if they look under 25 years of age.

HOW TO GET HERE

A regular bus service from Haywards Heath main line Station will be running to and from Sheffield Park Station on the Bluebell Railway Line. Haywards Heath Station has fast services from



London Bridge, Victoria, East Croydon, Brighton and much more. Compass Bus will be running the special services and return tickets can be purchased on the bus. Adults are £6, Children £1 and Family (2+3) tickets at £12. The service will offer lots of flexibility for the visitor, with the last bus back going after our 11pm closing time.

A local villages bus will operate over the weekend to enable people from the area to use public transport to and from the event. They will be similarly priced and is planned to take in Lewes, Chailey, Uckfield, Newick, Wivelsfield, Lindfield, Ardingly, Horsted Keynes and Danehill. Confirmed timetables and routes will be available very soon and will be published on our website.

WHERE TO STAY

Why not make a weekend of it? There are lots of great B&B's and campsites in our area. [Ouse Meadow Campsite](#) is right opposite Sheffield Park Station and [Wowo Campsite](#) is just a short walk away. Looking for something a bit statelier? Find links to some classy local accommodation [here](#).

SOUVENIR GLASSES

Do you like our take on the British Rail lion? This year, there is an opportunity to pre-purchase a souvenir glass which features our very special Bluebell Railway Beer Festival Logo and will be

issued to you at the event upon presenting your itemised ticket. Any glasses not pre-sold will be available to purchase on the day. It is best to pre-order, as we have a limited stock and cannot guarantee on the day availability. You will be offered the chance to buy a glass during the ticket booking process. On the day, there will be returnable glasses available for use.

THE MUSIC

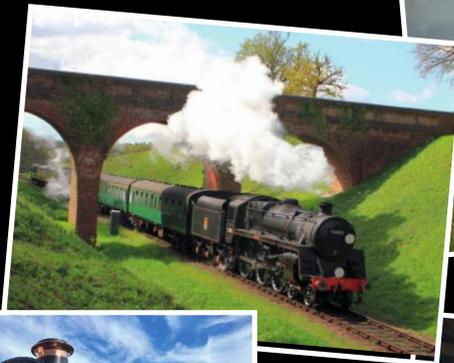
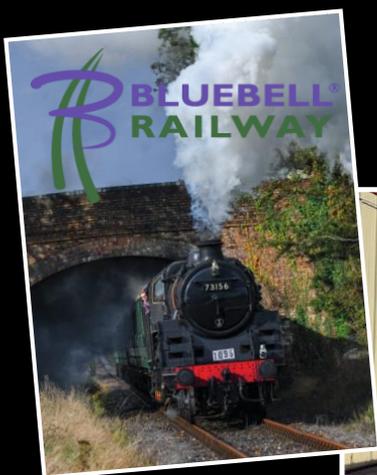
We are pleased to announce a great line-up of music over the weekend, culminating in a splendid Sunday afternoon session with popular local band – The Blunter Brothers. Enjoy a funky, soul filled Sunday afternoon with great music, great beer and make the most of the end of the day discounts and take-aways!

Other bands include

- **Straw Dogs**, a four-piece Irish and Folk band covering a range of well-known classics from the genres.
- **The Magpies**, a 70s classic rock covers band who take pleasure in tackling the tricky songs that other bands don't do.
- **Kit Packham**, a singer and saxophonist whose repertoire includes all kinds of jazz, vintage pop, rock'n'roll and blues.
- **The Orange Sunshine**, bringing you all the sounds of the 1960s, this local band takes you back to one of the greatest decades ever with their covers
- **Xperiment!** offering a fantastic mix ranging from Folk, Country, Blues, Rock, Swing/Jazz and much more!
- **The Sussex Harmonisers Club**, an established society of a cappella male and female singers, featuring the Barbershop style.
- **Jane and Leon**, the founders and lead singers of locally renowned band The 100 Monkeys.

GIANTS OF STEAM

14 - 16 OCTOBER



www.bluebell-railway.com

Home engines Standard 5mt No.73082 'Camelot', Standard 4mt Tank No. 80151 & Q Class Maunsell tender engine No.30541 are joined by special guests Standard 5mt No.73156 & No. 6989 'Wightwick Hall' plus another special guest to be announce soon!

Beachy Head and Beyond

By Terry Cole, Bluebell Atlantic Group Chairman Photos As credited

ATLANTIC GROUP PLANS FOR THE FUTURE.

After over 20 years work on the Atlantic Project, Tuesday 16 August 2022 proved to be a major milestone. On that day the Great Northern Atlantic boiler was successfully lowered into the newly constructed frames.

The heatwave had broken and the operation took place in, at times, torrential rain and thunderstorms. Anyone driving past Sheffield Park on the A275 that morning would have seen the jib of an enormous 120 ton crane towering above everything else.

Having got the crane into a position to be able to do the lifts required, the rolling chassis was winched out of Atlantic House and onto the temporary track. This proved to be very easy with the winch we had purchased. With the crane in position, the boiler could now be gently lowered onto the ashpan. A little bit of fitting and it was secured. Now onto the main event: lowering the boiler with ashpan attached into the frames. It is easy to underestimate the complexity of the calculations required to be able to achieve this. Hitherto boilers have been removed and returned to the chassis to which they belong. Here we had a boiler built to a Great Northern design being fitted to a 'metricated' Brighton designed chassis. The two had never met – until now! Knowing how tight the clearances were and how some measurements were 'unknowable' this was of real concern. The risk of failure was quite high and the reason why the operation was carried with minimal fanfare.

The boiler hung from the crane like a child's toy on the end of a rope while the crane operators very skilfully lowered it 'millimetre perfect' into the frames. When nearly in there was a flash of lightning and a clap of thunder and the boiler stopped moving. It had snagged on something. Zeus was clearly not pleased! The cause of the snag was identified and the boiler raised a little so some fettling work could take place. Once completed the boiler was gently lowered again. Success! The boiler sat correctly and level in the



Progress through the boiler lift.

Photos: Top and middle – David Jones. Bottom – Fred Bailey

frames. After an inspection, all was pronounced to be in order and the crane harness was removed. Beachy Head was winched back into Atlantic House and apart from clearing up the job was complete by 2.15.

Take a bow Fred Bailey and Keith Sturt, you got it right first time!

Although the loco looks virtually complete the two units still have to be connected. This is no small task and will take the Atlantic team about 12 months to achieve. So, sometime next summer, when this work has been completed, Beachy Head will leave Atlantic House for the last time and move to the Main Works for final fitting, checking etc prior to running trials and running in.

The question of what project the Atlantic Team should do next has been discussed in the group for several years. Initially we settled upon building a SECR 'E class' 4-4-0. However after the pandemic the appetite on the Railway and within the Group moved away from another 'new build' and towards restoring one of Bluebell's heritage locos, after all we have a fantastic collection but so many are not in working order.

Our thoughts turned towards restoring the Adams Radial tank (another 'Atlantic') which is probably the most difficult job but well within the Group's capabilities. However at the request of the Plc the plan is that we take on a much quicker and straightforward restoration, the 'Dukedog', which will deliver a much needed 'middle power' locomotive for services. Funding will be largely from the Plc but supplemented with money raised by the Group. So as soon as Beachy Head leaves Atlantic House, the Dukedog will be brought in, using the same crane. Dismantling work can then begin whilst Beachy Head is undergoing its trials.

The Group will also assemble material relating to the Adams, drawings, reports etc for use at a future date in that loco's restoration.

Within Atlantic House we love 'the Adams' to bits but we also love the 'Dukedog' so doing either is no hardship. Both are very iconic engines which are extremely popular as well as being very useful. The 'Dukedog' had quite a bit of work done to it a few years ago so shouldn't be too big a job. I do

hope that our many Atlantic supporters will help us with the Dukedog project once Beachy Head is complete.

The full description of the boiler lift of Beachy Head is covered on the project's [dedicated web pages](#). The history of the Dukedogs was covered in the [March 2021 issue of The Bluebell Times](#) – Ed.



*9017 on a visit to the Llangollen Railway in 2009.
Photo: Kevin Wilkins*

Loco Works Update

By Paul Russell, Locomotive Director

The overhaul of *Fenchurch* is approaching the final straight. The boiler overhaul is complete and the boiler has had its steam test out of the frames. It has now been reunited with frames, and final assembly of the locomotive, along with painting, is now under way.

The short to mid-term plan within the workshop is as follows. Once *Fenchurch* is completed and is being run in, the next focus of our attention will be to finish *Sir Archibald Sinclair*. There is around two months' work left on the boiler itself but before we embark on the final phase of the boiler work, we want to bring the H class into the works for a couple of weeks in order to get the boiler out for assessment and to get parts on order. This will enable work on the boiler to start when Archie's boiler is complete.

While the overhaul of *Blackmore Vale* is not scheduled to start until the overhaul of the gF has been completed, there is a brand-new firebox waiting at South Devon Railway for fitting. So to get the ball rolling on this and allow it to be completed in good time it is planned to bring *Blackmore Vale* into the works during the spring of next year for a couple of weeks so that the boiler can be removed and sent away for this work to start. The cladding will then be replaced and the loco relocated back to the yard. Once *Sir Archibald Sinclair* is complete and *Blackmore Vale*'s boiler is away, we can then consider how best to utilise the workshop space to allow for the overhaul of the H and Schools to continue and for completion of the Atlantic to take place.

Fenchurch takes shape in the locomotive workshop.
Photo – Andy Kelly.



Floreat Sol Ut Floreat Vapor

By Roger Kelly and Kevin Ruddock

As the Railway needs to reduce the use and cost of gas and electricity consumption, Infrastructure Director, Barry Luck has appointed a team led by Kevin Ruddock, assisted by Tony Astor and Roger Kelly. Their remit is to investigate any way we can reduce consumption and/or costs by looking at our tariffs, low energy lighting, solar power, use of batteries, insulation etc. Subsequently to put forward and implement projects to that effect. They will also be using measuring equipment to see where the heavy users are.

At its meeting last month, the Board of the Bluebell Railway – supported by the Preservation Society – approved a project to install solar panels on the roofs of the Locomotive Workshop and the Above Workshop Facility (AWF) at Sheffield Park Station. This will not only reduce our carbon footprint but save on the cost of electricity. In the spring of last year, a feasibility study into the use of solar power was carried out using money from a Government Covid Recovery Fund grant. At that

time, based on what we were paying for electricity, the time to recover the cost of an installation was estimated at six to eight years. Since February and the dramatic increase in the cost of energy that period has come down to less than three years!

The installation will be paid for using part of the Covid Business Interruption Loan or CBIL offered by the Government, of which the Railway took advantage. These loans were specifically for businesses to invest in cost reduction and maintain their viability.

Conscious of the need to preserve the heritage appearance of Sheffield Park, the panels will be located on the west-facing roof of the AWF and the east-facing roof of the Locomotive Workshop – therefore, hidden in the valley made by the junction of roofs of the two structures. They should be out of sight from the ground but may be glimpsed from part of the footbridge between Platforms 1 and 2. Ideally of course solar panels



*The above workshop facility (left) and Locomotive workshop (right), showing the valley between the two structures.
Photo: Martin Lawrence*

would face south. Being a railway that runs north to south however this is not possible as all our suitable workshop and shed roofs face east west. If this project is successful, further installations elsewhere on the Railway but also not affecting our heritage appearance will be considered.

“PUT THAT LIGHT OUT”

This phrase will be familiar to anyone who has seen the BBC vintage comedy series Dad’s Army. It was frequently shouted by the often-ridiculous figure of the air raid warden. In the times we now live in and applied to our electricity consumption, the phrase is no longer funny but essential. At peak time, which is daytime Monday to Friday we are paying more than 1p a minute per kilowatt hour or over 60p for that kilowatt hour. This is set to increase. Across the whole railway we are paying £750 per day for electricity - in summer! Equivalent to fares paid by the first 20-30 visitors who enter our stations.

Therefore, it is our interest to save electricity wherever we can. Lights should not be left on in empty rooms. Devices that consume power but are not being used should be switched off. If you work at the Railway and have started doing this at home, please apply the same attitude when at the Railway. We have and are doing what we can by the application of energy efficient lighting, time switches etc, but it is not enough. The solar power installation described above even at peak generation will provide less than a quarter of our peak demand for electrical power. To misquote that government phrase from 2020, “Save Power, Switch Off, Save the Bluebell Railway”

If you have any ideas on how we can save on the use of electricity and gas, please email roger.kelly@bluebell-railway.com

[For those who did not study Latin at school “Floreat Vapor” – Let Steam Flourish – is the Preservation Society’s motto. Therefore, the title of this piece essentially means Let the sun flourish to let steam flourish – Ed.]

Volunteering Update

By Graham Aitken, Volunteer Co-ordinator

You might remember that in my article last month I told you that at Sheffield Park station we have successfully re-introduced the grade of Junior Porter and have four teenagers under the age of 18 who have joined our station staff.

I have repeated below the relevant text that I am referring to:

I am sure that there are many other departments across the railway that might benefit from an injection of youth and would encourage you to think about what your department could offer to those gF Club members who are approaching the Club’s upper age limit of 16, but who might want to continue volunteering at Bluebell.

They might not know where to find you, but it might be worth your effort trying to find them.

Initially please contact me at volunteer.coordinator@bluebell-railway.com and I will put you in touch with the gF Club organisers.

I constantly hear around the Railway that we need more volunteers and that we must do something to attract younger volunteers.

So this is a renewed plea for everyone to look for potential volunteers.

I care about our Railway and without volunteers, there will be no railway. The age profile of our volunteers, not surprisingly, is not one that guarantees Bluebell having a long-term future.

We must find more young volunteers. We have the necessary safeguarding measures in place with youngsters under 18 accompanied by a parent or guardian, as happens at Sheffield Park station. Once they are 16 that is no longer a requirement.

I now hope to receive contact from many readers of *The Bluebell Times* with potential new young volunteers.

News in Brief

O1 AT EAST GRINSTEAD

A very special moment took place on 2 September as our very own SECR O1 No.65 was granted permission to visit the mainline station at East Grinstead, using our mainline connection. This was to mark the fantastic occasion of the opening of the new accessible footbridge, allowing better access for all at the mainline station and to the Bluebell Railway.

A huge thanks to everyone at Network Rail, Southern Railway, Southeast Communities Rail Partnership and everyone concerned who made this all possible. Most certainly a moment to capture!

[The full story will be covered in the October issue of The Bluebell times – Ed]

WESTERN EXTENSION CONSULTATION

Bluebell Railway is proposing to reinstate and re-open the railway along the former Horsted Keynes to Haywards Heath line. At Ardingly, it is proposed to divert the route to the north around the existing Hanson Aggregates Depot, which is connected to the national rail network via a spur from Haywards Heath. This will enable onward journeys to Haywards Heath.

Having carefully worked up proposals for the reinstatement of the route, the Bluebell Railway is [inviting comments on the proposals](#), in advance of a formal planning application and Transport and Works Act Order application being submitted.

Exhibition details

A public exhibition will be held at Hapstead Hall, High Street, Ardingly, RH17 6TB from:

- ➡ 2pm to 7pm on Friday 9 September and
- ➡ 2pm to 4pm on Saturday 10 September

Representatives from the project team will be available to answer any queries and take on board your comments. We look forward to seeing you and discussing the proposals.



No. 65 at East Grinstead mainline station, with the new footbridge behind.

Photo: James Cummins / Bluebell Railway

SAFE TRAVEL MESSAGE

Community Rail education officers visited the Railway in August to promote their safety message to youngsters.

Maddy Mills and Cath Reed from Southeast Communities Rail Partnership were in SteamWorks! for the day handing out information about the Backtrack anti-trespassing campaign as well as books with stories linked to safe travel.

The rail partnership connects communities with their railways across several lines including the mainline from East Grinstead station.



Maddy Mills and Cath Reed from Southeast Communities Rail Partnership.

BLUEBELL CALENDAR

The Bluebell Railway 2023 calendar is now available in the Sheffield Park shop.

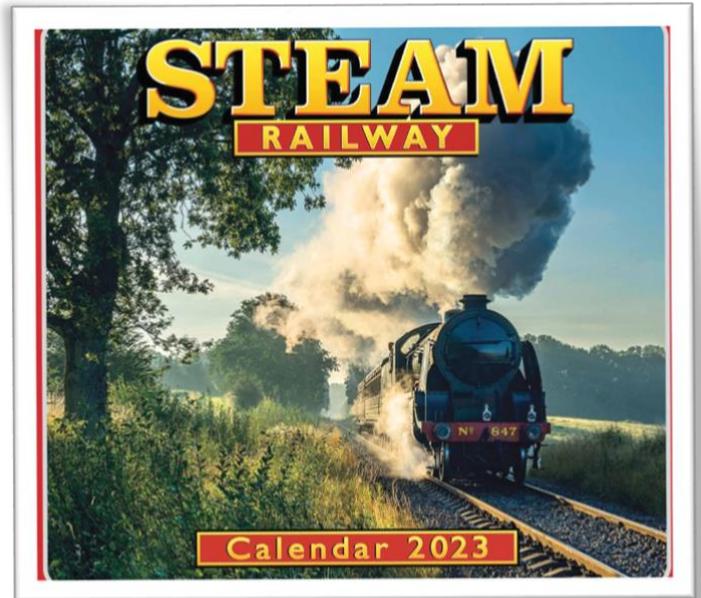
It contains a selection of photos from across the Railway. David Cable's competition winning photo of No. 30925 Cheltenham takes pride of place on the front cover. The calendar is priced at £9.99.

CALENDAR COVER

A photo of Bluebell Railway S15 class locomotive No. 847 graces the front cover of Steam Railway magazine's 2023 calendar.

CORRECTIONS CORNER

In early editions of the previous issue of *The Bluebell Times* ("Education Team End of Term Report") we referred to a volunteer named Sarah Moss – that should have been Sarah Amos. Apologies to both Sarahs for the mistaken identities!



David Cable's photo of No. 847 graces the cover of the 2023 Steam Railway calendar

Major Milestone for Bulleid Wagon

Words and photo by Matt Lander, Bluebell Railway Goods Division volunteer

Wednesday 7th September saw the first glimpse of what the completed 1946 built Bulleid wagon 12058 will look like. This long running restoration was started to rebuild the body which had been scrapped when it became a barrier wagon at Eastleigh works.

With light fading fast and a storm rolling in we managed to get all 10 side planks measured and cut with the assistance from Tony Clements and Alex Morley. Having no dimensions for the side planks, we had to wait until a door had been assembled so we could work out the length allowing for about ¼" of clearance with the door to get the final length.

Before it got too dark to continue working outside, we had just enough time to position all the side planks on the west side. This gave us first sight of the unique look this wagon will have. The Oak used for planking this wagon is being oiled to preserve it and will remain unpainted. The metalwork will be all black with little signwriting representing its post war, as-built condition.



This restoration has been supported by the Bullied Society and many others. We thank everyone for their support over the last couple of years and would appreciate any donations towards the ongoing maintenance, repair and restoration of the railways fleet of goods wagons.

To donate to the wagon fund go to [Make a Donation - Bluebell Railway in Sussex](#) and select wagon repair fund from the drop down menu.

Jewel in the Crown - August Update

Words and photos by Bob Darvill, Buildings Manager

Despite the busier tourist and event season at the station, we have sustained progress this month on several fronts. The Station House painting has continued with the station frontage now looking smart and presentable to welcome visitors. Unsalvageable detailed mouldings have been carefully reproduced and restored in position and the stained glass above the booking hall entrance doors has been despatched for strengthening and renovation. We look forward to its return in September along with more of the renovated rainwater goods to complete the transformation.

On the platform, enabling works have been completed ready for the next phased push forward. The installation of concealed ducts within the platform are permitting temporarily supported cables to be removed and rerouted, liberating the canopy support structure ready for required repairs.

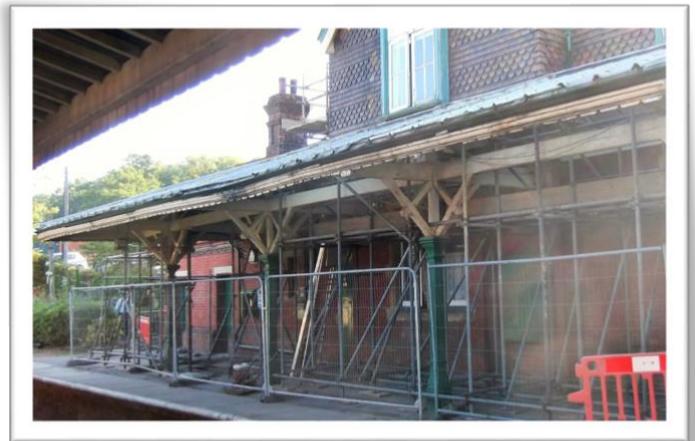
Having become weak and destabilised through age and decay, further preliminary work was identified as essential to support the platform canopy structure. This has been designed and is now in place, comprising a cage of scaffold poles, shores and adjustable props. It counters deformation and possible collapse as old roofing and rotted woodwork is removed for replacement and serves to provide necessary safe access and permits us to adjust and correct irregularities within the framework as work progresses.

Off-site, the procurement of the requisite and bespoke manufactured zinc has proceeded and we are notified that this consignment is soon to be dispatched. We are looking forward to the delivery in the coming weeks and for roofing work to be started where the structure has been made ready.

The most apparent progress during August has been the work in the subway. The removal of the contaminated and calcified paint from the subway walls has taken place during the late evening and nights. It is a noisy and dirty process, necessitating a daily deep clean before visitors arrive. The near

residents were consulted before work started and we thank them for their positive support. Grit blasting was briefly delayed to accommodate some evening events. This has now recommenced and once all the old paint has been removed, we will be able to assess the brickwork for repairs and consider follow-up restoration.

Looking forward to September, we expect on-site activity to increase and I anticipate recording new positive progress when I next report.



The Jewel in the Jewel in the Crown

Words and photo by Nigel Currah, Leading Porter, Horsted Keynes Station

"I do love to go to Horsted Keynes", said Camelot to his driver. "Especially when we can see the Jewel Garden on Platform 3".

A bit fanciful perhaps! At Horsted Keynes we are delighted that work is now well under way with the much-needed repairs and maintenance of the station.

We knew that this year there would be ugly scenes on the station caused by scaffolding for the canopy works and digging of trenches along the platform to bury the electric cables.

The station boasts several gardeners, who tend to do specific jobs. We have grass-cutters and hedge-trimmers and the three of us who try to keep the flower beds looking nice.

The circular bed to the south of the buildings on platform 3 and 4 has, like its siblings on the platform, been planted with Spring bulbs, and herbaceous perennials for the Summer and Autumn. This bed has been looking rather tired in recent years and needed some attention.

We thought this year that we could do our bit to distract wandering eyes from the unsightly work areas by creating a colourful bed of annual flowers. A Jewel in the Jewel of the Crown.

It all started on New Year's Day. Summer seemed a long way off, but there were some terrific deals for bedding plants from certain online suppliers. So my wife and I succumbed to temptation and ordered loads! Plants would be sent to us in late Spring or early Summer, giving us time to prepare the bed.

In late Spring we dug up all the existing plants, saving as many as possible for future use (we even gave some to Kingscote!). Having dug lots of new compost into the ground, we put in the plants that by now had come to us in the post and my wife



had potted on to encourage them to grow. At first, they looked so small in that big bed but gradually they have grown and now are giving us a sparkling display.

An annual bed requires considerably more maintenance than a perennial bed, as the annual plants have not had the chance to push their roots deep into the soil. Watering is essential. Thanks to the help of our colleagues on duty each day at the station, the bed has been regularly watered. If we had known at the beginning that 2022 would be the hottest and driest Summer for years, we would never have dared to start this project.

Then the hosepipe ban came! It is a long walk to and from the nearest tap, at the North end of the station building. Even then my fellow gardeners (who do much more work than me) and station colleagues rose to the challenge and carried on watering. We were all very glad when the rain came!

With clement weather the display should last well into the Autumn. By Halloween it will all be over. What do we do then? Maybe there's a spooky answer? Watch this space!

New Additions to the Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

The Museum Archive team are pleased to announce that the next instalment of John Scrace's outstanding stations, signal boxes and infrastructure photographs have been added to the Museum website. There are 87 this month with the locations beginning with the letters 'I' and 'K'.



Left: [081994] View of Itchen Abbas station as it was on 1 May 1966, seven years before closure. John Scrace

[082014] Knights Hill Sidings signal box on 9 April 1969. John Scrace



VIEWING AND ORDERING

To view and order go to www.bluebell-railway-museum.co.uk and click on the Archive tab. There are various searching methods, including by locomotive number or class and location. The content key search allows you to see all the images of a particular type, for example, all the images taken of Fenchurch. Use the New key to see all the latest images including those mentioned and shown here and the Nearly New key to see what we added last month.

On This Day, 9 September

By Tony Hillman, assistant museum curator

Three pictures from the Bluebell Photographic Archive taken on 9 September. Thanks to Martin Elms, John Creed, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and providing the notes.



For most of each year, Horsmonden was a sleepy country station on the Hawkhurst Branch. This rural idyll came to life each September with the Hop Picking season and the arrival of crowds of workers from the London area to help with the hop harvest. They arrived by train and each weekend friends and relatives could visit, arriving on Saturday or Sunday morning. Both visitors and pickers returned home on Sunday evening, when special trains were at their most intense. Other than this, the only regular fluctuations in traffic were the carriage of school children and the termly special trains for Cranbrook and Benenden boarding schools. Sadly all other than basic traffic had declined rapidly in the 1950s, with the last day of public services coming on 10 June 1961.

The picture, taken on Sunday 9 September 1951, shows D Class 4-4-0 No. 31734 of Tonbridge Shed. It is working Special Duty 28 and is attached to a six-coach rake forming Hop Pickers Friends Special H86, the 5.25pm Horsmonden to London Bridge (Low Level) via the

Crowhurst Spur and East Croydon, arriving at 7.04pm. Although booked for two three-coach sets, it looks as though it is a six-coach 'Long Set' of older rolling stock used for special trains. It is standing in what might at first sight appear to be the Down loop, but is in fact a goods loop, as although Horsmonden was a block post, it was not a passing place for passenger trains. How the train arrived there is unknown, but it will be preceded up the branch by two earlier specials from Goudhurst and Hawkhurst respectively, there being no normal Sunday service. Over this weekend there were ten Down specials on Saturday, three on Sunday and no fewer than 22 Up on Sunday evening.

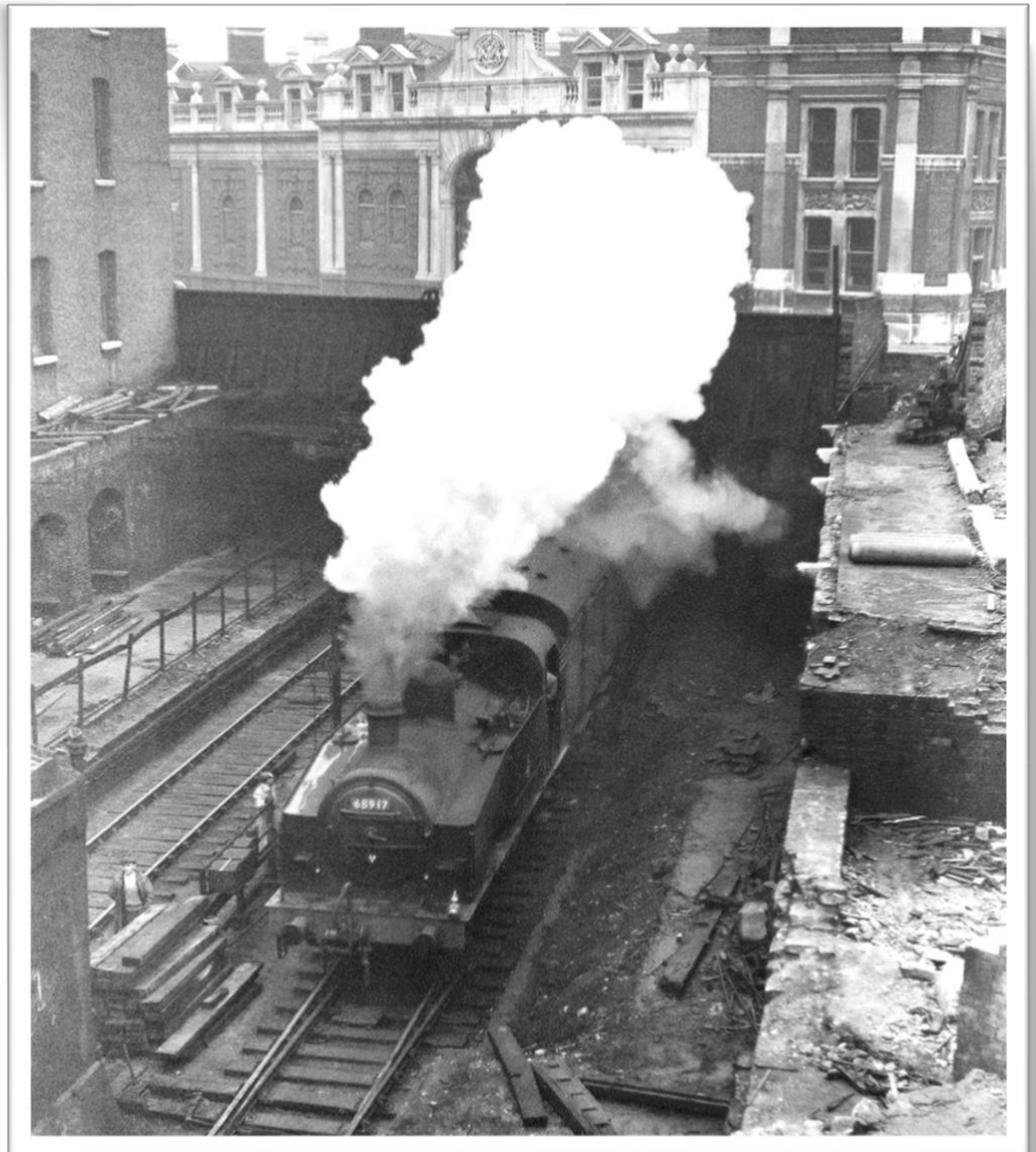
The D Class numbered 50, built between 1901 and 1907; 21 were rebuilt as Class D1 between 1921 and 1925. No. 31734 was not among those rebuilt, and was withdrawn in October 1955.

Photo: John J Smith [42539]

Sunday 9 September 1956 and LNER Class J50 o-6-oT No. 68917 of Hornsey shed (34B) brings the 5pm King's Cross to Victoria vans out of Snow Hill Tunnel, past the site of the former Holborn Viaduct Low Level station. The locomotive was built at Doncaster Works by the GNR in 1919. Originally designed by Gresley as a J23 (LNER J51), it was rebuilt in the early 1930s with a larger boiler to the later J50 specification. 68917 was one of thirty J50s re-allocated to Hornsey in 1952 to work transfer trips to the Southern Region; it was withdrawn in September 1962 but survived in departmental use as a shunter at Doncaster until 1965.

The photograph was probably taken from Holborn Viaduct and looks north towards Snow Hill Tunnel with Smithfield Fish Market – next to the better-known Meat Market – visible in the background above. The remains of the platforms at Holborn Viaduct Low Level can clearly be seen; most of the station itself had been destroyed in the Blitz.

Holborn Viaduct Low Level was originally opened as Snow Hill in 1874, on the 'City line' which the LCDR had built back in 1866 from the bridge at Blackfriars to connect with the Metropolitan Railway at Farringdon. Although the station was opened just a few months after the adjacent terminus at Holborn Viaduct, it wasn't until 1912 that it shared its name. The station closed in 1916 as a wartime economy measure which also saw the permanent withdrawal of all passenger traffic on the link through Snow Hill Tunnel. Nevertheless, freight traffic remained heavy, and even in the early 60s reached up to 90



trains a day. Yet decline was then swift and by 1969 all traffic had ceased and the line had closed; track lifting was completed by 1971.

Snow Hill Tunnel was rehabilitated in the Thameslink programme of the late 1980s. The area in the photograph has now been covered over, but the old platforms shown are still just about visible in the darkness from passing trains today.

Photo: John J Smith [40651]



Schools (V) Class No. 30927 *Clifton* calls at Waterloo with the 11.46am passenger and van train from Charing Cross to Ashford on Friday 9 September 1960. The train comprised a 3-car set formed of BR Standard Mark 1 coaches, with two PMVs, a BG and another PMV. The locomotive is working Bricklayers Arm Duty No. 97 and, following arrival at Ashford, will take the 3-car set and two PMVs on to Ramsgate at 2.35 pm, returning from there at 5.38 pm.

The locomotive entered traffic as No. 927 from Eastleigh Works in June 1934 and was originally based at Fratton shed for use on the Portsmouth Direct. Following electrification of that line it was transferred to Bournemouth shed where it was painted in the new 'Bournemouth green' livery, which later became known as malachite. It saw regular use on the *Bournemouth Limited*, a two hour express between Waterloo and Bournemouth which ceased running following the outbreak of the Second World War. In 1945 it was transferred first to Dover and then to Bricklayers Arms in 1951. Following electrification of the Kent main lines in

1961 it moved first to Feltham and then Nine Elms depots before being withdrawn in January 1962. It was cut up at Eastleigh in April 1962.

Waterloo was opened by the South Eastern Railway as Waterloo Junction on 1 January 1869, a replacement for Blackfriars Road. At that time there was a single line connection, facing towards London Bridge, which ran into the neighbouring LSWR terminus on what was then known as Road 5, between the then platforms 2 and 3. This connection between the SER and LSWR saw little use after the 1860s, although Queen Victoria is known to have used it on several occasions to get from the Channel ports to Windsor. As late as 1910 it was used for the transfer of milk vans but closed the following year, with all trace at the LSWR end disappearing in the extensive rebuilding which was completed in 1922.

The ex-SER station officially became Waterloo East on 2 May 1977.

Photo: John Scrace [140379]

Job Vacancies



FINANCE DIRECTOR

As a PLC Board member, the Finance Director has the professional responsibility for the management of the company's trading and to oversee the work of the Finance Manager and to assist the other departments where financial advice is required. This involves the management of the budgets together with provision of the year-end financial statements, to liaise with the auditors and to produce the annual cashflow budget for Board approval.

The Finance Director would be required to attend Board meetings and to provide monthly board reports incorporating comparisons with budgets and recommend actions required to ensure the company's cashflow remains on budget; profit and loss accounts on special events and products; and oversee the company's insurance and banking relationships.

The applicant would be expected to have a current knowledge of UKGAAP and VAT legislation and will be required to correspond with outside governing bodies.

This is a volunteer post that carries no remuneration or specific hours of duty. However, the successful applicant will require sufficient time and flexibility to effectively undertake this role and have the appropriate accounting competences to meet the professional requirements of the position.

PERSONNEL DIRECTOR

The successful applicant will be responsible for leading the organisation's HR function for paid staff and volunteers, designing, and directing learning, and development programs and employee engagement.

To develop a strategy for the Bluebell railway around Environmental, Social, and Corporate Governance (ESG) working with the Board and managers.

The Personnel Director is expected to attend board meetings and contribute to the company's business decision-making.

This is a volunteer post that carries no remuneration or specific hours of duty. However, the successful applicant will require sufficient time and flexibility to effectively undertake this role and have the appropriate qualifications to meet the professional requirements of the post.

HOW TO APPLY

If you believe you have the right qualifications and experience for either job please send your CV to lisa.boyle@bluebell-railway.com or contact 01825 724884.



The Bluebell Times

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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](#) or follow us on [Facebook](#), [Twitter](#) and [Instagram](#).

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