



Stepney's arrival on the Bluebell Railway, recreated in May 2010 Photo: Matthew Cousins

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

Issue 4

IN THIS ISSUE

Seventy-five years ago, on 8 May 1945, the war in Europe officially ended. The Bluebell Railway had planned a "V for Victory" event which was to have taken place on the day this newsletter is published. Instead, for most of us, the reality of lockdown continues, with perhaps the possibility of a virtual street party to commemorate the events of 1945.

May is a busy time in the Railway's history. Fifteen years after those VE day celebrations, on 17 May 1960, Terrier locomotive 'Stepney', together with two coaches, travelled from the Ardingly Branch line into Horsted Keynes station. It was handed over to the Bluebell at Horsted Keynes and then hauled its coaches down the line to Sheffield Park, thus becoming the first train run by a standard gauge preserved railway. Matthew Cousins' photo above shows the recreation of that event for our fiftieth anniversary in 2010. That same year in May, locomotive 178 was released to traffic for the first time in preservation, while in 1976, Blackmoor Vale also ran for the first time, the first Pacific locomotive to run on any heritage line. David Foale recounts the story of that time in this issue.

Inevitably the lockdown is causing a reassessment of our calendar, and this issue has the news that the 60th Anniversary event, planned for August, has been postponed into next year. It is hoped that a virtual commemoration can at least be made of the events of 7 August 1960 when the railway carried its first fare-paying passengers. When we do re-open, funding will be critical, and there is further news on page 2 of the appeal planned to help us re-open, along with an appeal leaflet at the back of this issue for those who would prefer to send a cheque rather than donate online.

The events of VE Day, though, should remind us of one thing: however dark and uncertain the present feels, a better future always lies ahead. In the words of Vera Lynn's famous song: We'll meet again.

Tom James, Editor

<i>Fundraising Appeal Update</i>	2
<i>Society News</i>	3
<i>Along the Commercial Road</i>	5
<i>Rhapsody in Blue</i>	6
<i>Virtual Gala</i>	7
<i>Five Minutes With ... Chris Hunford</i> .	8
<i>The Preservation of Blackmoor Vale</i>	10
<i>A Closer Look at Blackmoor Vale</i> ...	11
<i>Railway Letter Stamps</i>	12
<i>An Evacuee's Story (Part 3)</i>	14
<i>Just the Ticket (Part 2)</i>	16
<i>Museum Morsel</i>	18
<i>Spot the Difference</i>	19
<i>Guess the Year</i>	21
<i>Word Search</i>	22
<i>Storytime with the Bluebell Railway</i>	23
<i>Just for Kids</i>	24
<i>Tail Lamp</i>	27

Fundraising Appeal Update

By Trevor Swainson, funding governor, Bluebell Railway Trust

Two months ago, after a lot of hard work and debate, we were all set to launch a major appeal to coincide with the Diamond Jubilee celebrations. This appeal was to raise monies for the restoration and refurbishment of Horsted Keynes station that is now beginning to show its age.

Without doubt, Horsted Keynes is one of the very best-preserved stations around and, deservedly, we refer to it as our 'Jewel in the Crown' and we were planning to use this as a theme for the appeal.

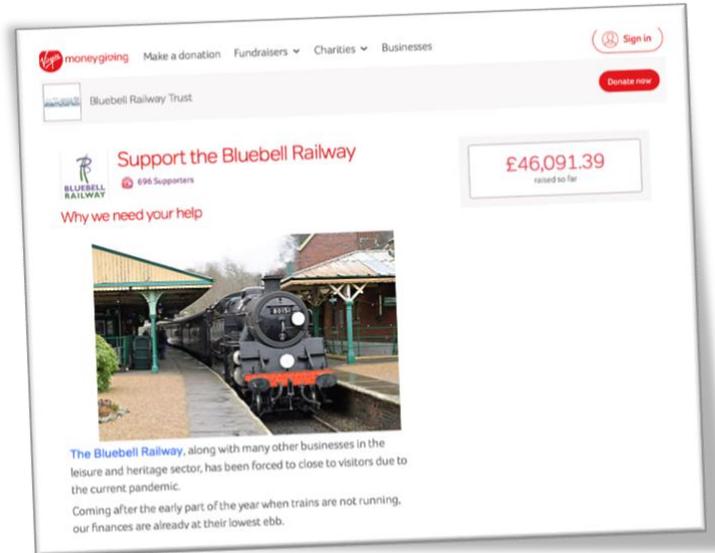
However, the best-laid plans of mice and men all came to nought when the awful virus took over our lives. Everything was ready to go – articles in Bluebell News, Points & Crossings, posters and banners and, even, a specially designed electronic terminal to collect donations.

We made a rapid decision not to launch the appeal and, instead, went into 'thought mode' to consider the impact and consequences of the Government lockdown. There have been many people asking why we did not launch an immediate appeal to safeguard the Railway through the lockdown in the way that many other railways have done but it was a question of discovering where there was the greatest need for an appeal.

David Burch, still relatively new in post as Finance Director, was set the difficult task of deciding how much money we had, what reserves could be drawn upon, negotiating with our bank and indeed deciding if we could survive through to the end of the lockdown, whenever that might be.

Surviving the lockdown is the first priority but the recovery period once the Railway re-opens is also critical. We will have little revenue but most of the payroll and overheads will be incurred. Therefore, it was decided to launch a major fundraising campaign to support the recovery period rather than funding the survival period.

An obvious question is to ask why the Bluebell Railway Trust cannot just transfer funds to the Plc.



The reported fundraising figure includes Gift Aid which is not shown in the headline total displayed on the fundraising page. At the time of writing, the amount raised was £52,803

Unfortunately, this cannot be done because the majority of the funds held by the Trust were raised by donations and legacies for specific projects and, as such, they are restricted funds that cannot be drawn upon under the very strict rules of the Charity Commission.

Fortunately, the Charity Commission is taking a more pragmatic view at the moment and whilst the rules have not been relaxed, we are able to use some of the funds to work on specific projects thereby relieving the burden on the Plc.

A month ago, the Trust launched [an appeal using Virgin Money Giving](#). We set a modest target of £25,000 to test the waters and we have been pleasantly surprised that already more than £50,000 has been raised. In parallel with this, we are extending the appeal with targeted requests to our big donors from the past and also targeting other significant donors who have contributed so much over the last four years. Our target is to raise at least £250,000 to add to the £50,000 we have so far raised. There is a donation form on pages 28 – 29.

Fingers crossed!

Society News

ROY WATTS TO BE ACTING BRPS VICE CHAIRMAN

By Steve Bigg, acting chairman Bluebell Railway Preservation Society

Following the resignation in March of Society Chairman Graham Aitken, and in view of the current Covid-19 lockdown on social integration, acting Society chairman Steve Bigg had considered the short-term continuity of the Society committee's leadership.

Given that the Government's restrictions are very likely to endure for an extended time, and the subsequent challenges this presents to the Railway, he recently presented a proposal to the BRPS Trustees and Officers on this issue.

Steve commented: "there is little doubt that age-related considerations will figure highly in any phased return to some form of societal normality". With this in mind, Steve proposed that Society vice-president Roy Watts (pictured) be co-opted to the role of acting vice-chairman for the duration of restrictions, and until an AGM/EGM can be held to enable elections to take place for a new Society chairman/vice-chairman.

Society rules do not prevent such a proposition, and Roy had willingly accepted the request. He has very many years' experience leading the Society, as well as the advantage of being comfortably under the age of 70, the latter of which said Steve



"is certainly not an attribute that can be claimed by the Acting chairman!"

The Society committee unanimously supported the proposal, which will take immediate effect.

Steve commented: "Roy is warmly welcomed to his new role on the committee and will provide valuable support during these difficult times."

60TH ANNIVERSARY UPDATE

By Robert Hayward, chairman Diamond Anniversary steering group

I just wanted to let you know that following the views expressed by steering group members the celebration event planned for 7 - 9 August is postponed until 2021.

Society trustees and Plc directors have agreed with this course of action. The pragmatic decision not to hold the event as previously proposed allows the Railway to



focus on the reopening and sends out a clear message.

New opportunities may be available to us in 2021 that are not possible now. Next year's event will be on a date to be agreed. We will be holding a virtual event this August because we are still going to

PRESERVATION STANDARDS

By Chris Saunders, BRPS Preservation Standards Trustee

As many of you will be aware, we have been working to produce the first issue of the Society's Preservation Standards Manual.

Printed copies of the rather large document were circulated to the railway late in 2018.

Copies are available for inspection at each station (please ask the station masters). Extracts have also been issued to the station friends' groups and specialist departments.

In accordance with the wishes of the Trustees, an electronic version has been prepared for all to see, free of charge. Unfortunately, we have had some delays in getting the correct format for electronic distribution which varies from the printed form.

This has been tested and inspected by members of the management team and seems to work without any major problems.

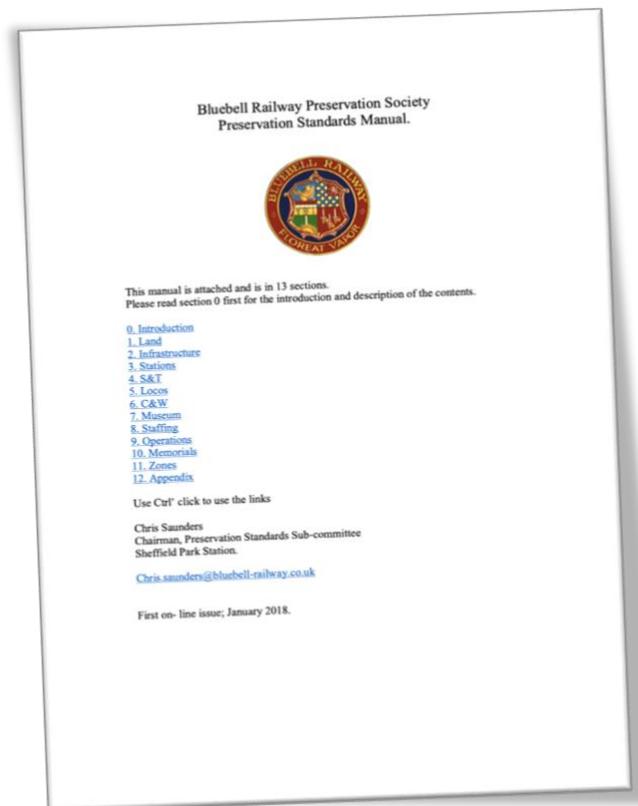
This can now be found at www.bluebell-railway.co.uk/bluebell/soc/ps_manual/

As this is a live document it will be updated from time to time, so please check you are reading the latest issue. It is likely that there will be an update this year and further updates in subsequent years.

The manual is in PDF format and can be read, downloaded or printed as required. Please remember that this information is specific to the Bluebell Railway, however it will be very useful to modelers of all scales. The format will also be useful to other heritage railways who wish to produce their own standards documents.

celebrate 60 years of operating as a heritage line. The steering group welcomes any ideas on how to mark the 60 years of operation on 7 August this year.

I'm sure everyone will understand and appreciate the decision the Railway has reached and I hope to see you all soon.



We hope you find it useful and interesting. Should you find any errors or omissions (we expect many) please contact us. Please, if you do, include your source information. We have found that opinion and references to books written by others tends to cause confusion and cannot always be relied on as accurate. However, sketchy information is better than none at all!

For groups outside Bluebell, or other heritage railways, if you wish to discuss this document or wish to have a presentation on its background please contact us either in writing to: Preservation Standards c/o Sheffield Park station or email chris.saunders@bluebell-railway.co.uk

Along the Commercial Road

By Paul Lelew, commercial and marketing director

The [Bluebell Railway shop](#) has been bringing a little magic into people's lives all around the world.

A range of [Harry Potter](#) items has been added to the online shop – everything a young wizard could want from luggage labels to lunch boxes.

There are now more than 1,300 items on the website with more being added daily. Items have been posted all over the UK and to Australia, Canada, Eire, Japan, Norway and the USA so it is an international business.

New items include railway and transport books and DVDs, jigsaw puzzles, games, nostalgia CDs and videos.

[Gift Vouchers](#) are again available to purchase. At the moment Gift Vouchers can only be redeemed through the shop for shop items. Vouchers range in value from £5 to £100.

In April, the shop sent out 194 orders with a total of 369 items purchased. Of those items, we have sold:

- 63 x 2020 Fireworks wagon
- 63 x assorted hand sanitisers
- 31 x '60 years of progress book' by Colin Tyson
- 29 x 60th anniversary crest badge
- 22 x Bluebell Railway tea towels
- 13 x A5 Bluebell Railway stock books

Due to travel and work restrictions, online shop orders are being processed only twice a week so there will be a delay between placing the order and it being processed. The intention is that the shop will be open for telephone orders between 9am and 12 noon every Monday and Thursday on 01825 720803 and the orders will be posted out that afternoon.

Unfortunately, it is not possible to take off the Members' Discount through the website so if you wish to take advantage of the discount, you will need to phone the shop, on the days and times mentioned above, with your membership number to hand.

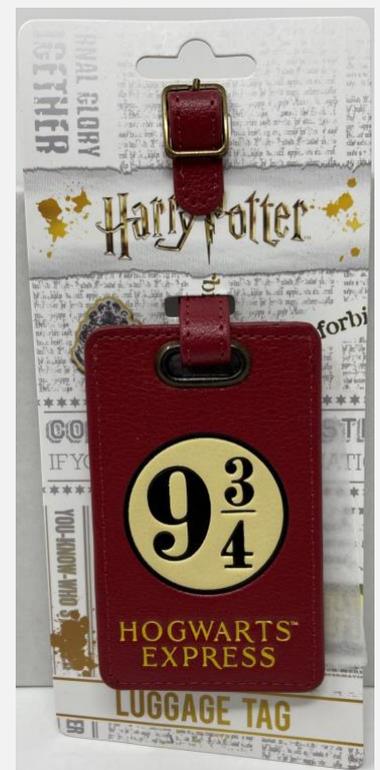
SHOP SELECTION



[Gift vouchers](#) – available for amounts between £5 and £100



[Harry Potter Glasses Case](#)



[Hogwarts Express Luggage Tag](#)

Rhapsody in Blue

By Paul Bromley, communications director

Rich Stanton, a loco department volunteer, writes: "Our beloved railway features in the [May 2020 edition of Country Walking pages 68 to 73](#). Some excellent photos and copy. Great publicity for our railway."

The feature outlines the history of the Bluebell Railway and promotes walks through the nearby woods. It says: "the Bluebell Railway in Sussex is one of the greatest heritage lines in the country – and perfect for a half-and-half walk if you're a steam fan."

The report points out that "this line, more than most others, lends itself to a walk-and-ride" and highlights the Horsted Keynes stretch as being "wonderful for a number of reasons – not least Horsted Keynes station itself."

Sheffield Park station is described as "like stepping back in time" with vintage signs and colour schemes from another era.

The article describes Sheffield Park in glowing terms. "This is the hub of the story: the aforementioned museums, engine sheds, exhibitions and eateries effortlessly blend unfettered nostalgia with all mod cons."

Many thanks to Rich for bringing this feature to our attention. He added: "The edition also has a number of walks along abandoned or around currently used railway lines and is a recommended (if only by me!) read and potential planning aid for future walks."



Virtual Gala

By Lance Allen, volunteer

Lockdown in some form is likely to continue for a significant time, and we increasingly miss steam at the Bluebell. So how about we share a Virtual Steam Gala?

Many of us will have model railways in various gauges and eras, and Bluebell members are invited to send video clips of their models in action. We will then compile the clips into a film - or a series of short films - that can be viewed on YouTube.

From garden railways through to Z gauge, if it's live steam or steam outline (no diesels please), we're interested! In particular, we would welcome film of models of the Bluebell Railway's engines to make us all feel like we are at the Railway.

Videos should be shot in landscape mode and be no more than two minutes.

They should be saved as mpeg files and sent via WeTransfer to lance705@btinternet.com

Please do not send them direct as large email attachments because they may not get through. Use the WeTransfer website wettransfer.com/ which is a free service for files up to 2GB. Include your full name, BRPS membership number, town or area of residence and, importantly, the name of your layout if it has one.

We can't guarantee inclusion and videos may be edited. The Bluebell Railway and its agents can't take responsibility for any copyright issues arising. Material is submitted free of charge or obligation.

We look forward to receiving your films and creating our own Virtual Gala. May Steam Flourish – online at least.



Wainwright P class No. 323 pilots Union Pacific "Big Boy" on Lance Allen's layout – not a combination we are likely to see in reality. Clearance through platforms 4 and 5 at Horsted Keynes might be tight! Photo: Lance Allen

Five Minutes With ... Chris Hunford

Name

Chris Hunford

Role

Driver and Chairman of Bluebell Railway Plc

How long have you been involved with the Bluebell Railway?

I've been involved for just over 25 years now, starting in the Loco Department shortly after my 14th birthday. Prior to that I was a member of the 9F Club, spending a few years working on the railway under supervision and prior to that I was a member of the Stepney Club.

How did you first become involved?

When we moved to Sussex from South London, the Bluebell Railway was one of the first places we visited and I joined the Stepney Club. My hands-on involvement began in the 9F Club, cleaning engines, digging the ash pits out and tidying the yard. I can still remember my first ever footplate ride as a 9F Club member – 35027 'Port Line' – which only cemented my desire to become a Driver.

What is your professional career?

Outside of the Bluebell I'm a Chartered Civil Engineer working for Costain. I started my career on the Channel Tunnel Rail Link Project at St Pancras Station and have worked on many schemes across the capital, including tunnelling in East London for Thames Water, Bond Street Station for London Underground and the improvement of Junction 2 on the M25.

What does your Bluebell Railway job involve?

As a Driver, it's preparing the engine, running the service train and making sure everyone on the footplate has a good day. As Chairman, there's loads and not enough space here to tell you!



How often do you volunteer/work at the Railway?

Not enough! As a Loco Department member once or twice a month either in the Loco Works, Running Forman, Driving etc and outside of that probably 15 hours per week as Chairman.

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

I don't have enough time to volunteer in other departments and I would be neglecting my steam engines!

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

Teletubby and Yeti are two I know of. I'm sure there are many others I don't know about!

What's the best part of your job?

Either firing or driving the loco as it approaches Black Hut, feeling it reach a steady 25 mph, listening to the music from the chimney and rounding the curve into the tunnel.

What's the worst part of your job?

Squeezing yourself inside an engine on a freezing cold morning to oil it up and then dropping the cork in the pit!

What is your earliest train memory?

Standing on the footbridge over Petts Wood Station with my grandparents, watching the electric trains hurrying past and the drivers tooting at me as I waved.

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

I do but it's all in boxes now. The plan is to build a shed in the garden and construct a new layout.

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

There have been so many over the years, both on and off the railway, it's difficult to choose. Railtours and evenings in the old loco lobby immediately spring to mind.

Anything else you want to tell us?

I won the 2006 Brick Awards for the new brick facade along Midland Road at St Pancras Station. Not your everyday award!

**BLUEBELL BITES****P class or Q class**

Ooh tricky! Probably P class as I've worked more on them than I have on the Q.

Eurostar or Evening Star

Evening Star! Eurostars don't boil water unless you want a cup of tea!

St Albans or St Pancras

St Pancras. You can't find a building in the UK with a better evocation of railway architecture and brickwork than this station.

Thomas the Tank Engine or Gordon the Big Engine

Thomas, he's small and cheeky!

Tea or coffee

Tea. I don't like the taste of coffee although I like coffee cake!

Many thanks to Chris 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 the editor at bluebelltimes@jamesquared.com

The Preservation of Blackmoor Vale

By David Foale, Bulleid Society

The Bulleid Society was formed in 1965 with the specific objective of preserving one of the remaining Bulleid Pacifics in original condition. They had a number of unique features, and had shown, for example during the 1948 Locomotive Exchanges, just how well they could perform. As the funds were being raised, locos were being withdrawn – often for relatively minor defects as they were no longer needed. By the end of steam in 1967, 34023 Blackmore Vale was selected as the best choice still available. It was duly purchased from BR for the sum of £1,900 as a complete engine straight out of service, including the nameplates. Remember it was 1967 values! The price would have been higher if it had a copper firebox rather than steel. It does illustrate that with hindsight purchasing the engine was the easy part although it didn't seem so at the time. Mr OVS Bulleid, the Chief Mechanical Engineer who designed them, did us the honour of agreeing to be our first President.

There is an unusual story attached to the name. It was brought into service in 1946 as "Blackmoor Vale", but it was decided in the early BR years that "Blackmore Vale" was the correct spelling. On the back of the nameplates that came with it there is evidence of the change. In fact, sufficient research about this area in Dorset reveals both spellings. It carries replica nameplates, not the genuine ones.

Initially it went to the Longmoor Military Railway in Hampshire where the intention was to establish a Steam Centre, as the Army were reducing their involvement with Railways. There was certainly a good layout and facilities there. It was steamed at Longmoor just in the yard, but it did not prove possible to set up the type of Centre that had been envisaged, with the result that it came to Bluebell in 1971.

Long standing members may well remember it being worked on in the pumphouse siding at Sheffield Park. It was steamed over the weekend of 1 / 2 November 1975, still largely without the casing. The Boiler Inspector was satisfied, and so a test run to Horsted Keynes was arranged at short notice.

Following that a date of Saturday 15 May 1976 was set for the official return to traffic. We were committed. There was still much to do. We were fortunate to be able to use the new Workshop for the final work on the engine, and much midnight oil was burnt to have the



Blackmoor Vale on its relaunch into service, 15 May 1976. The editor fully approves of the West of England headcode! Photo: Russell Pearce

engine ready on time. My recollection is, as the day approached, of the widespread and huge support that we had from many Bluebell working members across the Railway. In the Loco Dept many took on jobs to help get it finished, and the C&W Dept made a tremendous effort to turn out a set of Bulleid coaches behind the engine. There was another test run with a train on Friday 14 May.

On the day itself, 44 years ago now, it created an enormous impact, back in the Southern malachite green livery with yellow lining, and the Southern circle on the smokebox door. It was the first original Bulleid Pacific to be steamed in preservation, and it was the first Pacific loco to run on a heritage line. David Shepherd, the artist, who we knew well from our Longmoor days did the honours at the ceremony. It even got a mention on the BBC News that evening, probably nothing too dramatic had happened elsewhere. Anyway, the result was that the Bluebell Railway was seen to have "moved up a gear", and there were many visitors that summer who came to see it.

The Society also owns the B4 loco, and the Bulleid coach 5768, back in traffic and a real memorial to the late Roger Williams of the Carriage & Wagon department. Blackmoor Vale has done two periods of service but is now in need of a new inner firebox. If you are interested in finding out more about Blackmoor Vale and our plans, please email martin.widdowson@brebners.com

A Closer Look at ... *Blackmoor Vale*



Photo: Derek Hayward

It's time to play our own version of Top Trumps once again.

This time we're looking in detail at one of the engines currently awaiting an overhaul including boiler work.

It arrived at the Bluebell Railway in September 1971 and was last operational in May 2008.

So here's everything you wanted to know about ... Blackmoor Vale

BLACKMOOR VALE IN FACTS AND FIGURES

Name	<i>Blackmoor Vale, later Blackmore Vale</i>
Number	<i>21C123, later 34023</i>
Class	<i>West County Light Pacific</i>
Wheel arrangement	<i>4-6-2</i>
Built	<i>1946 for the Southern Railway</i>
Designer	<i>O.V. Bulleid</i>
Cylinders	<i>Three – 16 3/8" diameter x 24" stroke</i>
Boiler pressure	<i>280 psi (later reduced to 250psi)</i>
Tractive Effort	<i>31,000 lbf (later reduced to 27,700 lbf)</i>
Length	<i>67' 4 3/4"</i>
Weight	<i>129 tons</i>
Driving wheel diameter	<i>6' 2"</i>
Tender capacity	<i>5 tons of coal, 4,500 gallons of water</i>
Valve gear	<i>Bulleid</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

Railway Letter Stamps

By Roger Price, Bluebell Railway archivist

In 1891 the Post Office came to an agreement with railway companies whereby they could provide their own letter delivery services. Railways printed their own letter stamps which were used to pay for the railway part of the letter's journey. Letters would be transferred to the Post Office at their destination station.

To comply with the Post Office's monopoly for the carriage of letters, a Post Office postage stamp had to be affixed to the letter (as well as the railway letter stamp).



The railway letter fee was fixed at twice the postage fee. For some 25 years or so the standard Post Office letter fee was 1d so the cost of a railway letter stamp was 2d.

Following the 1914-18 War, the Post Office rate for letters rose to 1½d (and then to 2d), so the railway

letter fee rose to 3d (and then to 4d) to comply with the Act.

Railway letter stamps were supposed to be stuck in the bottom left corner of the envelope but this rule was often ignored – railway stamps were often stuck adjacent to the Post Office stamps.

Under the agreement, the railway letter stamps had to conform with a format specified by the Post Office along with the size and colour which should be green. Thus all railway letter stamps looked similar. More than a hundred British railway companies issued railway letter stamps and some of these veered away from the stipulated green to red or blue.

From around 1925 the Postmaster General gave permission for railway companies to use parcel stamps on letters which saved on printing costs and for ten years there was a mixture of both types of stamp in use and the Cheshire Lines Committee are thought to have been the last railway to print a traditional letter stamp in 1936.

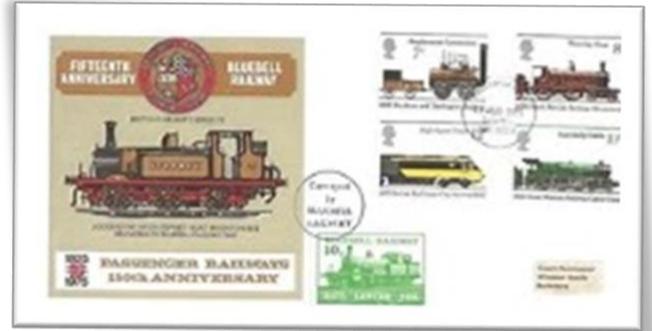
After the nationalisation of the railways in 1948, British Railways used the Paid Parcel stamps and this continued until the end of British Railways letter service in 1984.

However in 1974 the Post Office issued a revised Letter Service Agreement to cater for private and heritage railways who wished to produce their own stamps. The Talylyn Railway had resumed issuing railway letter stamps in 1957.

The Bluebell Railway signed up to the new agreement and commenced issuing their own railway letter stamps in 1975. This was a green stamp featuring the Adams Radial engine and this lasted for several years with the original 10 pence price being overprinted to 15 pence and eventually 20 pence.



In 1998 the Post Office changed over the all-embracing agreement to individual agreements with the various preserved railways who wished to issue railway letter stamps. The price was to be 25 pence but letters could no longer be passed over to British Railways for forward transit and with the addition of a first-class postage stamp had to be deposited in a suitable post box at the end of the train journey.

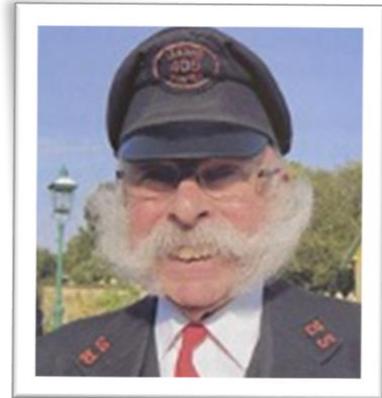


From 1975 until 2013, the Bluebell Railway issued more than a hundred First Day covers again to commemorate special events and I have copies of these in the archive with surplus copies of some of them for sale.

I should like to issue an appeal for a copy of the cover issued for the opening to East Grinstead in 2013 as it was so popular I missed getting one for the Archive. I should be very grateful to anyone who is able to donate or sell one to me.

Please send me a SAE for this information to 6 Rural Way, Redhill, Surrey RH1 4BT or email rogerprice@aol.com

With grateful acknowledgment to the Railway Philatelic Group for the historical information



For a number of years the late Peter Forrestier Smith ran the scheme for Bluebell until his retirement in 2010.

New stamps were normally issued twice a year to commemorate special events or locomotives' return to traffic and a full list of these, around 35, may be obtained from me. I also have some surplus stamps which I am happy to sell for a donation to the Museum funds.



An Evacuee's Story (Part 3)

By Malcolm Stroud, education guide and museum steward.

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 previous part, Malcolm told us about exploring the area around the farms in the hamlet and some of the scary teachers at the local school. He now explains more about harvest time.

In August when it was time to harvest the wheat, it was time for everybody to take part. As it was labour intensive, there was something for everybody to do. First the tractor would tow a reaper round the field. This was exactly the same type of machine that would have been pulled by a horse but with the shafts replaced by a tow bar. This implement looked like the paddle wheel of a Mississippi steamboat. As the reaper got to the centre of the field, all that was left was a small triangle of standing crop. All the local dogs became very excited as they knew that the rabbits and other small animals that had lived in the field now had to make a dash for the cover of the hedges around the field. As most of the dogs were of the terrier type, they were eager to catch as much as they could. It was amazing how many made it to safety.

During the corn harvest, the reaper was followed by the binder. This was another machine that had been adapted from its horse-drawn days. It was long and mounted on two large wheels. It scooped up the cut corn, divided it into bundles called sheaves and tied each sheaf with binder twine and pushed them out at the side. Our job was to pick up the sheaves and stand them on end with the ears of corn at the top. They had to be in groups of about five so they could stand firm while the wind blew through them to help dry them out.

After this it was time for threshing. That is separating the ears of corn from the stalks. No farmer in the area could afford such a large machine so one was hired in from an agricultural contractor. It was a massive wood-bodied contraption carried on four iron wheels and towed by a tractor. Inside was a mass of hidden machinery. It was driven by a heavy leather belt attached to a flywheel on the side of the Fordson tractor. This in turn drove another flywheel on the threshing machine. Although we were allowed to watch, we were told not to go near the machine as it could be dangerous. We could see the sheaves were



Harvesting in wartime. Source: Wikimedia Commons

fed in through a chute at the top and the corn would be discharged at the back by a shacking tray and loaded into sacks. The stalks came out at the side and could be used as animal feed or bedding.

Behind the hamlet there was a lane on the same side of the road. At its start it seemed to be heavily overgrown. I now know there was an old building hidden by the luxuriant growth. On one of my recent visits, the growth had been cleared and revealed a magnificent mansion called 'Treffeca House'. At that time it was derelict and invisible from the lane. Further up the lane that slowly climbed the side of the hill, a small stream created a shallow ford, coming from the hill on the left. It crossed the lane then dropped over a one-hundred-foot waterfall. One mile further on, the lane came to an end at an isolated farmhouse. We were told this is where evacuees who were out of control were sent. This may have been a story to scare us as we never did find out if it was true!

On Sundays there was an established pattern. During the morning every child was expected to go to Sunday School. It followed the normal pattern of hymns and being placed in small classes to be taught Bible stories.



Cider making. Source: National Museum of Wales

A unique way of improving our memories was being given a stamp with a verse from the scriptures on it. The following Sunday we had to repeat the verse from memory. As no two stamps were the same, we could not help our friends.

After Sunday lunch it was back to church with the whole community in attendance. There was never an evening service as the church had no electricity.

There two memorable days out both organised by Mr Price. The first was to the summit of 'Mynydd Troed', the mountain that dominated both Treffecca and Talgarth. We started by walking up the lane by the Powells' farm until we came to the end of the fields. From here on it was wild grassland and getting steeper at every step. At the top we rested and had a picnic lunch. Then it was time to go down the other side until we reached the road from Abergavenny to Talgarth. We were in time to get the bus into Talgarth, then came the long tiring walk back to Treffecca.

The next day out was quite a treat. It was a long walk to Llangorse Lake which is now a well-known holiday destination. Most of the walk was along a deserted country road which you could not do now. We had a stop along the way at a railway cottage by a level crossing. Mr Price wanted to stop here as the cottage had a very deep well with extremely cold and pure water. The highlight of the day was a boat trip. This was only possible because the Canadian army had been using the lake to learn how to handle landing craft ready for D-Day.

The next big thing to happen on the Davis's farm was cider making. As we were only a short distance from Herefordshire, one of the homes of cider, the area was also a place where farms made their own.

Towards the end of September or the beginning of October the cider apples were ready for harvesting. While on the trees, they looked very attractive, but if you tried to eat one, it was so bitter you would spit it out at once. Not only were the apples on the trees collected but also those on the ground. It did not matter if they were bruised, half-rotten or had maggots - every apple was used.

To make the cider, the following system was used. First, wooden trays were covered with sacking that was long enough to turn back over the tray. Next, a layer of apples was loaded on to the tray and the overlapping sacking turned over the apples. Up to about twelve trays were prepared this way. They were then stacked on top of each other on the cider press. This is a massive machine operated by hand. The bottom is constructed to allow the raw juice to flow into a circular trough. There is a tall heavily constructed arch with a screw apparatus at its top with a flat plate at the foot of the screw that fits exactly into one of the trays. It is now time to stack the trays onto the press. Turning the handle at the top of the press squeezes all the juice out of the apples and it flows into the trough at the bottom.

We were allowed to be involved in much of the process. Mr Davis had warned us not to drink any of the raw apple juice - he said it would make us very ill. The farm hand who was on top of the press turning the screw handle was making heavy weather of it which was not surprising with twelve trays of apples to crush. He got down to the floor of the barn and said, 'I am hot and thirsty' and dipped an enamel mug into the raw juice. We all said Mr Davis told us not to drink it as it would make us ill. He replied, "Mr Davis has only owned the farm for a year and I know better as I have worked on farms all my life."

He quickly drank his raw juice and returned to the press. After about half an hour, he very hurriedly got off the press, rushed into the lavatory and we did not see him for the rest of the day.

(To be continued. In the final part, Malcolm tells us about snow on the mountains, Christmas away from his family and his return home by train).

Just the Ticket (Part 2)

By Malcolm Johnson, museum steward, and Gerry Brown, printing co-ordinator

The next part of our series about the special cardboard Edmondson tickets explains in detail how the printing process works.

When a visitor arrives at the Bluebell Railway they buy a ticket at the booking office. The ticket might have looked strange to them if they had not travelled on the railways of Britain before 1990.

The ticket is known as an Edmondson ticket which is named after the man who invented the system. The Bluebell Railway still uses the Edmondson ticket as the main travel permit for its passengers as do a number of other preservation railways. The ticket system has been used in Britain since 1842. It was adopted by many countries around the world and a number still use this system today.

Up until the end of 1987, British Rail (BR) at Crewe printed the Edmondson tickets for use across the rail network of Britain on Waterlow ticket printing machines. When in 1990 BR switched to the ticket system we see today on the national rail network, these machines became redundant and some were sold to a number of preserved railways.



Brian Peacock, one of the print shop volunteers, with the Waterlow printing machine at Sheffield Park

The Bluebell Railway bought two and after restoration one was brought into service in May 2006 producing all the Bluebell tickets. It was manufactured in 1941 and up to August 2013 more than 1 million tickets have been produced by the machine which is located at Sheffield Park in a small shed at the rear of Platform 1. The machine is designed to print on blank tickets, pre-cut to the standard Edmondson ticket size of 21/4 inches by 13/16 inches, (57.15mm x 30.16mm).

The type of printing done on this machine is called "letterpress" because it is based on the concept of raised letters, which are inked and then pressed onto the Edmondson ticket. The process used is very different from the older conventional printing machines which you might see in old films or on TV.

In the conventional process, the paper or card is taken from the top of a pile, passed over the platen (the printing surface) and then deposited on the top of the printed pile so that the printer can see how well it has printed. On the Waterlow machine, the blank ticket is taken from the bottom of the stack, passed over the type and then delivered to the bottom of the printed stack, face down, so that the operator cannot see how well or badly the ticket has been printed until they unload the machine.

A further difference is that the two or three elements of your ticket are produced in a different sequence to that practised on a conventional printing machine. In the conventional way, the main body of the ticket would be printed first e.g. Sheffield Park to East Grinstead in black ink. Then, a further run through the machine would be made to print the letter "R" in red ink on the return section of your ticket and finally the number would be printed at each end of the ticket, again in black.

The Waterlow machine has a system which allows all three elements to be printed in one pass through the machine. By the application of a segmented roller and ink reservoir system each of the three elements can be printed in a different colour by the one pass.

The platen is fixed in the machine in a face down position with strips along the long edge to support the cards and this leaves the main part of the

ticket exposed for the printing process. Unlike a conventional printing machine, the platen remains stationary at all times allowing the cards to pass across it. Some people have likened it to a bridge linking the two stacks, one of blank tickets and one of finished tickets. The type and the numbering mechanism is held beneath the platen and moves down to allow the ink rollers to pass over the printing faces and then back up to print directly onto the ticket face. The numbers which are set on discs showing 1 to 0 are fixed in two sets of four discs and they are fixed so the value increases by one at each pass.

The blank tickets are loaded into a vertical magazine on the right hand side of the Waterlow printing machine. With each rotation of a large flywheel at the side of the machine, one ticket from the bottom of this stack is pushed into the platen area and the ink rollers run over the face of the type coating it with ink. As each ticket is pushed into the platen, it in turn pushes the one in front into the next print position. With each rotation, the right hand ticket has the number printed at both ends whilst the middle ticket (which has just been numbered) has the red "R" printed on it. The left-hand ticket, already having the number and the "R", is at that time printed with the main ticket detail. The printed tickets are pushed into the receiving magazine at the left-hand side of the machine where they are periodically removed and stacked in special drying drawers to await delivery to the ticket office which has requested them.

The final part of the series, in the next issue, looks at how the date is stamped on the tickets at the booking offices.



Museum Morsel

By Tony Drake, curator, Bluebell Railway Museum

The plate was one of the items recovered by a diver from the wreck of SS Seaford. The story of the sinking is related in the Southern Railway Magazine of 1930:

"In the year 1894 the first English screw passenger steamer was built by Messrs. Wm. Denny & Brothers, of Dumbarton, who supplied to Mr. Maples the first vessels for the Newhaven and Dieppe Service. The vessel was named "Seaford", and after being in service for about 12 months she unfortunately foundered after collision in mid-Channel.

On August 20th, 1895, she left Dieppe with about 300 passengers and crew, and when about two-thirds of the way over she ran into a dense fog. She proceeded at reduced speed, but about 25 miles off Newhaven she was run into by the S.S. "Lyon", one of the Company's own cargo boats which was crossing from Newhaven to Dieppe.

The "Seaford" was struck on the port side near the engine room and at once commenced to fill. Boats were immediately got in readiness to take off the passengers, but the "Lyon" came alongside, and all the passengers and crew were transferred without loss of life.

The "Seaford" sank stern first 45 minutes after the collision. The "Lyon" proceeded to Newhaven, where she arrived without further mishap, although in very damaged condition. The bow of the "Lyon" was extensively damaged, but this was kept high out of the water by all the survivors remaining at the stern of the vessel."



The official handing-over of the Seaford Plate in the Bessemer Arms to museum curator Tony Drake (left) by diver David Ronnan.



LB&SCR and Ovest Railways plate from the SS Seaford lost in 1895. The insets show close-ups of the logo on the front and the number on the back of the plate. Image from the front cover of the Railway Heritage Committee's Annual Report 2008-09.

Until 1995, a hundred years after the sinking, the wreck had not been identified. However a diver, David Ronnan, who operates a company Dive 125 in the English Channel, found the plate on one of his dives. The LBSCR crest on the plate indicated that the wreck was that of the SS Seaford.

At a meeting of the Heritage Railway Committee held in the Birch Grove Suite in 2009, the matter of designating a number of railway heritage artefacts was discussed. One item was the Seaford Plate and where best to place it. By chance I was sitting in at the meeting and requested that it should come to our museum as we already had on loan

From the National Railway Museum the model of Paris, the paddle steamer which also plied the Newhaven Dieppe route.

I was invited to make a formal request in writing. This was accepted but then there followed discussions with the 'Receiver of Wreck' at Southampton and negotiation for the purchase of the plate from the diver. Finally all was settled and David Ronnan came to the Bluebell Railway to hand over the plate.

The plate is now on display in the museum on platform 2 at Sheffield Park in the cameo case opposite the model ships.

PS: Does anyone know what became of the Newhaven & Dieppe Poster (seen in the background of the photo of the handing-over ceremony) when the restaurant was refurbished?

Please let me know by email curator@bluebell-railway-museum.co.uk

Spot the Difference

Puzzle created by Chris Wilson, Bluebell Railway museum photographic archive

The Bluebell Railway Museum Photographic Archive holds many thousands of original negatives and slides, the majority cover the Southern Railway in all time periods. But some of our larger collections include other regions and occasionally there are non-railway views – below is a photo of a bus from our Joe Kent collection.

Can you spot 10 differences between the two pictures? Answers, and information about the picture, in the next issue.



Answers to Spot the Difference in Issue 3

Here are the 10 differences (circled) from the Spot the Difference puzzle in issue 3. Did you get them all? It was a tricky one. Thanks once again to Mike Hopps for supplying the puzzle.

- ➔ Gradient post
- ➔ Disc on lamp iron
- ➔ No. 592
- ➔ Lifeguard
- ➔ Rivet on buffer beam
- ➔ Number plate on cab side
- ➔ & from SE & CR
- ➔ Man leaning out of window
- ➔ Lamp housing on first coach
- ➔ Relay cabinet



Guess the Year

This picture from the Bluebell Railway Museum Archive marks a significant moment in the Railway's history.

- ➔ Can you name the man in the white hat who is not speaking (also featured in the close-up photo)?
- ➔ What title did he hold at the time?
- ➔ What was the occasion which brought him to the Bluebell Railway?
- ➔ And which year was the photo taken?

Answers in the next issue.



Guess the Year - Answers

We showed you a cropped version of this photo in the last issue of filming at Horsted Keynes station.



The two characters were Jeeves and Wooster

They were played by Stephen Fry and Hugh Laurie

Horsted Keynes became "Chufnell Regis" and "Westcombe-on-Sea"

The series was first shown on British television in 1990

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.

Word Search

Puzzle created by Peter Edwards, education department

We're making it a little harder for you this time.

All the answers are the names of people who were pioneer engineers.

But instead of giving you the full words to find, we've supplied just the first letter - and the number of letters - of the person's surname. Work out the full surname and then find their name in the grid.

As before, the answers are hidden horizontally, vertically or diagonally and in a forwards or backwards direction.

This should keep you busy for a while – and you may learn something about the history of the railways in the process. As ever, no prizes but we will reveal the answers in the next issue along with a new word search. Good luck.

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X K T S O S F H L C Q G L K A
B N L T X H T I J A X E T Z K
A U P O R L T E R K J E S A C
P N O D V E M P P B W A C L I
F O K T D N V X T H A X I L R
E S T Z F U I I M Z E N K O T
O A T S M R S M T O D N K V S
W B Q R F B M Z O H V J S G A
W X C G O I W F Q Q I E F O R
U O M E X U E D A F I C X Z N
L C L K X Y D W K V S X K T I
P O S S E J M L V R D G J N V
S K I X E L Z A E F D J M O L
D M D L Z J N J B Y A A H A O
T E L S Z K V N D S P L M Q O
    
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ANSWERS TO ISSUE 3

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J A Z L F K H X E S G D E S K
Z L U B O U E R O W I E P D E
H A R R Y T P L A E C G L Z T
Z V O O F O I L L X P Z P U F
V S D G B V M X H C W S W R
R G V E E W U L G O E Q F P
S Y R R R B V O E E E N D X S
F T X I J K T N E L S M J I O
P S G N I L R I T S O N A T T
W H T Z U I K E Y X K D U J R
T H P G C Q C H N G I D I A A
J Y Y H W I L L I A M E E R M
D L A S T R O U D L E Y G Y Z
O R K J O U F B J F Z N B D D
D V A D E W E E C F G T O X B
    
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CLUES	
S_____	Built railways and a Rocket (10 letters)
B_____	Built the Great Western Railway (6 letters)
R_____	Built sections of the London Brighton & South Coast Railway (8 letters)
V____	Built an electric railway in 1883 that still runs today in Brighton (4 letters)
J_____	Built canals and the Surrey Iron Railway (6 letters)
F_____	The contractor who built the Lewes & East Grinstead Railway (7 letters)
S_____	Designed locos of the London Brighton & South Coast Railway (9 letters)
T_____	Built the first working steam locomotive in 1804 (10 letters)
W____	Was a Scottish engineer who pioneered the use of steam power (4 letters)
N_____	The workers who built the railways and canals (7 letters)

Storytime with the Bluebell Railway

By Ruth Rowatt, education department

The Bluebell Railway's education department is planning to produce a series of 'Storytime' videos for children featuring books about trains.

The initiative follows the closure of schools to most children and the shutdown at the Railway which prevents youngsters from visiting and seeing steam locomotives.

The railway-related stories have been selected - and are read - by volunteers from the education department. The clips will then be edited and produced before being uploaded to the Railway's YouTube channel.

Ruth Rowatt from the Bluebell Railway's education department said: "Storytime with Bluebell Railway is a nice way to keep our younger visitors informed and to keep the railway in their hearts and minds. I know that many children were looking forward to visiting Stepney and all his friends at Bluebell Railway this spring. I wanted to let them know that we at the railway are thinking of them and looking forward to welcoming them when we reopen."

The videos are currently in production and will be added to the YouTube channel when they are ready. Look out for more details in a future issue of The Bluebell Times.

Many railway-related children's books, as well as games and puzzles, are available from the [Bluebell Railway's online shop](#).

Anyone interested in reading or producing a 'Storytime' video should contact ruth.rowatt@bluebell-railway.co.uk with their idea and to be given further information including tips and advice on filming.



Just for Kids

We've lots more fun to keep youngsters busy with a WWII-inspired game to play, some ghostly ghoulies from the [SteamWorks! Activity Book](#) – and the answers to the puzzles from the last issue.

The poem about passengers is from the Stepney Club magazine 'Footplate'.

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

PLANE SPOTTERS' BINGO

Look out, there's a new game for you to play.

It's part of the World War II school resources and you'll need to keep your eyes open at all times.

Can you tell a British plane from a German plane? Would you instantly recognise a Vickers-Armstrong 'Wellington' or might you confuse it with a Messerschmitt '110'?

We've produced a series of flash cards with the outlines of different aircraft seen during World War II. Then there are bingo cards to play the game.

The game with all the cards and instructions is now available to download from the [children's section of the Bluebell Railway website](#)

ANSWERS FROM ISSUE 3

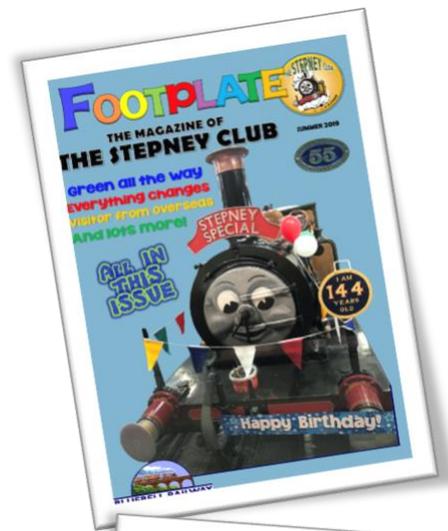
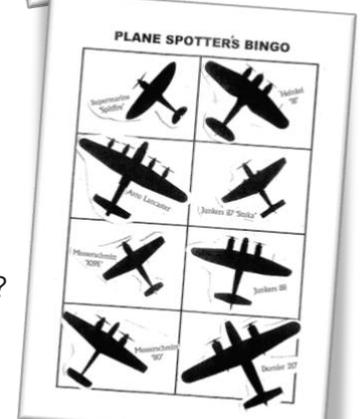
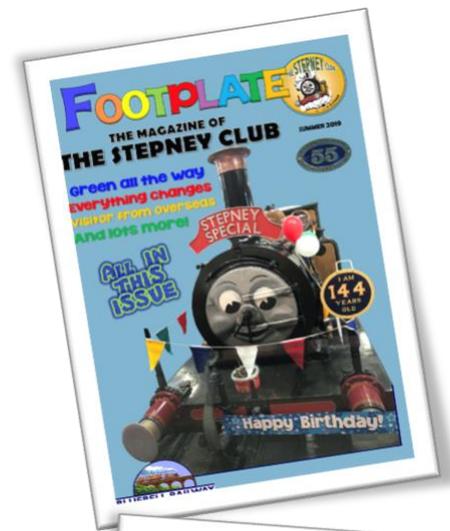
Bunny Hunt

There were:

- ➔ 13 Bunnies
- ➔ 22 Birds
- ➔ 13 Eggs
- ➔ 9 Butterflies

Signalman's game

The signalman needed to pull the yellow lever to change the points.



PASSENGERS

A family stands by the buffet
Mum would like a cup of tea
Dad is checking the timetable
To catch the half past three

Granny's in the gift shop
She'd like a birthday card
She'll have to come back later -
On the platform there's the guard

He's about to blow his whistle
The train is ready to leave
Grandad's keen to get aboard
He tugs at Granny's sleeve

A little dog is sniffing round
So many new smells he's found today
The last door slams, the engine whistles
The train full of passengers pulls away

GHOSTLY GHOULIES!

Three true Bluebell Railway ghost stories.
Why not write or draw your own spooky railway tale?



Tilly's Top Tip: Add your own pictures around the stories.

The Cruel Station Master

When travelling through the tunnel you will see wisps of steam and smoke in the darkness, but perhaps something else besides? The figure of a man!

This is a story of a Station Master who lived at West Hoathly station, just on the other side of the Sharpthorne Tunnel with his wife and their dog, Spot. He wasn't a very nice man. He shouted, he swore, he was rude to the passengers and was cruel to his wife.

One day his wife told him that Spot had run off into the tunnel and could



he please fetch him out. He moaned and grumbled and asked if there was a train due. His wife told him no, there wasn't a scheduled train for an hour. So, he stomped into the tunnel to look for Spot. What she didn't know (or did she?) was that there was an unscheduled special train on its way!

Spot came out alive, but the cruel Station Master was never seen again!

The Bride and Groom

Here is a cautionary tale of the danger of walking on the tracks. The volunteers who work on track maintenance know to watch their backs. Accidents can happen and here is a particularly tragic tale.

In the middle of World War II a soldier came home on leave to marry his sweetheart. On the 31st July 1943 the young couple, very much in love, married in St Giles Church in Horsted Keynes. That night, after the wedding reception, they waved to family members and chose to take the shortcut home as it was raining.



That shortcut was unfortunately along the tracks between Sheffield Park and Horsted Keynes. It is thought that they put their coats over their heads to shelter from the heavy rain and walked with their backs to the oncoming train.

They were buried by the same Vicar who married them. Their graves are still in St Giles churchyard today. So when you travel on any railway make sure it's only on a train. Always stay off the tracks!

75027 – The Ghost Train

Have you seen our real ghost train? Locomotive 75027 has a dark and spooky secret! If you are afraid of ghosts, you might not want to hang around this engine ... and certainly not at night!

Over the years, staff and volunteers at the Bluebell Railway have reported the sound of coal being shovelled into the firebox. When investigated, nobody was there!

One tale tells that the engine rolled away, crashed and tragically killed some people. Others say that the engine turned over, killing the fireman on board. Whatever the story, it is certainly true that when the engine was first overhauled here at Bluebell Railway in the 1970s, we discovered

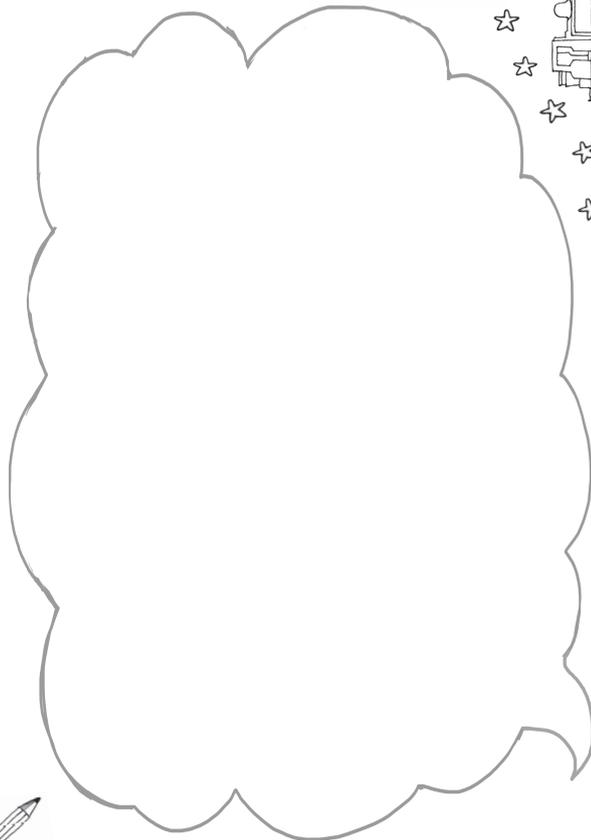
the frame had been repaired for damage that could have only be caused by some catastrophic accident – like the engine rolling over!

When working on the foot plate of this train, one volunteer was startled by a face at the window. When he looked out to see who it was, he found he was quite alone! Could it have been the ghost of one of the victims or of the fireman who died? Perhaps this man couldn't leave his beloved engine. What do you think?

These are just a few of the ghostly happenings at Bluebell Railway. When you travel the line, keep a look out for the ghosts in the tunnel and pray the lights don't go out. You have been warned!



WRITE OR DRAW YOUR OWN SPOOKY RAILWAY STORY





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

- ➔ Lance Allen
- ➔ Steve Bigg
- ➔ Paul Bromley
- ➔ Gerry Brown
- ➔ Matthew Cousins
- ➔ Tony Drake
- ➔ Peter Edwards
- ➔ David Foale
- ➔ Derek Hayward
- ➔ Robert Hayward
- ➔ Mike Hopps
- ➔ Chris Hunford
- ➔ Tom James
- ➔ Malcolm Johnson
- ➔ Paul Lelew
- ➔ Russell Pearce
- ➔ Michael Philpott
- ➔ Roger Price
- ➔ Ruth Rowatt
- ➔ Chris Saunders
- ➔ Rich Stanton
- ➔ Malcolm Stroud
- ➔ Trevor Swainson
- ➔ Colin Tyson
- ➔ Chris Wilson

The Bluebell Times

*A Newsletter for
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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*

HOW TO DONATE TO THE APPEAL

There are four main ways that you can use to make your donation:

1. **SMALL DONATIONS OF UP TO £500**

Small donations can be made via our online payment portal, Virgin Money Giving.

For ease, go to our website at **www.bluebell-railway.com** and click on 'Donate Now'. This will take you directly to the Virgin site.

2. **LARGER DONATIONS OVER £500**

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The Bluebell Railway Trust Sort code: 60-10-26 Account number: 10001638

Please complete the donation form overleaf and either return it by post to us or scan & e-mail a copy to funding@bluebell-railway.co.uk so that we can confirm that it has been received. We can then send an acknowledgement and a thank you message to you.

When making payment, please quote the reference overleaf to your bank so that we can identify the payment.

If you have not already made a valid Gift Aid declaration, please complete the attached Gift Aid form that can either be scanned or posted back to us.

3. **DONATIONS BY CHEQUE**

If you prefer to make a donation by cheque, please complete the attached donation form and return it to us with your cheque and, if applicable a completed Gift Aid declaration. The donation form is required to ensure that your donation is properly allocated to the fund and we can then send a 'thank you' note for all donations over £500.

Please note that it may take up to 2 weeks for your cheque to be presented because Sheffield Park Station is closed with only limited access to collect correspondence.

4. **SET UP A STANDING ORDER**

If you would prefer to donate by setting up a regular Standing Order, please email Trevor Swainson at trevor.swainson@bluebell-railway.co.uk or telephone him on 07864 284164 and he will send you a SO form that you can complete and return to us together with a Gift Aid form.



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Gift Aid is reclaimed by us from the tax you pay for the current tax year.

Your address is needed to identify you as a current UK taxpayer

