



Camelot out and about at the Great Central Railway Photo: James Cummins

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

February 2023

IN THIS ISSUE

The Railway may have been quiet in service terms during January, but nothing could be further from the truth behind the scenes. Perhaps most visibly has been another huge track relaying effort by the infrastructure team, this time focused on a long-term problem area around Vaux End (between Horsted Keynes and the Tunnel). This should in turn open the way to operating the Victorian four-wheeled carriages this year on that section of line.

To which end – after a long period of running in, *Fenchurch* is due to enter public service. The loco department has run a number of familiarisation trips for crew on the locomotive, taking a three-coach vintage set between Sheffield Park and Horsted Keynes. The editor was able to fire one of those trips, getting to know a loco I'd last been on 12 or 13 years ago: you still need three hands to operate the injector, and if you are my height it still helps to have had several vertebrae removed to fire it, but apart from that it is excellent!

So come and join us as No. 72 *Fenchurch*, along with three carriages all a hundred years old or more, will be working its first public trains between Sheffield Park and Horsted Keynes during the February half-term from 11 – 19 February.

Finally -a very late stop press. The Railway has been nominated twice at the prestigious [Heritage Railway Association annual awards](#):

LB&SCR 'Terrier' No. 72 'Fenchurch' is one of four finalists for the Coiley Award for Steam Locomotive Engineering.

SR Bulleid Open Wagon No. 12058 is one of just three Carriage & Wagon projects in contention for the Morgan Award for Rolling Stock Preservation.

Congratulations to the teams involved with both of those projects.

Tom James, Editor

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From the Chair

By Paul Churchman, chairman, Bluebell Railway plc and chairman, BRPS

This is my first article in *The Bluebell Times*, as Geoff Mee did his bit here and I did my bit in *Bluebell News*. However, this all changed on Thursday 26 January when Geoff Mee resigned from his position as Chairman of Bluebell Railway plc.

His decision to resign came about because the Railway is going to post a loss for 2022 and the forecast for 2023 is a bigger loss, and he and the Society could not agree on a recovery plan. This prompted Geoff to resign. I truly want to thank Geoff for everything he has done in the 18 months he was Chairman.

The losses for 2022 have come about because of rising costs and the softening of our revenue, although we did meet our revenue budget for 2022 our costs spiralled and we had to discount fares to get people in.

Paul Lelew has also resigned from his position as Commercial Director and this was due to personal reasons and the fact he would no longer have the time needed to dedicate to Bluebell. I would also like to thank Paul for his efforts in the last three years and especially the changes he brought in the shop.

So it has been a whirlwind end of January and start of February! The Society, as the majority shareholder in the plc, decided to make the following changes as an interim measure, until such time as we have ascertained the true impact of costs, realigned the commercial and service plans and also looked at the corporate structures.

I have become Chairman of the plc as well as remaining Chairman of the Society. Roy Watts, as Vice Chair of the Society, also becomes Deputy Chairman of the plc. Neil Glaskin who is currently Operations Director is also going to oversee the Commercial role until we can fill that position.

A lot is happening and everyone needs to be aware that times are hard. We are among many Railways



Poster: Mike Hopps

that are facing the same problems. We have seen our electricity costs go from £300 a day to more than £1,000 a day. The cost of coal has more than doubled and there is no sign of this easing either. It is simply impossible to pass all this on to our passengers as we would end charging them £100 for an adult return!

The cost of materials has gone up in some cases by 100% in the last year. Everywhere we turn we are facing cost pressures and it is hard to pass these on to our passengers as they are facing the same problems with the spiralling cost of living.

So we need to look inwards to see what we can do to mitigate and that is what is going on right now. The Directors and Managers are working flat out to look at ways we can get more passengers in, be more efficient with the services we run, consolidating trains, removing days we don't think

will earn us any money, adding more premium products such as the Golden Arrow, where we can. Every area of the business is under scrutiny to see how we can turn the loss to break even. This won't be achieved this year, but as long as we are strict with our spending, efficient with our operation and grow our passenger numbers over the next couple of years, I would hope we can get to a break-even point.

Steve Trigg our Finance Director, Vernon Blackburn the Chairman of the Trust and the Finance team are doing a superb job in working out where we are and analysing the financials. I have to say a big thank you to them.

We are also going to have to review what projects we carry on with and may have to delay or even re-evaluate whether we do them. These are tough times and we have to be brutal to survive. We also need to look at the assets we own and if a new home can be found for something we are unlikely to ever restore and there is no compelling reason to keep them – we may need to take tough decisions like we did with the Yankee tank. As many railways are doing – more, more, more no longer work. For those of you who receive *Trackside* magazine there are some very interesting articles this month about doing less but doing it well.

There is so much going on right now it is exhausting – but what I can say is everyone

involved is working so hard to ensure that our Railway not only survives but again prospers.

We will be advertising for Directors roles in the coming weeks. If you feel you can help and can spare the time – then please throw your hat in the ring. The Bluebell is a multi-million pound business and we need people to help run and lead this – we can't just leave it to the teams all the time. If you are reading this, it is because you are interested and care, so please step forward and help.

I also just want to mention the huge effort being made by the Infrastructure team at Vaux End – what an amazing job they are doing and I can not express how much we owe the team under the superb leadership of infrastructure director Barry Luck, infrastructure manager Matt Crawford and Dave Wilson – thank you guys and your unsung and unseen teams. This work has only been able to happen because of Trust funding and thank you to Vernon and team for working with Barry and Matt and the finance team on this.

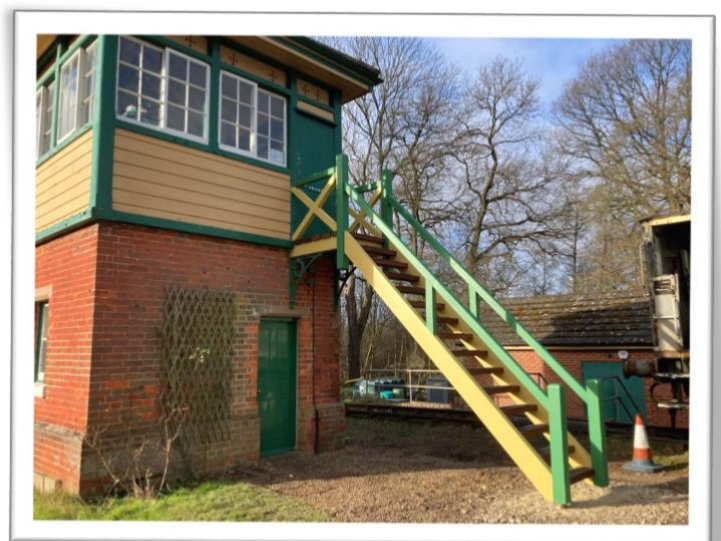
And finally ... if it doesn't need to be on, switch it off. We need to reduce our energy bills, so please everyone stop and think: does it need to be on?

See poster on back page, which can be printed for display around the railway – Ed.

Paul



Left: Track laying at Vaux End. Photo: Jon Goff



Right: New signal box steps at Horsted Keynes. Photo: Dave Wilson

Three Visitors for Branch Line Gala

[Tickets are now available](#) for our celebration of smaller engines and branch line railways at the Bluebell Railway from 21 – 23 April!

Featuring guest locomotives No. 15 "Hastings", and Lancashire & Yorkshire duo, "Pug" No. 19 and A Class No. 52322. The event will also feature our very own No. 72 "Fenchurch" and other home fleet Bluebell engines.

A timetable will be available very shortly for the gala.

Visit <https://www.bluebell-railway.com/branch-line-gala-weekend-2023/> to find out more!

LANCASHIRE & YORKSHIRE "PUG" NO. 19

Built in 1910 at the Lancashire & Yorkshire works at Horwich, No. 19 was one of 60 diminutive Class 21 0-4-0 locomotives designed by John Aspinall. Nicknamed as "Pugs" as a result of their size in comparison to other engines, this class of locomotive weighs just 21 tons! With their size and short wheelbase, they were ideal for work around docksides and yards where tight curves were present.

No. 19 has had a very varied career both during L&Y and LMS days (being renumbered No. 11243), as well as time spent in the industrial sector, where the engine was sold to in 1931. During this time, the engine would be found located in Southern England, working both at Southampton Docks and London (working for the United Glass Bottle Manufacturers) during its industrial career.

Passing into preservation in 1967, No 19 was one of only two of the class to have survived the cutter's torch, alongside No. 51218 which is based at the KWVR. Since the locomotive has been based at the KWVR, Steamport in Southport and the Ribble Steam Railway (the engine's current long term home) as a static exhibit. No. 19 has only recently returned to traffic in 2022, hauling its first ever passenger train on June 8th, during the L&Y and L&NWR gala celebrations on the East Lancashire Railway.

Our thanks must extend to the Lancashire & Yorkshire Railway Trust and The East Lancashire



Railway for allowing the Bluebell Railway to have the locomotive join us for the Branch Line Gala Weekend.

LANCASHIRE & YORKSHIRE A CLASS NO. 52322

Being the sole survivor of 484 of its class mates built between 1889 and 1918, 52322 was built in December 1895 at the Lancashire & Yorkshire's Horwich works, outshopped as No. 1300. The principle role for the class was as a standard freight locomotive for the Lancashire & Yorkshire railway, being designed by John Aspinall.

The locomotive would spend its entire working life in the North of England. Passing into BR ownership in 1948 and would last in service until withdrawal in August 1960 at Lees, Oldham shed.

Its preservation life would see the locomotive based at a number of locations, firstly as a static exhibit at White Bear station on the St Helens-Blackburn line before being on display at Steamtown at Carnforth. The locomotive would return to working order in 1982 and would eventually move to its current home, The East Lancashire Railway, in 1995.

Its time in active working order would see 52322 visit a number of different preserved lines including the Ribble Valley Railway, Keighley & Worth Valley and more recently, The Spa Valley Railway in 2018.

The Bluebell Railway must extend our thanks to Andy Booth & The East Lancashire Railway for allowing this superb locomotive to visit our railway and take part in this year's event.

HUNSLET 0-6-0T NO 15 'HASTINGS'

The third and final visitor is a very unique locomotive, one we are delighted to be able to add to our Branch Line Gala Weekend. No. 15 "Hastings" is the oldest surviving 0-6-0 Hunslet in the UK and a worthy addition to our other visiting engines!

Built in 1888 for the construction of the Manchester Ship Canal, the loco was originally named "Liverpool" before being renamed "Hastings" in 1898 when purchased by Price Wills & Reeves.

The locomotive would have a varied career. "Hastings" worked on a number projects, ranging from the construction of Golders Green Depot on the Northern Line, Brooklands Motor Racing Circuit and Immingham Docks before being sold again to Parkgate Iron & Steel Company in 1915. "Hastings" would serve 20 years here when in 1935, the locomotive would be transferred to the Sproxton Ironstone Quarry in Lincolnshire to work quarry trains.

Withdrawal came around 1957 and in 1963, the locomotive was purchased by the Kent & East Sussex Railway. Sadly the locomotive would only steam once in 1965 when it was established that a complete overhaul was required. Despite dedicated work being carried out after this, it wouldn't be until 2017 and under the ownership of its current owner, Mike Hart, that the overhaul would move up another gear via the Elsecar Heritage Railway. In collaboration with the teams at the North Norfolk & Statfold Barn Railways, the engine would finally steam again.

In 2021, the engine steamed once more at Statfold Barn Railway before being moved to The Chasewater Railway for running in and commissioning. In 2022, "Hastings" returned to its spiritual home, the Kent & East Sussex Railway and will be back once again pulling trains on their railway this year, as well as being one of the stars of our Branch Line Gala Weekend.

We would like to thank Mike Hart and the Kent & East Sussex Railway for allowing this locomotive to take part in this year's gala.

Exercise Recovery '23

By Bob Blake, locomotive department volunteer

Bluebell's operating staff are assessed on their knowledge of the Rule Book and what to do in the event of an incident. However the first time many volunteers get to see those rules being put into practice is when they have to do it 'for real'. From time to time Bluebell therefore organises exercises to:

1. Train our own volunteers
2. Test our safety systems
3. See how we can best co-operate with the emergency services and other interested parties.

Many such exercises were organised by our late Guards' Inspector, Bob John. With Bob's demise,

it's time for another generation to step up. This year's exercise ("Exercise Recovery '23") was organised by Bob Blake, Vince Gould and John Hutchins of the Loco Department, along with our Operations Director, Neil Glaskin. The exercise took place on a crisp January morning involving around 40 volunteers in various roles.

The exercise began with a safety briefing and breakfast in the Bessemer Arms, whereafter the observers joined a three coach train hauled by engine No. 65. The train then proceeded up the line to Holywell Waterworks, where the engine suffered a simulated mechanical failure. It was then up to the volunteer staff to safely recover the train.



Locomotive No. 65 comes to an unscheduled stop near Waterworks. Photo: Greg Wales

Having received an assurance from the Driver that he would not move his train, the Guard and Fireman (accompanied by a crowd of observers) then protected the train in both directions with detonators ('jaffa cake' sized pyrotechnics clamped to the top of the rail) placed at 100 yards, 1/4 mile and 1/2 mile from the train in both directions. The Fireman continued on to Horsted Keynes signalbox to explain the circumstances and surrender the single line token to the signalman.

The Driver of diesel D4106 (along with the Queen Mary brake van), having come to a clear understanding of what was to be done, then proceeded into the single line to pick up the Guard (and his accompanying observers) and then onwards (exploding the detonators on the way) to the broken-down train.

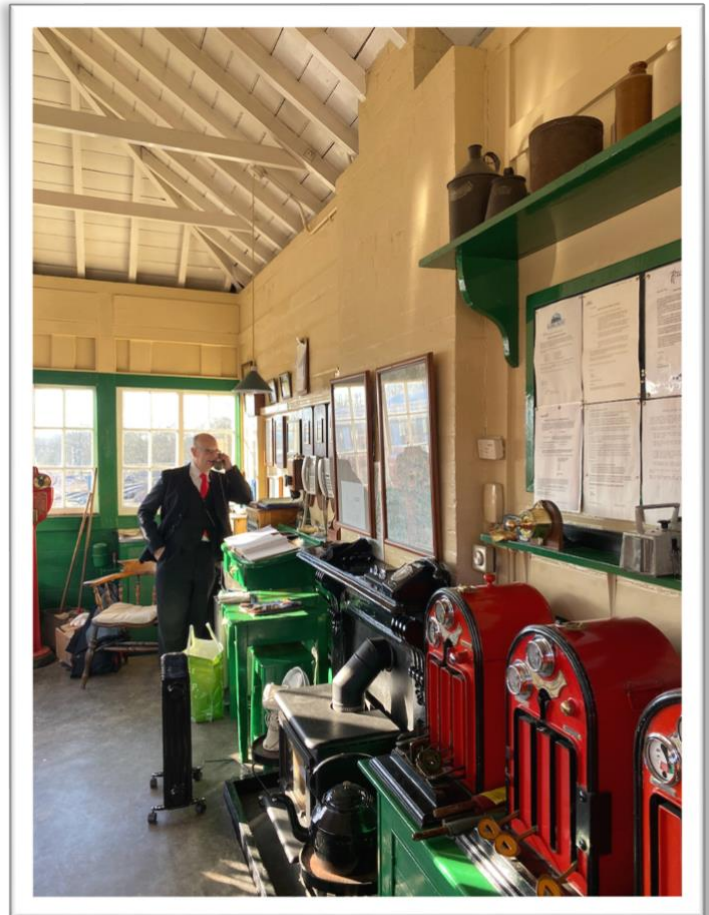
After coming to a clear understanding with the Driver of No.65, the Diesel then propelled the train into Horsted Keynes. Having picked up the Fireman and the rest of the observers, the train then returned to Sheffield Park and the exercise concluded.

Following the exercise we held a short 'debriefing' session to capture any 'lessons learned' and to feed these back into Bluebell's Safety Management System and our planning for future exercises.

Further, increasingly complex, exercises are planned in the coming years and we'll be calling for future volunteers to act as 'passengers' in these scenarios, so watch this space!



Each of the key participants – driver, fireman, guard, the two signalmen and the rescuing driver – were accompanied by a "recorder" who filmed their actions and conversations, with the intention of creating a training film covering the rescue. Here recorder Hannah Thorpe films fireman Ben Gray as he lays a single detonator 1/4 mile from the train. Photo: Tom James



The Horsted Keynes Signalman Roger Carpenter reaches a clear understanding with his opposite number at Sheffield Park Photo: Tom James

HOPS January update

By Fraser Hutchinson, HOPS project manager

As of 5 February, there are 743 working members signed up to HOPS. We have found another 53 colleagues. If you have yet to register with HOPS, can you please email me and I can send out the joining form. For any newcomers, welcome to the Bluebell. If you need any training on how to use HOPS, please contact me at

fraser.hutchinson@bluebell-railway.com

Last week I sent out a plea to 117 colleagues requesting an up to date photo in order to produce the new staff ID card. As of today, 35 have replied and the photos have successfully been uploaded to HOPS. Staff cards will shortly be produced. For those who have yet to send to me a photo, please do so following the guidelines I sent to you. If you have lost these guidelines, please get in touch.

Why the need for a photo, you may well ask, and several have done so very vociferously! Soon, signing on and off by pen and paper will disappear. The new ID cards contain a QR code which you will scan on a terminal (yet to be installed) at each station and/or place of work at the start and at the end of your shift. This way we know who is on the railway at any time, and this meets health and safety requirements. This is particularly relevant

for lone working and evening shifts. The new card will get you free travel on several of our fellow heritage railways such as KESR, Spa Valley, Mid Hants and the Isle of Wight to name four, but there are many others. Unfortunately, there is no discount on the big railway!

Trains start running at half-term and both the Operations and Loco Departments are now fully live on HOPS. Hopefully you have found the new method of rostering straight forward. What if you realise you have made an error? No problem. On the roster page you will see the word OPTIONS in blue next to your name. Click on OPTIONS and you will see various options to choose. Select the relevant one for you and click on SAVE. This will then be forwarded to your roster clerk. Please only swap with a colleague once you have agreed to do so!

HOPS will send a reminder to you 48 hours before your turn, so no more forgetting to turn up!

As for competencies HOPS will send a reminder eight weeks and then four weeks before an assessment is due. It will also alert the assessors so plenty of time to agree a day to be grilled, sorry assessed!

HRA Privilege Card

By Gavin Bennett, HRA Privilege Card Co-ordinator

The Heritage Railway Association has relaunched the Interrail Card as HRA Privilege to better reflect that it provides free or discounted travel or admission to participating railways and museums. They have also changed the way that you apply for the cards to reduce the workload on co-ordinators.

The scheme is open to all volunteers and paid staff on the railway and you can now apply and pay for the cards online via the [HRA website](#). Card payments are taken securely through the Stripe online payment system and you will need to say which railway you volunteer for, your department and your manager. Your application will then be

referred to me for confirmation and once confirmed, the card will be issued. They will bulk despatch issued cards to me on a fortnightly basis for onward distribution.

The cost of the annual card remains at £35, continues to cover two people and will be valid from 1 March 2023. If anyone is unable to make online payments, then you can send me a cheque, made payable to me, but obviously this will take longer and I will only process your application once the cheque has cleared. If anyone has any queries, please contact me at gavin.bennett@bluebell-railway.com

Bluebell Railway Goods Division

By Matt Lander, Bluebell Railway Goods Division. Photos by Laurie Anderson

The Bluebell Railway Goods Division, having prepared a five-year plan, have published their agreed [Wagon Works Plan for 2023](#). To support this planned programme of work, please consider [donating via the Trust – details here](#), buying something from the [Goods Division Shop](#), or joining the gang as a volunteer – contact by messaging on [Facebook](#) or [Instagram](#).

As an example of the excellent work they are doing, before and after photos of one of their current projects, SR Engineers' Wagon ED 62002. We hope to carry photos of when the wagon is outshopped in next month's issue of *The Bluebell Times*.



2023 WORKS PLAN

SR 5 Plank Merchandise Open No. 12058	Finish final assembly and paint
SR Engineers Dropside Open No. 62002	Finish final assembly and paint
LMS 3 Plank Dropside Open No. 474558	Body repairs and repaint
SR 8 Plank Open No. 37786	Repaint
SR 8 Plank Open No. 30004	Wagon tarpaulin made and fitted
SR Queen Mary Brake No. 56290	Roof repaint and chimney cap fitment
SR Pillbox Brake No. 55993	Axle box swap and repair
BP / Shell Class A Spirit Tank No. 4497	Replacement of timber packers and repaint into original livery
LMS 5 Plank Merchandise Open No. 411245	Friends of Kingscote repaint; Carriage & Wagon mechanical overhaul and return to LMS condition
SR Motor Car Truck No 39617	Full restoration into SR condition.

Diesel Developments

CLASS 33

Words and photo by Mike Hawkins, B350 Ltd

Works over the last couple of months have been focused on removing and replacing all of the rotten plate work in No. 1 end cab. The entire front cabin windows and indicator surrounds have been replaced along with the internal structural corner and centre pillars. Both the driver's and secondman drop light window surrounds have also been reconstructed. Various cab components and fittings have been stripped cleaned and painted. Our resident welder is off site for a couple of months, but on his return work is planned on the external bottom skirt and repair to the floor of the cab. In the meantime work on reinstating the battery boxes to the east side is due to take place later in February.



*Above: Cab interior of 'Crompton' locomotive D6570
Below: Two stages in the repaint of 73133*

CLASS 73

Words and photos by Paul Auckland, project leader

Anyone on the dedicated 73133 Facebook group will see weekly or more often updates of the work under way, which so far has been stripping back the body to bare metal and bodywork repairs followed by preparation for painting. The latest stage has been surface preparation (sanding and filling) and just recently painting in undercoat.

These steps are operationally key repair the work to make sure we have a watertight body shell plus the locomotive was looking very tired, with a very poor cosmetic appearance, not really fitting for the Bluebell Railway. Paint falling off was leading to corrosion and was only getting worse. So a dose of smartness is also driven by a mechanical necessity to keep water out.

Replacement name plates are on order and crests have been offered so we are making progress.

The expertise on these locos is very strong at Eastleigh works – with some key people who have experience from many years at the works and BR days. It's a massive benefit at this stage to do a small number of repair items on the loco that



weren't affecting its operations at Eastleigh, but may as well be sorted before it comes to us.

And finally on the livery, all will be revealed fairly shortly, with us aiming to have a name unveiling (plans are at an early stage) at Eastleigh works in a matter of weeks. Many of the locomotives going

through the paint shops are released like this. Somehow we'll need to handle the loco moving from the paint shops to maintenance roads, so anyone who does camp on the bridge overseeing the works might spot something through a telephoto lens beforehand!

GET INVOLVED

If you want to get involved, contact Paul, and to find out how you can support the work taking place see [73133 "The Bluebell Railway" Restoration](#). Regular updates are also on a dedicated [Facebook group](#).

OXTED DEMU NO. 1305

By Ben Wetherall, diesel traction engineering co-ordinator

A lot has happened recently.

Before 1305 arrived at Sheffield Park a small group of the gang went up to Stoke and spent the day stripping as many useful bits of the EPB as we could and putting them in 1305 for the journey down south. Further trip(s) still have to be organised too as there is much more to recover.

On the day of 1305's arrival the plan was to recouple the coaches, carry out a fitness to run (FTR) and drive her up to Horsted Keynes. Sadly she didn't want to play that day and refused to fire despite turning over. A few days later we had a proper look and found EG1 solenoid had stuck which prevented the fuel rack from opening allowing the engine to run.

The FTR was carried out once the brake rigging had been reassembled post transportation and a horn was got working on the motor coach. In addition to this, the lights were made to work, the sludge tank was emptied and flushed through and the main reservoir auto drain was stripped and cleaned. We also found the start button was staying in preventing shut down! This fixed too and she was ready to go.

On Thursday 26 January with me driving, Laurie Anderson as second man and Neil Glaskin as Guard we departed Sheffield Park (with ding dings which made Neil's day!) for the first time and sedately trundled up to Horsted Keynes at reduced speed due to lack of recent Ultrasonic Axle testing, stopping at Rock cutting on the way to check around her. All was well and we got to Horsted Keynes where we shunted a coach from the down yard to the up yard and berthed her. A success and without missing a beat, not bad for a vehicle that cost £1!

Coming up this month will be the first induction for the thumper gang so they can work on 1305. Currently we have between 15 and 20 volunteers attending this day and others who cannot make this one but want another date – around 30 volunteers for 1305 in total.

Most of these volunteers are brand new members who have never volunteered at Bluebell Railway before. This is proof, if it were needed, that 1305 is bringing a new group of people into the Railway.

GET INVOLVED

If you would like to volunteer, then contact ben.wetherall@bluebell-railway.com, follow the gang's progress on Facebook at [1305 Oxted Thumper Gang](#) and on Instagram [@1305s_thumpstagram](#). Or if you would like to donate to the only Bluebell Railway-owned ex-BR diesel traction, then there is an option in the dropdown for 1305 in the [Bluebell Railway Trust's web page](#).

News in Brief

FENCHURCH ENTERS SERVICE

Stroudley Terrier No. 72 'Fenchurch' has been out and about on a number of days of crew familiarisation, easily handling three vintage bogie carriages between Sheffield Park and Horsted Keynes. We re-start our [public train services](#) over half-term week, 11–19 February, and then are running at weekends through to the end of March. Because of engineering works these services are only operating between Sheffield Park and Horsted Keynes. (Photo: Tom James)

SIR ARCHIE GAINS A BOILER ...

Andy Kelly's photo shows that the boiler of No. 34059 'Sir Archibald Sinclair' has been temporarily reunited with the frames to check the fit, and in particular that it is sitting level on the various boiler supports. There is more to do (including fitting the ashpan) before the boiler is retubed and permanently mounted on the frames.

... WHILE 84030 GAINS A SIDE TANK

The 84030 group, converting BR Standard 2MT 2-6-0 No. 78059 into a member of the hitherto extinct 2MT 2-6-2T class, have been making great progress, documented in [their recent newsletter](#). The latest major component is the right-hand side tank, which has been constructed off-site.

JOIN THE 500+ CLUB

The 500 club is one of the main ways to support the Railway's Battle of Britain class locomotive 'Sir Archibald Sinclair'. Members are entered for a regular draw to win prizes, with the surplus money used to help fund the locomotive's restoration. Entries for this year close on 28 February – for more information, see the [500 club web page](#).

PROGRESS AT VAUX END

The winter's major infrastructure project is the replacement of 520 yards (26 track panels) of track in the vicinity of Vaux End, north of Horsted Keynes. At the time of writing, all 26 panels had been relaid – ballasting and tamping will follow. There will be a full report in the next issue of *Bluebell News*.



The Bluebell and Southern Railways Archive

By Roger Price, Bluebell Railway archivist *Photo by* Tony Hillman

In *The Bluebell Times* issue 29 ([January 2022](#)) I wrote an article about the transfer of the collection from Horsham to Beare Green and I am now able to announce that the facility is going to be open for public viewing and research from March this year. Initially this will be on a Tuesday twice a month. To limit numbers attending it will be necessary to prebook via archivist@bluebell-railway-museum.co.uk at which time you will be able to agree dates and times as well as get directions to the site.

WHAT DOES THE ARCHIVE CONTAIN?

The collection is growing all the time but here are the main headings of what we have available.

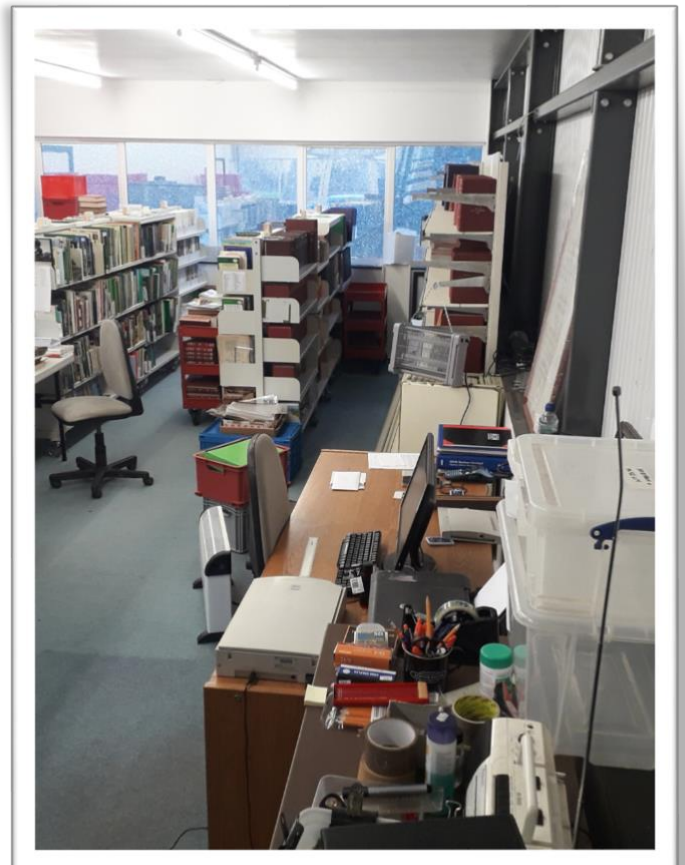
- Many working timetables for the Southern Railway and most from all divisions of the Southern Region of British Railways. Plus a limited number of pre-grouping WTT.
- Carriage working notices
- Locomotive diagrams for both timetable trains and many special workings
- Weekly Special Traffic notices
- Bound copies of complete collections of *Railway Magazine*, *Modern Railways*, *Steam Railway*, *Railway World*, *Railway Observer* (RCTS)
- A comprehensive collection of Southern-based societies' journals
- Large collection of railtour itineraries
- Collection of over 2,000 Ordnance Survey 25" to 1 mile scale maps covering the whole southern region from Kent to Cornwall
- Some 500 tubes containing track plans of many stations, depots and workshops
- Huge collection of carriage and locomotive drawings the latter still being catalogued

- Vast collection of Southern-related commercial books and publications
- Signal box diagrams from many stations

This is just a flavour to which you could add royal train notices, accident reports and much more.

The building also houses the photographic collection which is growing rapidly with images from a number of respected photographers. Many of images are on the museum website available to purchase.

The Archive is situated in Beare Green on the A24 Dorking to Horsham road and can also be reached by train to Holmwood station or by bus with a ten minute country lane walk.



Carriage Shop Donates £2,500

Words and photos by Chris Wilson, Horsted Keynes carriage shop

The Carriage Shop volunteers are delighted to be able to start 2023 by making two donations to very worthwhile projects. Following a successful Autumn season we have been able to donate £1,500 to the Horsted Keynes Station Fund and £1,000 to the restoration of the [Maunsell Dining Saloon No.7864](#).

We would like to thank all the customers who visited us and everyone who has donated items to us – without which these financial donations would not be possible.

We would also like to send a special thank you to Matthew Cousins and his small team of volunteers who have repaired and painted the Carriage Shop roof and have made a start on tidying up the side of the Carriage.

During the last week of February it is planned for the Carriage Shop to be moved from its current location on platform 1 to further South towards the end of the platform. This is to allow for essential work to the canopy to be completed and following that the much-needed repair work to the platform edge. We expect to be in our new location for most of this year. The great news for us is that we will be able to open the shop and customers will still be able to visit, so we can continue our fundraising activities.

The Carriage Shop is on platform 1 at Horsted Keynes station and sells second-hand books, models, DVDs, bound magazines, jigsaw puzzles and other railway & transport collectibles. Proceeds from these sales are donated to Bluebell Railway projects.

The Carriage Shop will have extended opening days for the February half-term and all the latest news and further opening times are available on our Facebook page:

[facebook.com/BluebellRailwayCarriageShop](https://www.facebook.com/BluebellRailwayCarriageShop) To contact us regarding a donation of items please email: bluebellrailwaycarriageshop@gmail.com



Tony Clements Maunsell 7864 Group project leader. For further information on this project visit:

<http://www.bluebell-railway.co.uk/bluebell/pics/7864.html>

New Additions to the Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

This month we have added another 174 of John Scrace's photographs to the Bluebell Railway Museum website. This batch contains stations and signal box locations beginning with the letter 'P'.

We now have more than 18,500 images available to view and order. Every photograph sale directly benefits the Photograph Archive giving us much needed funds to invest in conservation and storage materials.

This year we plan to add more images from John Scrace and Joe Kent, who already feature on the Museum website. We also have views from other photographers being digitalised and catalogued including some very nice shots from the 1930s.



Above:

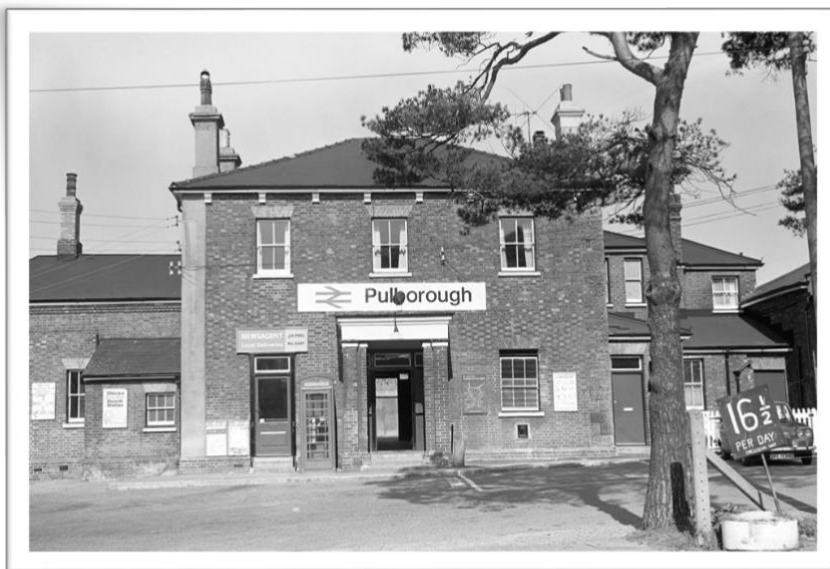
View of Petersfield Signal Box and crossing gates, looking north, on 15 November 1967

John Scrace [082672]

Left:

View of Pulborough station on 14 April 1974

John Scrace [082725]



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, 10 February

By Tony Hillman, assistant museum curator

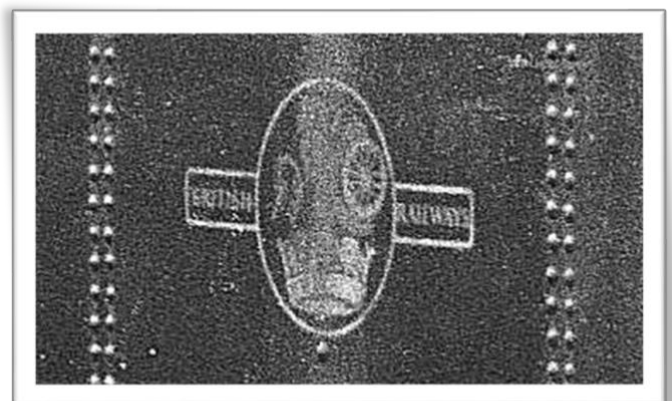
Three pictures from the Bluebell Photographic Archive taken on 10 February. Thanks to Martin Elms, John Creed, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and providing the notes.



Friday 10 February 1961 in Platform 2 at Eastbourne station and LBSCR 0-6-2T No. 32504 is coupled to a 2-car Push Pull unit, although the locomotive is not obviously PP fitted. The train is likely the 1.11 pm to Hailsham as both the loco and carriage working duties match. If correct then No. 32504 is working Brighton Duty No. 755. This comprised various freight duties at Haywards Heath, Eastbourne and Polegate before the passenger turn seen here, then return to Eastbourne, a freight at 3.05 pm to Lewes, and finally from there the 8.30 pm freight to Brighton.

The E4s were designed by Robert Billinton and No. 504 (as then numbered) was built at Brighton Works in September 1900. Originally named *Chilworth*, No. 504 like all the E4s lost its name between 1905 and 1910 following livery changes introduced by Billinton's successor D.E. Marsh. Between October 1917 and April 1919 No. 504 saw war service, as a R.O.D. locomotive, in France. It was withdrawn in November 1961. The

more observant will notice that it has a right-facing BR crest on the tank side. BR originally introduced two versions in 1956, left and right, so that the lion always faced towards the front of the locomotive. However, the College of Arms intervened to inform BR that they only had registered the left-facing version so the use of the right-facing version was discontinued.



Push Pull unit No. 618 consisted of two former Maunsell main line coaches, BCK No. 6697 and SO No. 1342, converted in January 1961 to PP use by adding a driving cab to the brake end of the BCK and removing the outer gangways. The set was disbanded in April 1963 with No. 6697 then seeing use on the Hayling

Island branch until its closure. It was then acquired for use on weed-killing trains by contractor Chipman and subsequently purchased by the Swanage Railway where it awaits restoration. *Photo: Alan Postlethwaite [50653]*



Seen on 10 February 1970, Byfleet Junction Signal Box was then 85 years old, having been opened in 1885. Its long life had only a few more weeks to run until it would be replaced by Surbiton Panel Box in the following month. It was an LSWR Type 2 wooden structure, somewhat disguised by the brickwork ARP (Air Raid Precaution) cladding over the lower part of the structure providing "anti-blast" protection from enemy action in WW2. In common with many LSWR signal boxes it was equipped from new with a Stevens lever frame, here of 24 levers spaced at 4½" centres, later extended to 26 levers, and tappet locking.

The box was provided to control the junction between the LSWR Main Line and the spur leading to the Weybridge, Chertsey and Virginia Water Line. This provided direct access for inter-regional trains from the Southern to the London Midland and Eastern Regions

via Kew East Jct. and the North London Line, avoiding the inner suburbs and the West London Line. It also gave invaluable direct access to the new Feltham Marshalling Yard opened in 1921, as well as a diversionary route for trains from the Portsmouth, Southampton and Salisbury directions to Waterloo. The flat junction was replaced by a burrowing junction for Down trains in February 1903 when the Main Line was quadrupled. At the north end of the spur, Addlestone Junction box was built at around the same time as this box, and although having only 16 levers, was otherwise almost a mirror image of Byfleet Junction before the ARP brickwork was added. In other words, standing on the track facing the box, the stairs and door were to the left (North) at Addlestone Junction but to the right (West) at Byfleet Junction.

Behind the box can be seen the former telegraph pole route, already stripped of wires and insulators, probably awaiting removal of the poles after transfer

day with other obsolete overhead equipment. A temporary cable keeps the box in circuit for the present. *Photo: John Scrace [80328]*



Walking back around 140 yards to stand on the London end of Byfleet & New Haw Up Platform, John Scrace recorded the Byfleet Junction Up Home Signals, the semaphores still having a few weeks in service before being replaced by the two single-post colour light signals slightly nearer the camera.

The traditional semaphores on the five dolls on the gantry read, from the left: Up Local to Up Branch Home, and Up Local Home (with Weybridge Up Local Outer Distant as a motorised lower arm beneath), for the track immediately in front of the camera. The Up Branch line to Addlestone Junction leaves the four-track main line immediately behind the concrete P. Way hut almost opposite the signal box. The central doll carries the Up Through to Up Branch Home, and next is the Up Through to Up Local Home signal, which both apply over the crossover just beyond the gantry with the cut-out 20mph speed restriction sign. The right-hand doll carries the Up Through Home signal, again with a motorised Distant signal for Weybridge

beneath. The gantry was provided in 1941 along with the Through to Local connection, which may explain the austere design to minimise use of steel during the war.

Byfleet Junction box was abolished, along with five other signal boxes, in the introduction of the second phase of the Surbiton Panel scheme, on and from Sunday March 22 1970. The two signals shown covered with the "X" hoods were then uncovered, and the arms and lamps of all semaphore signals removed. The left-hand signal, plated S3 for Surbiton, then controlled moves up the Up Slow (formerly Local), as a plain 4-aspect colour light signal, or to Addlestone Junction if the route indicator above was also displayed with a proceed aspect. Signal S5 for the Up Fast (formerly Through) could display either a plain aspect for the main line, or with the upper left route indicator illuminated, to the Up Slow, and with the left horizontal route indicator lit, to Addlestone Junction. *Photo: John Scrace [80331]*



Photo: James Cummins

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 10 March 2023 from
bluebell-railway.com/bluebell-times*

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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.

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