



P class No. 178 on a branch line service, 16 March 2019 Photo: Dave Bowles

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

Issue 2

IN THIS ISSUE

Welcome to Issue 2 of The Bluebell Times, and thank you for all the comments received about Issue 1. Please keep sending ideas and suggestions to the editor (email address on the last page); we will try to incorporate as much material from you, the railway's members, staff and supporters, as possible.

Had 2020 run as expected, we would just have finished Branch Line Weekend, always a highlight of the operational year – as a reminder of what we have missed, but also what there is to look forward to when services resume, the heading photo from Dave Bowles shows Wainwright P class No. 178 heading a service at last year's gala.

We are of course the *Bluebell* Railway, but it looks likely that for the first time in our history, passengers will not be able to appreciate those delightful flowers from the window of a passing train. Peter Edwards, one of our authorised lineside photographers, took the stunning picture of No. 65 amongst the bluebells used as the heading photo in the last issue; in this issue he tells us about how that picture came to be taken.

2020 is the sixtieth anniversary of running the first preservation era services on the Railway. One member who was around then, and is still actively volunteering, is BRPS member No. 1 (and the railway's Chief Signal and Telecoms Engineer) Charles Hudson – he gives us five minutes to discuss his long and storied career on the Railway.

Finally, with Easter coming up, we have a packed section for children, including an Easter-themed quiz and a selection of science experiments from the SteamWorks! Activity Book.

Tom James, Editor

- Society News* 2
- An Evacuee's Story (Part 1)* 3
- A Picture's Worth* 5
- A Closer Look at ... Camelot* 6
- Guess the Year* 7
- Who's that Driver?*..... 7
- A Brief History of Railway Time*..... 9
- Museum Morsel*..... 10
- Five Minutes With ... Charles Hudson*..... 11
- One to Watch, One to Read* .. 13
- Word Search* 15
- Just for Kids* 16
- Emergency Appeal*.....19
- Tail Lamp* 19

Society News

By Steve Bigg, Acting BRPS Chairman

MESSAGE TO THE BRPS COMMITTEE FROM ACTING CHAIRMAN STEVE BIGG

By now you will have had the opportunity to reflect upon Graham Aitken's resignation as Society Chairman. I would like to thank him for his leadership and hard work in the role, and from a personal perspective for always fostering a friendly and open working relationship over the almost four years we have worked together. I was sad to learn of his decision, but can understand his reasoning and respect his decision, as I trust you will also. I know he has spent much time reaching it, and that it was made before the full extent of the Covid-19 implications had become clear.

I can confirm that I am willing to assume the role of Acting Chairman with immediate effect to ensure we maintain the continuity that is so important in these difficult times. I sincerely trust that you will lend me your support in this endeavour, and if so, it will be genuinely appreciated.

Looking to the more immediate future I am very clear that we must now focus on the forthcoming months, which as we all know will be a period of immense challenges facing all of us as individuals, as well as all organisations both large and small. The scale and pace of these challenges is, as we are being made aware on a daily basis, quite unprecedented, and you've been made aware that our Plc Board colleagues have already had to make some difficult decisions at a pace dictated by rapidly escalating developments. My deeply held view is that the number one priority for the Society at this time is to provide total support to our Plc colleagues in any way we can with their endeavours in guiding the Bluebell Railway through the challenges of the months ahead. I am certain I can count on your total support with this aim.

In the light of current events, we must also ensure that routine Society business is reviewed and reprioritised so as to permit full focus on the major issues referred to above. As you know, the decision has already been made to postpone the Society EGM/AGM until further notice, and that the Diamond Jubilee fundraising campaign has also been postponed until the current crisis is over. There can be no doubt that other important Railway-wide decisions will need to be made in the weeks and months ahead. In this connection I have asked BRPS General Secretary Gavin Bennett to investigate the utilisation of telephone conferencing to provide a facility for the Committee to hold remote meetings to deal with our future priority business agendas.

Going forward, and with Gavin's assistance, I will ensure that you are all kept informed of further developments and necessary decisions in what will be a fast-changing scene in the coming weeks and months. In the meanwhile, I send my sincere good wishes to you and your families for your good health in these worrying and challenging times.



An Evacuee's Story (Part 1)

By Malcolm Stroud, education guide and museum steward

Pictures Malcom Stroud or as credited

Malcolm Stroud was evacuated by train from his home in Surrey to Mid-Wales during World War II. He is one of the Bluebell Railway's education guides and takes part in the evacuation exercises for visiting school groups, recalling his experiences for younger generations.

He has now written about his wartime evacuation and we will be publishing his story over the next few issues of The Bluebell Times.

In the first part, Malcolm tells us about the early days of the war and his departure on the evacuation train. – Ed.



At the declaration of war on Germany on 3 September 1939, I was three months short of my fifth birthday.

I have a clear memory of air raid sirens sounding within

minutes of the declaration being announced on the radio. My family lived in Epsom in Surrey and, after the sirens sounded, several families gathered in the front room of a neighbour who had made the room as gas-proof as possible. Looking back, this was not such a good idea because with no supply of clean air, we could have run out of breathable air. But we did have gas masks - at the time there was a great fear that Germany would use gas and people remembered the terrible experiences of gas in World War I.

From then on, other than rationing of food and clothing, the war largely passed us by. Large numbers of troops from the colonies and dominions that made up the British Empire were in evidence but not much else that we children were aware of. However, concrete pill boxes and tank traps were appearing. Also, those of us whose families had gardens were given Anderson air raid shelters. These were made of corrugated iron and partially buried in the ground and covered with soil and sandbags.

In our shelter the lower part was lined with concrete with a soakaway at the back. Father built a porch on the outside with the entrance at right angles to the shelter entrance. He made this out of timber and

sandbags. During air raids he would remain here on watch while mother and we three boys were in bunks in the shelter.

When the Battle of Britain took place in the summer of 1940, the raids by the German Air Force (The Luftwaffe) took place during daylight. That meant a large proportion of our schooldays were spent in reinforced concrete air raid shelters in the school grounds. The shelter had a set of concrete steps set at right angles to the entrance and protected by soil and sandbags. The whole thing was covered in soil to protect against blasts.

At the far end was a vertical ladder that led to an emergency exit which, from the outside, looked like a drain cover. Alongside was a chemical toilet to allow for natural functions. Needless to say, this was not a popular part of the shelter!

After mid-September 1940 when the German Air Force switched to night bombing (the offensive known as the Blitz), Epsom was relatively safe.

Unfortunately, our shelter had been placed over an underground stream. This resulted in my health





A policeman helps young evacuees and the nun escorting them at a London station on 18 May 1940. Photo © IWM (LN 6194)

being affected so we had to cease using the shelter for the rest of the Blitz. With the gradual cessation of the Blitz, life in Epsom became routine with very little interruption by the German Air Force who were busy elsewhere.

At some date that I am not aware of the British intelligence services managed to steal a German flying bomb (the correct name is the V-1 but we called it the buzz bomb or the doodlebug). After our experts had learned all they could from it, the complete V-1 was taken on a tour of the Home Counties so the civilian population knew what to expect. I remember being taken to see it in the car park at Tolworth railway station.

In the summer of 1944, the V-1 offensive began. As this was a random weapon that could come down anywhere in the Home Counties, the Government forestalled this by a second wave of evacuation taking place a month before the first V-1 was launched against Southern England.

After I was evacuated, a V-1 came down in Ashley Road. It hit the roof of the police station without exploding, then crossed the road and ploughed into a block of flats known as Ashley Court causing a considerable loss of life. When the war was over, I remember going to the Methodist Church next door where all the windows had been broken by the blast and were boarded up.

Much had been learned from the first wave of evacuation in 1939 - this time it was not so rushed. We were evacuated as schools with some of our

teachers coming with us. I remember leaving Epsom by train to London where we were taken to Paddington station where we boarded a train to an unknown destination.

Our school party from the Pound Lane Primary School in Epsom finally arrived at our destination. Normally nobody knew where the other groups of evacuees left the train. There was one exception. I asked one of our teachers why my best friend John Lisney was no longer with us. Miss Bow, one of our teachers, told me John had left the train at Hay-on-Wye with the other Roman Catholic children as it was one of the few towns in the area with a Roman Catholic church.

Looking back, it is obvious that the authorities were considering both our physical and spiritual welfare.



Flying bomb: V1 bomb damage in London, 1944
Civil Defence rescue workers search for survivors following a V1 attack in Norwood, London. Photo © IWM (D 21211)

(To be continued. In the next instalment, Malcolm tells us about his host family and life in a new school).

A Picture's Worth

By Peter Edwards, authorised lineside photographer



It's often said that "a picture is worth a thousand words". In the last issue, we included a photograph of one of our locomotives travelling along the line with bluebells in bloom on the banks. It was taken by Peter Edwards who is one of the authorised and safety-trained lineside photographers. The photo was taken from a place of safety on the lineside.

We asked him to tell us the story behind the image – which he has done in considerably less than a thousand words! – Ed

For many years I have admired published photographs of Bluebell Railway locomotives with trains passing bluebells on the lineside in spring and I have made numerous attempts to capture such an image. After all, bluebells and primroses are the wildflowers that so impressed passengers in the early days of the line back in the 1880s.

Photographers with a Bluebell Railway permit can access Lindfield Wood which is about halfway between Sheffield Park and Horsted Keynes stations. It has a carpet of bluebells along the west (up) side of the deep cutting that runs along most of its length. In recent years I have been there during the bluebell season trying to obtain a good photo. However, the challenge is great because the bluebells are generally at their best for a short time and the weather is not always favourable.

The photo in question was taken on Saturday 5 May 2018 as the 2:45pm train from Sheffield Park climbed the gradient through the woodland and I had a position looking over the sunlit bank of bluebells. This image is among the best that I have taken in Lindfield Wood.

You will notice the shadow over the leading coach; an hour earlier this did not fall across the line when the Q Class passed by. This was an extremely hot Bank Holiday weekend and the exhaust from O1 Class No. 65 has only a trace of steam.

In my experience photographers can never get a perfect shot; there is always something that could be better. But in this instance I was very happy with the photo and fortunate to have been in the right place at the right time.

The photo was taken using a handheld Canon EOS 550D with 18-55mm lens, ISO400, 1/320sec and f 10. The original image has been cropped, sharpened and slightly brightened in the shadows using photo editing software.

Editor's note: members of the public should stick to public footpaths, public areas and our stations when photographing trains. Lineside access is granted only to people with a valid permit who have completed one of our training courses including safety regulations. Details of the accreditation course are at https://www.bluebell-railway.com/whats_on/lineside-photography-permit/





Photo: Andy Kelly

A Closer Look at ... *Camelot*

It's time once again to put on your overalls and get ready to look inside one of our locomotives.

This time we're looking at one of our younger engines. It was built only 13 years before the final British Railways passenger steam trains ran on the main line.

If you've visited the Bluebell Railway recently, you'll have probably seen this engine on the line because it is one of our currently operational locomotives.

It's a hungry and thirsty loco requiring a lot of coal and water.

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

CAMELOT IN FACTS AND FIGURES

Name	<i>Camelot</i>
Number	<i>73082</i>
Class	<i>5MT (Mixed traffic, i.e. equally suited to goods and passenger traffic)</i>
Wheel arrangement	<i>4-6-0</i>
Built	<i>1955 for British Railways at Derby</i>
Designer	<i>R.A. Riddles</i>
Cylinders	<i>Outside, 19" x 28"</i>
Boiler pressure	<i>225 psi (pounds per square inch)</i>
Tractive Effort	<i>26,120 lbf</i>
Length	<i>62 ft 7 ins</i>
Weight	<i>129 tons</i>
Driving wheel diameter	<i>6 ft 2 ins</i>
Tender capacity	<i>7 tons of coal and 4,725 gallons of water</i>
Valve gear	<i>Walschaerts</i>

Information taken from '[Locomotives, Carriages & Wagons preserved on the Bluebell Railway, 2020 Edition](#)' produced by Michael Philpott, available from the Bluebell Railway's online shop

Guess the Year

Here's another photo from yesteryear to test your knowledge of the Bluebell Railway.



Photo: Bluebell Railway Museum Archive

You'll notice straightaway that it's from the early days but we're not giving you any more clues.

Can you:

- ➔ Name the character played by the man in the white hat?
- ➔ Give the name of the actor who played this character?
- ➔ Tell us the specific occasion which prompted this photograph?
- ➔ And, of course, name the year?

Information from '[Bluebell Railway: Sixty Years of Progress 1960-2020](#)' by Colin Tyson, available from the Bluebell Railway online shop.

Answers in the next issue.

For answers to the last quiz, see next article.

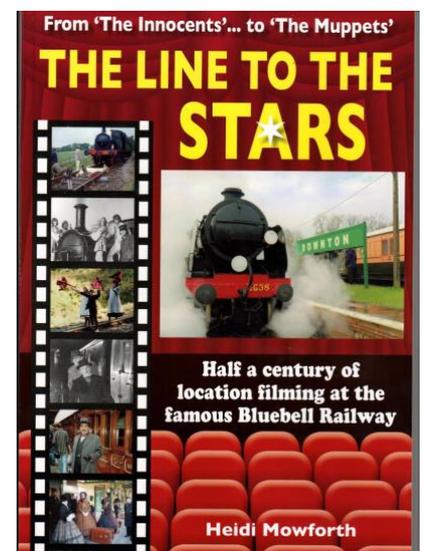
Who's that Driver?

In the last issue, we showed you a picture taken during filming for one of the pop videos shot at the Railway and asked you some questions about it.

Here are the answers:

- ➔ The singer was Sheena Easton.
- ➔ The song was 9 to 5 (My Baby Takes The Morning Train).
- ➔ It was filmed at Horsted Keynes station.
- ➔ The year was 1980.

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





Who's that driver? Photo: YouTube, music EMI/Warner Chappell

Among those who sent us the correct answers was Christine Beckley whose husband, Peter, is a member of the Museum Photographic Archive team.

The photo prompted her to look at the [official music video on YouTube](#) and she has now posed a question of her own.

Christine says: "What really intrigued us was the driver. Was he one of the Bluebell drivers who just happened to be rostered for his "five minutes of fame", or was he an actor pretending to drive the loco? Would love to know so perhaps you would be able to let us know."

The short answer is: we don't know. So we're throwing this one open to the readership.

If anyone knows who the driver was and any more details, please email bluebelltimes@jamesquared.com and we'll put the information in a future issue.



Who's that driver? Photo: YouTube, music EMI/Warner Chappell

A Brief History of Railway Time

By Malcolm Johnson, museum steward

Time was an important dimension to railways and many people's idea of a traditional station or railway worker will involve a clock or a pocket watch.

By 1840 it was possible to make railway journeys to most large towns in Britain. Today we know that if our smartphone says that the time is 14.12 hrs in our home, it is also 14.12 hrs in London, Glasgow or Cardiff; in fact anywhere in Britain.

And if a Bluebell Railway train pulled by locomotive 847 is due to leave East Grinstead Station at 15.30 hrs, then, footplate crew willing, it will leave at 15.30 hrs as seen on our smartphone or anyone else's timepiece anywhere in Britain.

Before the early part of the 19th century, time was a fairly uncertain thing. Every village would set its time to a sundial. This meant that 12.00 noon (sun at the highest point in the sky) in one place was different from every other place due to the spinning of the earth. And worse, once you have set your clock to your village's time, it would vary against the noon sun by more than 15 minutes fast or slow depending on the time of year. This is caused by the earth's irregular speed around the sun.

The first step to standardise time was taken in the early 19th century when "local mean time" was introduced. This ignored the daily peak position of the sun and took a mean value for the time of noon.

The spinning of the earth causes an east-west time difference. This means that Bristol mean time is 10 minutes after London mean time – the clock on the outside of the Corn Exchange in the city has a separate hand showing the 10 minutes difference. Penzance is even later.

Telegraph had yet to be developed and the only people concerned about the time issue were the railways. Railways ran to timetables and trains were despatched according to the timetable. All railway workers whose duties could influence the

running of trains were given a pocket watch which were often called a "railway chronometer".

Confusion could be dangerous as well as inconvenient. In 1840 the Great Western Railway, only seven years into its existence, had had enough of the lack of standard time and set their entire system to work on London mean time. They suffered the most as a lot of their services ran west-east. However Barrow-in-Furness was worse, being almost thirteen minutes behind London.

In 1846 the Liverpool Manchester Railway adopted London mean time as their standard time. In 1847 the Railway Clearing House decreed that all railways should move to what was already being called Greenwich (London) Mean Time (GMT). By January 1848 all railways in Britain were using GMT. This was known as "Railway Time".



LB&SCR clock Photo: Malcolm Johnson



Bristol Corn Exchange clock, with separate minute hands for Greenwich and Bristol time. Photo: Paul Bromley

With telegraph networks developing fast there was soon pressure across the nation to move to a standard time. It was not until 1880 that Britain

Museum Morsel

By Tony Hillman, assistant curator, Bluebell Railway museum

A consensus has been reached among the museum stewards and others about the origin of the Silver Tankard described in the last edition.

The interpretation card which will go on display with the tankard when the museum reopens says:

"The silver-plated tankard was made by Elkington in Birmingham. It has various marks, including '1 pint'. The use of a verification mark was compulsory on all vessels serving alcohol after the 1876 Weights and Measures Act. The marks show that the tankard was assayed in Birmingham in 1897 and verified in Wimbledon. It is inscribed SWR Refreshment Department on the base. The London & South Western Railway was sometimes shortened to just SWR. It would have been used either in a Railway-owned hotel or at, say, Waterloo Station."

For me the most fascinating find was that the W inside a circle containing SURREY meant the tankard had been verified at Wimbledon.

Many thanks to all those who contributed.

adopted London mean time as the national standard time known as Greenwich Mean Time, GMT. After 32 years Railway Time was no longer needed.

A working-class person in the middle of the 19th century is unlikely to have owned any timepiece, never mind a pocket watch. To have one was not only a sign of social status but to a railway worker a "badge of office".

It is believed the railways of the UK invented the practice of presenting certain staff with pocket watches when they retired.

For many of us at the moment we probably have a lot less reason to look at our time pieces or array of other time indicators that we now own and use. Perhaps we will look to ensure that we tune in to the 5pm virus update news conference from 10 Downing Street.

But when we do, it's worth considering the challenge to the early railways. When the 4.50 from Paddington was dispatched it was 4.40 in Bristol and in Penzance it was even earlier. What a revelation it must have been to have "time shifted" with the introduction of Railway Time.



Five Minutes With ... Charles Hudson

Name

Charles W Hudson MBE, Fellow of the Institute of Railway Signalling Engineers

Role

Chief Signal & Telecoms Engineer

How long have you been involved with the Bluebell Railway?

61 years – since 1959.

How did you first become involved?

Local press coverage of the first BR closure and subsequent re-opening with the 'sulky service' followed by the final closure.

What was the atmosphere like at the first meeting?

Although basically enthusiastic there were many searching questions asked – particularly as there was less than £100 in the kitty!

How did you end up becoming the first member of the newly formed preservation society?

Because of transport problems, my friend and I arrived at the inaugural meeting just after it had started. Feeling a little conspicuous, we sidled into two seats just inside the door and in front of a person sitting at a small table. Towards the end of the meeting, the chairman, Bernard Holden, invited the assembled gathering to subscribe as members.

The chap at the little table behind us turned out to be the first Society Treasurer, so I turned around and placed my £1 note on his table and was given his first receipt!

Back in 1959/1960, how long did you think the Bluebell Railway would last?

Never really gave it a thought but I had no reason to think it would not.



Removing some temporary switch panel wiring underneath Horsted Keynes Signal Box in 2011, following the comprehensive overhaul of the lever frame

What would the younger self think of the Bluebell Railway in 2020?

It would be amazed at the progress that has been made.

What was your professional career?

Professional Railway Signal Engineer.

What does your Bluebell Railway job involve?

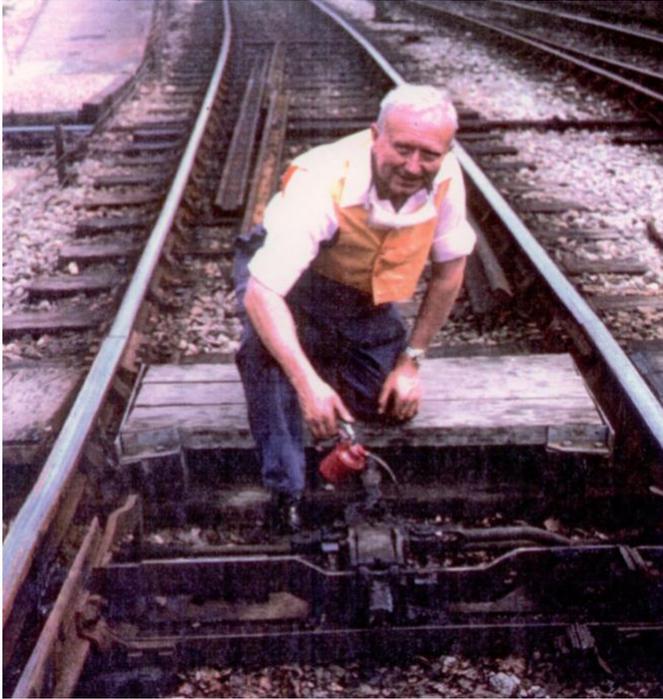
Overall responsibility for the safety, maintenance and new works of the BR signalling systems in accordance with the various principles and regulations.

How often do you volunteer at the Railway?

Two to three times a week at the railway, plus at least another day at home on admin work. Sometimes work can be quite intensive.

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

I do not work in any other department as such, but much S&T (Signal & Telecoms) work involves closely working with the Permanent Way department, for example where points and crossings or other track-related work is concerned.



Carrying out point maintenance at Horsted Keynes, 1992

We sometimes have to seek assistance from the Infrastructure Department when heavy plant is required.

What's the best part of your job?

Successfully commissioning new works following much restoration/preparation over many months - or even years!

What's the worst part of your job?

When things go wrong!

What is your earliest train memory?

With my parents visiting Eastbourne during the War.

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

No.

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

Cannot remember anything in particular.

How sustainable did you think heritage railways were before the current crisis?

Provided they adapted to meet customers' expectations and developing trends, I think the larger ones, such as ourselves, had a sustainable future. Not so sure about the smaller organisations though.

And now?

With the dedication and determination of the full-time staff and volunteers I think 'we shall overcome' – we have put so much effort into BR over the years that we cannot allow it to slip away!

Anything else you want to tell us?

I don't think so.

BLUEBELL BITES

S&T or C&W?

S&T

Semaphore signals or colour light signals?

Either – CLS will not remain for ever, as technology will do away with lineside signals one day!

Upper quadrant or lower quadrant?

Upper quadrant

Bluebells or primroses?

Bluebells

Single track or double track?

Either – I am happy working on both

Tea or coffee?

Either – I drink both ... or, occasionally when off duty, something a little stronger perhaps!

Many thanks to Charles for taking part. If you would like to feature in a future "Five Minutes With ..." or would like to suggest someone to take part, email me at bluebelltimes@jamesquared.com – Ed.

One to Watch, One to Read

Everyone has a lot of downtime at the moment and is looking for ways to fill their time while stuck at home.

Never fear, The Bluebell Times is here.

We asked people across the railway to recommend a railway-related book, TV programme and film which others might enjoy.

Here are some of the responses. We had far too many to include them all in this issue so apologies if your choices weren't mentioned this time. We'll include more recommended reading and viewing in future issues.

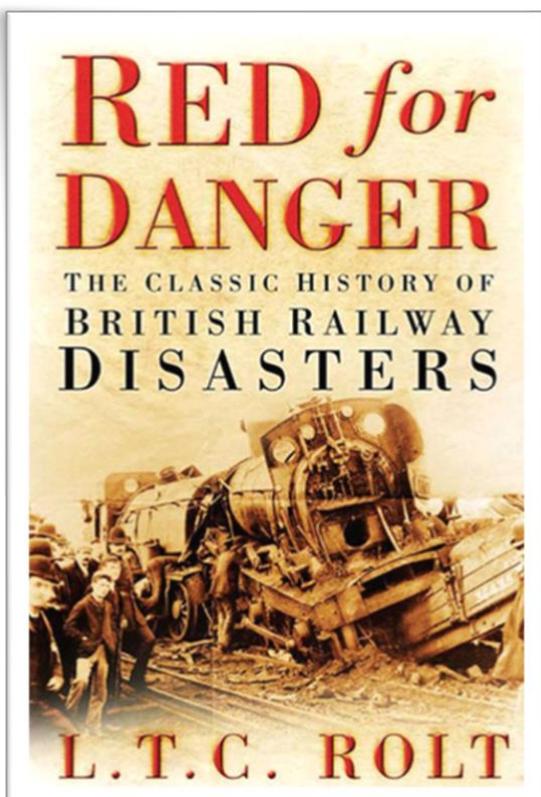
Book: "Railway Adventure" by Tom Rolt is a classic of the very early years of preservation on the Talylyn.

"LBSC Footplate Experiences: Reminiscences at New Cross" (Reminiscence Series) by Curly Lawrence

TV film: "The Railway Children" ITV version, filmed at the Bluebell.

Film: There are many class films from the BFI available on YouTube: "Snowdrift at Bleath Gill" is well known, but for a more local look, "Farmer moving South" (1952) covers a journey by rail that ends in the nearby LBSCR station of Harting.

Tom James, Fireman



Book: "Red for Danger" by LTC Rolt. (I reckon this will be the most recommended title by far!) – worth reading and re-reading

TV. "The train now departing: 20 years after the end of steam". BBC 1988. 6 Episodes.

Film 1: "The Train" (1964 – set in occupied France and starring Burt Lancaster)

Film 2: "The Titfield Thunderbolt"

Film 3: "The Ladykillers" – contemporary shots of trains in and out of Copenhagen tunnel, and of course the final scenes with Herbert Lom and Alec Guinness.

Roland Law, Driver

Book: "Agatha Christie's Miss Marple – 4:50 from Paddington"
(reading it at the moment!)

TV: Agatha Christie's Poirot – The ABC Murders

Film: "The Titfield Thunderbolt" (of course!!!)

Ruth Rowatt, Interpretation and Education Development Manager

Book: "Firing Days at Saltley" Vols 1&2 by Terry Essery

TV: "Engines Must Not enter the Potato Siding" – BBC documentary from 1969 comparing the modernisation of the West Coast Main Line and the rundown and closure of the Great Central route

TV film: "The Signorman" based on the story by Charles Dickens and starring Denholm Elliott

Russell Pearce, Driver

Book: "Tiny Stations An Uncommon Odyssey Around Britain's Railway Request Stops" by Dixie Wills

Film 1: "Murder on the Orient Express" (2017) – director Kenneth Branagh

Film 2: "The Taking of Pelham 123" (1974) – director Joseph Sargent

Film 3: "The Train" (1964) – director John Frankenheimer

Iain Gardner, Porter Sheffield Park

Book: Any book by the Middleton Press about a railway line, past or present, in your area. The photographs and brief text are excellent.

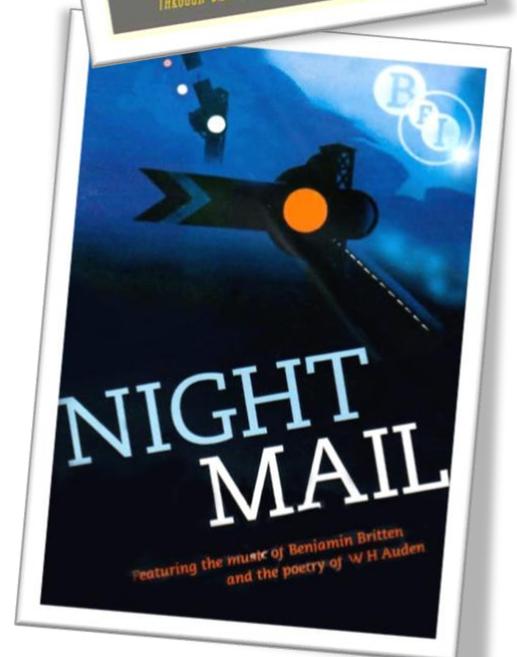
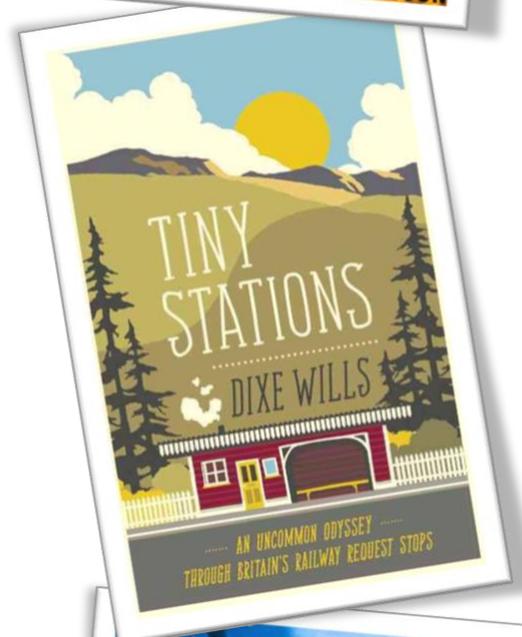
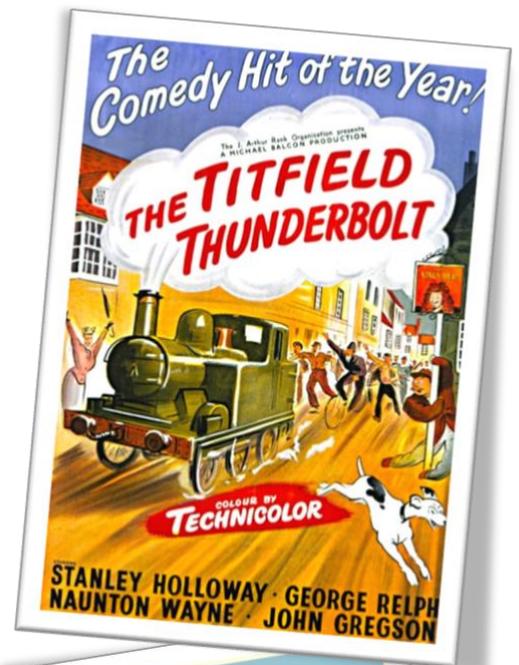
Film: "Night Mail" – a documentary film, black and white, 24 minutes, made in 1936 with a commentary by WH Auden. It is a railway-related film suitable for all ages. Once viewed, always remembered.

Peter Edwards, education department

Some of these titles may be available in the [Bluebell Railway's shop](#) which is currently trading online only.

If you register to use [easyfundraising](#) or [Amazon Smile](#), the railway will receive a donation with every purchase - at no cost to you.

If you have any recommended railway-related reading, watching or listening for fellow Bluebell Railway members or the general public, please email them to communications director Paul Bromley paul.bromley@bluebell-railway.co.uk and use the subject 'Recommended reading'.



Word Search

There's a dining theme to the grid this time.

All the words relate to one of the special dining experiences at the Bluebell Railway.

The words may be hidden horizontally, vertically and diagonally: forwards and backwards.

So grab a pen and, as you complete the puzzle, just imagine you're sitting in a luxury Pullman carriage being pulled along by a steam train through the lovely Sussex countryside. What could be nicer for a special occasion or family event!

No prizes but we will reveal the answers in the next issue along with a new word search.

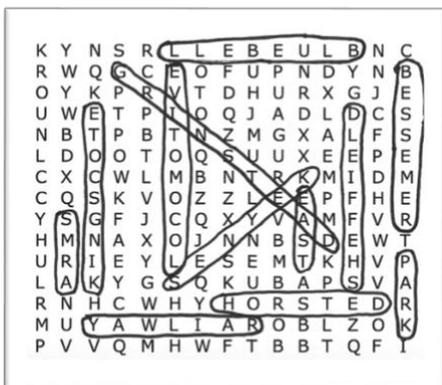
Good luck.

Information on [all the dining services at the Bluebell Railway](#) are on our website.

Bluebell Times Word Search No 2

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

GOLDEN
ARROW
WEALDEN
RAMBLER
SUSSEX
BELLE
RAIL
ALE
FISH
CHIPS
PIE
MASH

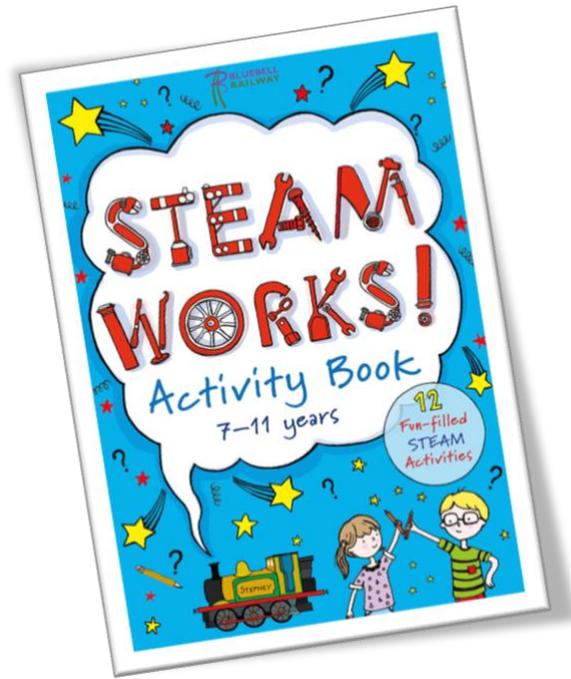


And here are the answers to the Word Search from issue 1. Well done to everyone who managed to find the hidden words.

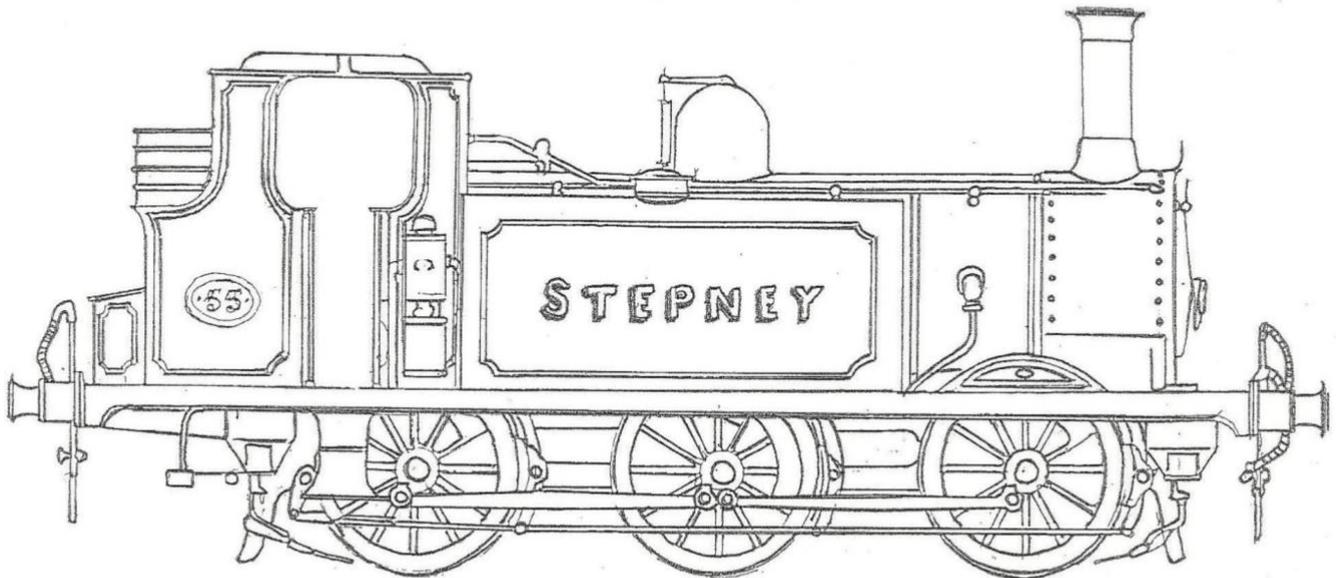
Just for Kids

This month, we've got an Easter-themed quiz, Stepney to colour in and some exciting science experiments to try at home. These experiments, and eleven more fun-filled activities, can be found in the [SteamWorks! Activity Book](#), available from the Bluebell Railway's online shop.

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

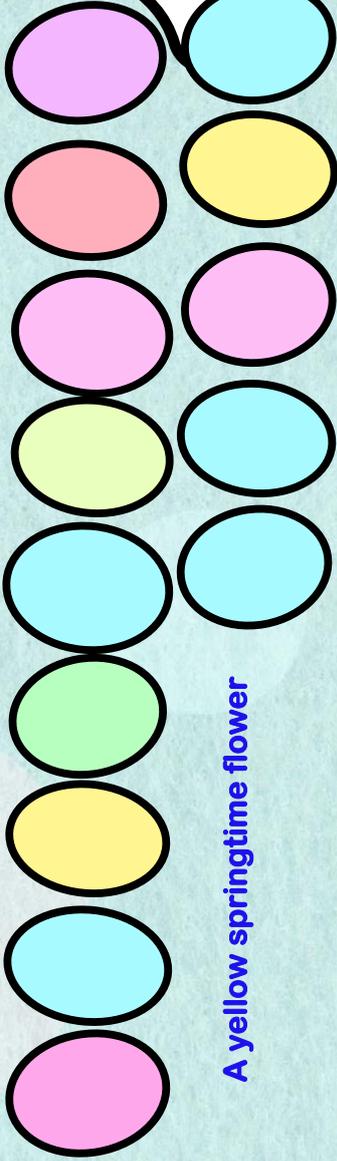


Colour Me In

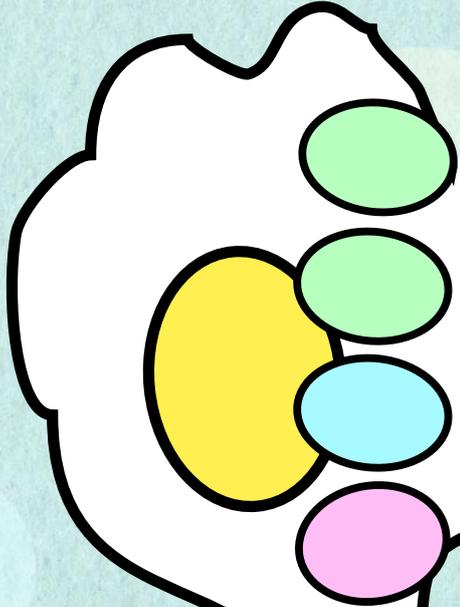


**London Brighton and South Coast Railway No. 55
"Stepney"**

Lucky children get eggs made of this



A yellow springtime flower



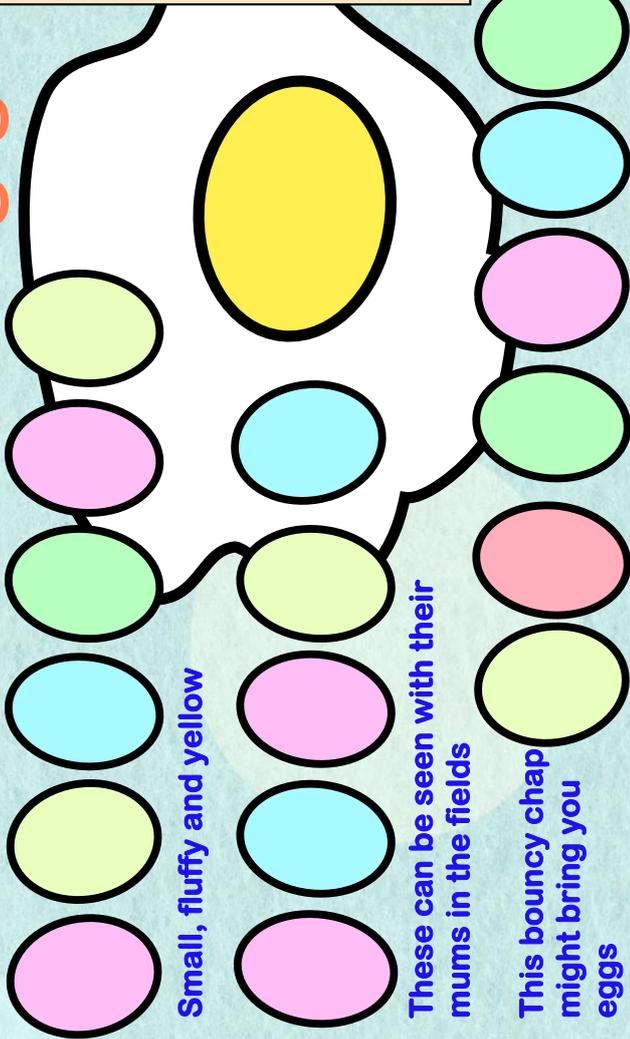
Can you unscramble the letters to find the answers to the clues?

Scrambled Eggs

These are all the letters you need

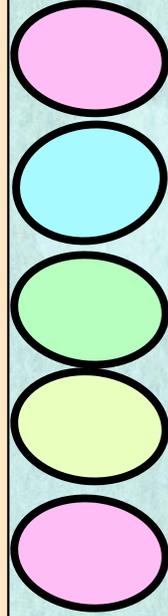
a d f c o l c t n s
e f e t o r l b u i y
c n h a m k s a s
a d i o c b l e s h

Small, fluffy and yellow



These can be seen with their mums in the fields

This bouncy chap might bring you eggs



FUN SCIENCE

Here are four simple science experiments to try at home!

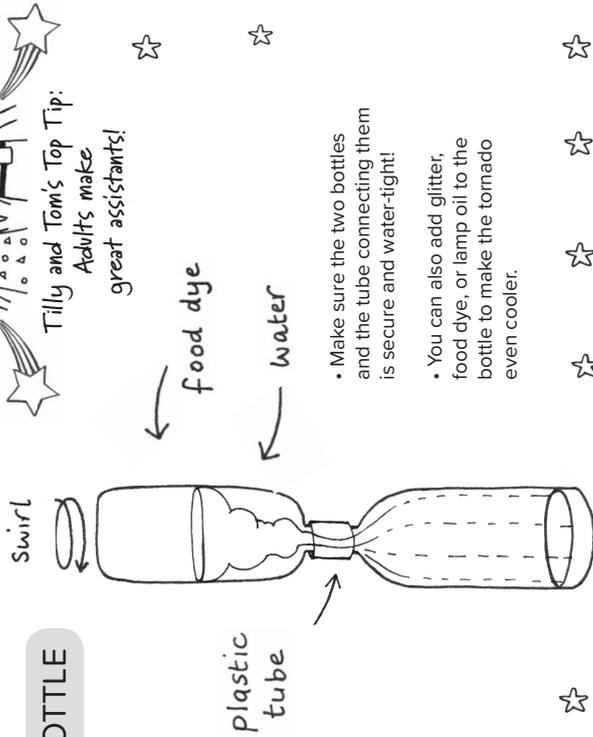
TORNADO IN A BOTTLE

THE SCIENCE

In the boiler of a steam engine, steam rises up into the steam dome to be used and the water sinks to the bottom where it can be heated by the fire.

Similarly, in this experiment, as the water flows into the lower bottle the air is forced up, creating the tornado effect.

Engine designers have to understand how to use this science to make the locomotive work.

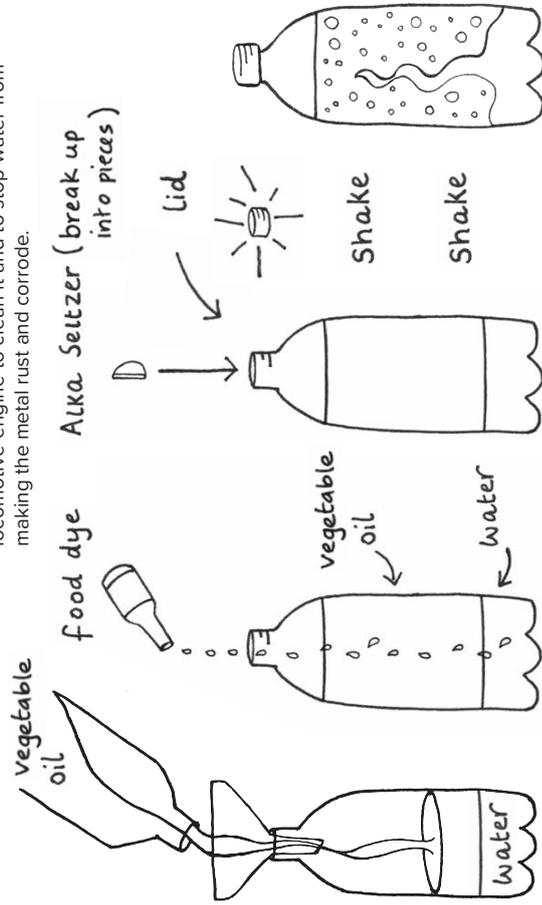


- Make sure the two bottles and the tube connecting them is secure and water-tight!

- You can also add glitter, food dye, or lamp oil to the bottle to make the tornado even cooler.

LAVA LAMP

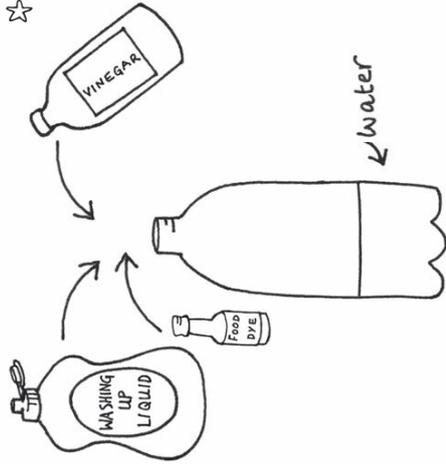
THE SCIENCE Here you will discover that oil and water don't mix. Every day, cleaners brush and rub oil over the locomotive engine to clean it and to stop water from making the metal rust and corrode.



VOLCANO

THE SCIENCE

When liquid becomes gas it expands and needs more space ... just like in the boiler of a steam engine! Only, with the steam engine, we don't let the gas out - we use the extremely high pressure to push the engine along!

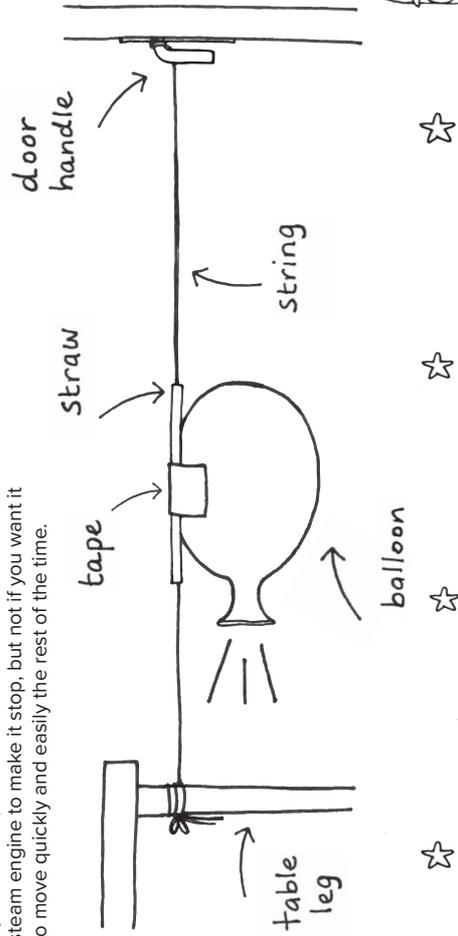


- Also works by dropping a few Mentos sweets into a 2 litre bottle of cola.

BALLOON ROCKET

THE SCIENCE

Did you know that when two things rub together it makes friction, which slows stuff down? That's great if you want to put the brakes on the wheels of the steam engine to make it stop, but not if you want it to move quickly and easily the rest of the time.



- Try filling the balloon with different amounts of air (fuel). How does this effect the distance it travels?



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](#)

Contributors to this issue:

- ➔ Steve Bigg
- ➔ Paul Bromley
- ➔ Peter Edwards
- ➔ Iain Gardner
- ➔ Tony Hillman
- ➔ Charles Hudson
- ➔ Tom James
- ➔ Malcolm Johnson
- ➔ Andy Kelly
- ➔ Roland Law
- ➔ Heidi Mowforth
- ➔ Russell Pearce
- ➔ Ruth Rowatt
- ➔ Malcolm Stroud
- ➔ Colin Tyson

The Bluebell Times

*A Newsletter for
Bluebell Railway
Members, Staff and
Supporters*

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

*The Bluebell Times editor
Tom James
bluebelltimes@jamesquared.com*