

BLUEBELL NEWS

SPRING
2020
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COVID-19: public trains suspended until further notice



Winter track relaying



S&T recover Newhaven Town frame



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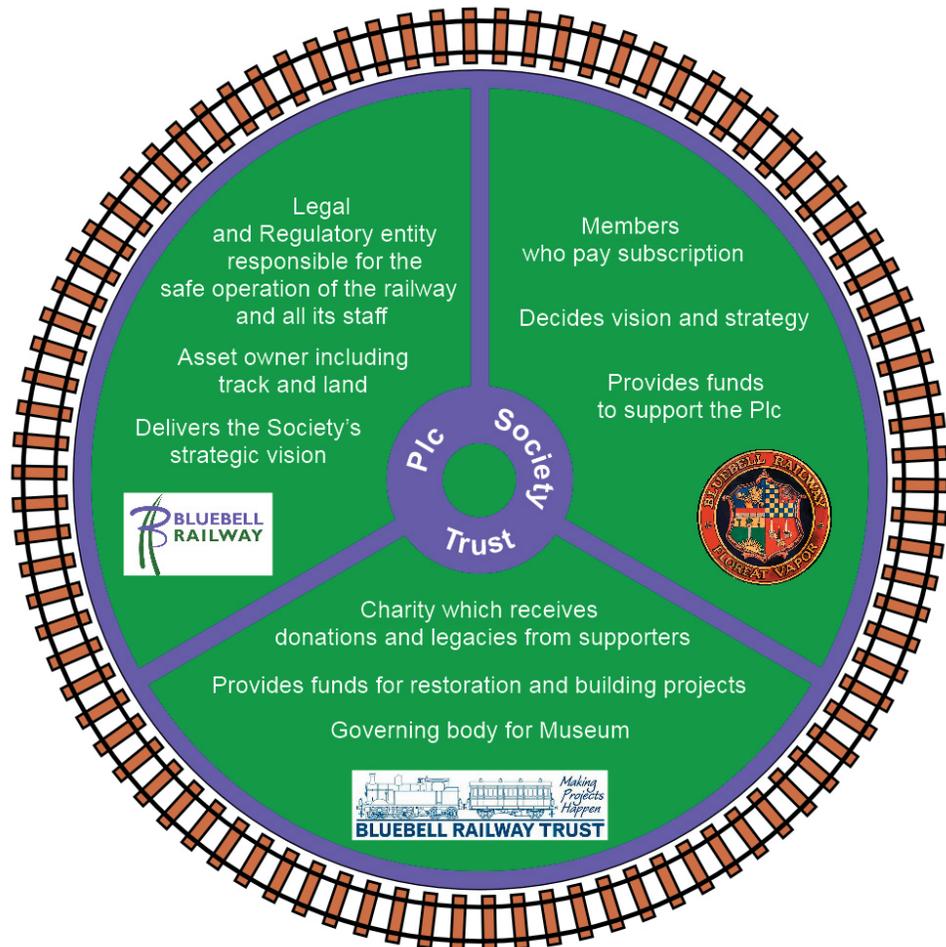
Front cover main: BR
Stanford 4 tank No 80151 is
seen approaching Horsted
House Farm Bridge with
the 1pm train from East
Grinstead on 29 December
2019. PETER EDWARDS

Rear cover: O1 No 65
brings an Edwardian touch
of class to a wet Horsted
Keynes station on 15
February 2020 in connection
with a Timeline Events
photographic charter.
JON BOWERS

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SECR O1 No 65 at Rock Cutting with a train for East Grinstead on 22 February 2020. DAVID CABLE

EGM and AGM 2020 - POSTPONEMENT

In the light of the current Covid-19 crisis, it should not come as any surprise to members that the Trustees have decided to postpone, to a date to be decided, the Extraordinary and Annual General Meetings which were due to be held on Saturday 23 May. It is an unprecedented decision and certainly not one that is provided for in the rules. Having carefully considered the options, we have concluded that it would be irresponsible to ask members to assemble at a time when the infection rates are currently predicted to be at their peak. Moreover, in common with other schools, the Burgess Hill Academy has closed its doors for the foreseeable future so we would be without a venue. We will advise members of a revised date as soon as practicable.

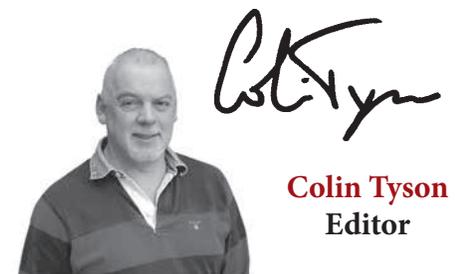
GAVIN BENNETT
General Secretary, BRPS

Welcome to the first issue of *Bluebell News* in our Diamond Anniversary year. Not to be welcomed are the current restrictions affecting the world we live in due to the Covid-19 virus restrictions, resulting in the cessation of all of the railway's public trains for the foreseeable future. However the health and safety of our staff and volunteers as well as that of our visitors must be considered top priority over our commercial operation. At the time of writing, small spaces such as The Bessemer Arms, bookshop, museum and the Bulleid Shop are also closed until further notice.

I cannot let this issue pass without paying tribute to my *Bluebell News* editor predecessor Klaus Marx, who recently passed away. A founder member, he edited this journal for 36 years from the formation of the Society in 1959 until 1995. I've only been your editor for a mere 25 years...

One of his editorials was entitled 'A Railway is for Life' when he recalled that Peter Manisty went on to lead the Association of Railway Preservation Societies and Klaus was set to follow him but Peter insisted that his work at Bluebell was not yet done...and so it proved.

Hopefully, when virus restrictions are lifted, we can all get back to enjoying our 'railway for life'.



Colin Tyson
Editor

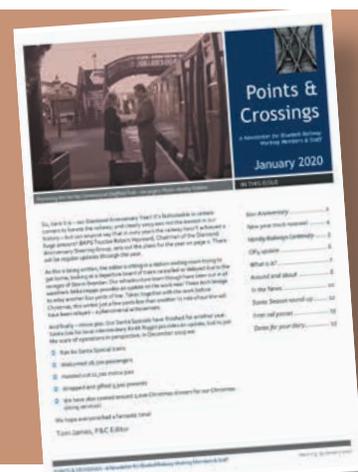
Can't wait for news?

The Bluebell e-newsletter is now regularly sent to 7,500 subscribers between the publication of the printed *Bluebell News*, containing up-to-date news on funding, projects, events and much else. To register for free regular emails, contact us via the link from bluebell-railway.com



Staff and volunteers

Regular operational news updates for both permanent staff and volunteers of all departments are distributed electronically via POINTS & CROSSINGS. To register to receive these monthly updates, email clive@chittinghurst.co.uk



KLAUS MARX MA

24 November 1932 - 23 February 2020

An Oxford graduate, school teacher and latterly headmaster of Willington School in Putney for over 30 years from 1963 onwards, Klaus was involved with Bluebell from the very beginning, serving on the first committee in 1959 and taking responsibility for the embryo museum in the up side waiting room at Sheffield Park. He also helped to organise the first Bluebell special train which ran in July of that year from Tonbridge to Horsted Keynes. He also assisted Captain Manisty in the production of publicity material.

At that time he taught at Great Walstead School, a short distance from Freshfield Halt.

Being an ardent Southern enthusiast he was glad to place his qualifications as an historian at the disposal of the Society. He offered to design the original tickets for the railway and went on to host a ticket sharing group to the benefit of railway funds. He was the society Archivist until 2008 when I succeeded him.

Klaus was able to seek out and interview a number of people associated with the Lewes & East Grinstead Railway and these reminiscences featured in articles he wrote for *Bluebell News* and later his comprehensive history of the railway which was published in 2000 and is now a useful reference for researchers

of the history of our line. His hand written notes are held in the Bluebell Archive.

He was a keen member of the Brighton Circle and was the author of a number of books associated with the LBSCR.

One of Klaus's greatest contributions was as editor of *Bluebell News* from 1959 until 1995 and he continued to serve on the editorial committee for some years after that helping with historical information. He also helped to run the London Area Group, which met at his school and later in Wimbledon until the Group's demise a few years ago.

A Thanksgiving Service for his life was held at St Andrew's



Klaus Marx at the 2010 AGM.
PETER WADSWORTH

Baptist Church, Shepperton, on 20 March, attended by several Bluebell members.

Our condolences go to his wife, Dorothea, and children Roger, Tim and Christina.

ROGER PRICE

Planning for 'Steaming through 60'



The 60th anniversary of the Bluebell Railway operating a steam-hauled passenger service is in sight. Friday 7 August marks exactly 60 years of operation as a heritage railway. It's a very special occasion for us and for the whole of the heritage railway community. The Bluebell Railway was the first standard gauge passenger steam railway to open in the UK.

This is the third consecutive year of '60th commemorations'. In 2018 we marked 60 years since the closure of the line between East Grinstead and Lewes, and last year we celebrated the 60th anniversary of the formation of the Bluebell Railway Preservation Society.

But this year it's the big one: 60 years since the Bluebell Railway re-opened as a heritage line and offered the public the chance to ride on steam trains from Sheffield Park. 'Steaming to 60' has now become 'Steaming through 60'.

Each of the 10-yearly events have been special in their own way. 'The Decadian' event in 1970

showed what had been achieved by Bluebell members being able to take over a closed BR line and run steam-hauled trains between Horsted Keynes and Sheffield Park using vintage carriages.

Our achievements gave others the inspiration to re-open closed lines. Then 10 years ago, at the 50th anniversary celebration, Bluebell was able to boast operating a much longer line to Kingscote, with a particular highlight being the shuttle up to Imberhorne Lane Bridge. Since then the railway has extended through to East Grinstead making the line almost three times longer than in 1960.

But the Bluebell Railway of 2020 is more than just a longer steam train ride. We can boast that 60 years of achievement have brought us a huge number of awards and accolades for the quality of our rolling stock and infrastructure restoration. More than that, we are known for the 'show' we put on for visitors. Bluebell started with the desire to 'Preserve the Puffer for Posterity' but has developed into a premier tourist attraction while maintaining its heritage values.

In the 2020s, a visitor can experience much more than just a

steam train ride along the line: it's a full-day experience whether or not you are interested in the history of railways. There are interesting experiences to be had at every station and at any time of the year.

So that sets the theme for our focus in the planning for the 60th anniversary celebrations which take place over three days: Friday 7 to Sunday 9 August. We have a lot of activities planned – so much so that we believe there'll be too much to see and do on one day so we will be encouraging visitors to buy multi-day tickets. There'll be activities at all four stations and the busy train service will connect with National Rail trains at East Grinstead. In fact, we are planning to operate six train sets with the most intensive timetable ever attempted. That'll make for busy stations.

All departments across the railway are putting plans in place to promote the people and projects in their part of the organisation. Other attractions are also being booked that complement the railway.

We have also started compiling a list of jobs which need to be done in the run-up to the weekend, during the weekend and after the event. There are many different

ways in which you can be involved and be part of this anniversary.

Thank you to all of you who have already responded to the appeal for volunteers. We will be in contact soon about how best to use your skills and, rest assured, we will find a role for you.

Perhaps you know someone who is interested in the railway or has been as a visitor but would now like to join us and help out. What a great way to start volunteering by being part of the 60th anniversary event!

And community is an important aspect of 'Steaming through 60' because we are also taking our message out into the wider business community and involving people, firms and organisations which neighbour the line. We're not just 11 miles of track, we're part of the Sussex landscape and we want to get that message across loud and clear.

With your help, we can make 'Steaming through 60' a wonderful and memorable event that will be seen as a fitting tribute to 60 years of preservation and make us the envy of all other heritage lines.

ROBERT HAYWARD
Chairman, Diamond
Anniversary Steering Group

Anniversary fundraising campaign Horsted Keynes station

Many of this year's Diamond Jubilee celebrations will take place at Horsted Keynes station that has been part of the line for 138 years and counting.

Horsted Keynes is at the heart of the line between the mainline connection at East Grinstead and the headquarters of the Bluebell Railway at Sheffield Park. It is by far the busiest of all our stations with departures in both directions and it is the passing place on days with a multi-train service. It is the centre for many major events ranging from being Santa's temporary home at Christmas to being a fascinating place to visit for both the enthusiast and the casual visitor, being a very popular venue for weddings and other events. Significantly, it has hosted filming for numerous film and television scenes ranging from *Poirot* to *Downton Abbey* and is very popular with filming companies for the creation of realistic backdrops for period dramas.

Despite its long service with British Railways and its forerunners, today's operations represent the busiest period in the history of the station. Horsted Keynes is an important part of our national railway heritage with its five platforms and four running roads of which three are operational. We believe that it the largest station in preservation.

Horsted Keynes station is not only a jewel but it is the jewel in our crown. Unfortunately, age is catching up with the station and the time has come to carry out an in-depth refurbishment and restoration programme to restore our 'Jewel in the Crown' back to its former glory. It is Grade II Listed and therefore all work must meet exacting standards in its restoration.

The first stage of the restoration project has been to undertake a comprehensive survey of everything from the chimney stacks down to the railway tracks. The survey runs to 75 pages of information and, whilst some of the findings do reveal serious deterioration in the station fabric and the platforms, surprisingly the survey reveals that the station is basically sound. Interestingly, some of the problems were found to arise from work carried out in 1908!

The full cost of restoring the station to its former 1930s glory is estimated to be over £1m. This work will be spread over a period of time, not least because we have our normal train operations to be maintained. An outline project plan has been drawn up that will split the work into distinct phases and is dependent on funds raised. Detailed planning of each phase will be drawn up by the Infrastructure team and the project plan will concentrate on the most critical areas of work that are required.

Depending on the success of the appeal, planning, detailed specification and tendering will take place during the winter of 2020/2021 ready for the main work to commence in early Spring 2021, as soon as weather conditions improve. It will have to be managed in such a way as to allow us to run services, but, if funds are available, we should be able to report significant progress a year from now.

One of the key priorities will be to make the buildings water and weather-proof before Autumn 2021, starting with work on the platform canopies. This will not be as simple as just replacing the zinc sheeting because a lot of work will be carried out of sight on the supporting woodwork and drainage. This work on all canopies will cost between £350,000 to £400,000 but, as work progresses, additional problems may be encountered. Other work will be carried out on chimneys and the roof structures. The outline budget for all of this work in Phase 1 of the Project is expected to be £500,000.

This project is supported by the PLC, the BRPS and the Trust working together for the benefit of the whole railway.

The cost of the work cannot be met from our annual revenue and therefore we are launching an appeal to raise at least £500,000 in our Diamond Jubilee year.

Our objective is to complete Phase 1 of the work during the railway's 'close season' so that, by Summer 2021, we will have gone a long way



Failed guttering, platform 3, Horsted Keynes.

towards completing the most essential work and to making a noticeable difference.

As an incentive to encourage everyone to help, for every penny donated, The Bluebell Railway Trust with the help of BRPS will match your donations up to a total of £150,000. This could raise a total of £300,000 and, where applicable, the reclaiming of Gift Aid could add an additional £75,000. That would be quite some achievement!

TREVOR SWAINSON
Funding Governor
Bluebell Railway Trust

STOP PRESS - COVID 19
THIS FUNDRAISING APPEAL HAS
BEEN POSTPONED UNTIL SPRING 2021

EMERGENCY FUNDRAISING

In line with many other heritage railways, we are appealing for emergency donations to help keep the essential services of the railway running when we unexpectedly are not receiving income. Please support us by visiting <https://uk.virginmoneygiving.com/fund/support-bluebell>

ROGER 'WAFFLER' WILLIAMS

Roger joined the Bluebell's Carriage & Wagon department in 1975, around the time he started work, looking for something interesting to do in his spare time. He very soon picked up the nickname 'Waffler', on account of his ability to give a long and comprehensive answer to any question which has stuck though his 45 years at the Bluebell.

At that time he fully engaged with the social life of the department, pub visits and the like. By the time I got to know him a few years later however, he had moved on to what we tended to refer to in the mess coach as his 'restricted diet'. His 10-metre lunchtime dash, when the courgette surprise started to boil over was legendary. The term 'surprise' was due to the occasions when it contained a pepper rather than a courgette. The gas cylinder running out at meal times was an occasion for the use of the phrase 'Damn!' which also resonated around the carriage shed on occasions when something hadn't gone to plan, or a welding torch had blown itself out. If a stronger phrase was used, one knew the problem was more serious.

When I was showing visitors around the shed, I would introduce Roger as 'a solicitor during the week who spends his weekends welding carriages back together'. However, he preferred not to be an exhibit on such tours; taking visitors round the other side of a vehicle so that his welding could continue undisturbed, or arranging such tours during his lunchtime were the best solutions.

It was always a struggle to get Roger to take time out from restoration work for a ride on the train (or even just for a tea break), and on one legendary occasion he had to be kidnapped to force him to join the rest of the department when we were 'enjoying ourselves' (or as we refer to it, testing the cushions) during a ride up the line.

Roger dedicated most of his 45 years on the Bluebell to leading the restoration and maintenance of our Southern Bulleid carriages, along with Mk.1 Corridor Composite No 16210, which was probably the first Mk.1 in preservation to have had a full top-to-bottom structural, mechanical and internal overhaul, incorporating minor improvements to prevent future corrosion, completed in October 1991.

His belief that a small number of high quality Mk.1s would complement our vintage stock was not universally popular, but the superb work on 16210 won any doubters round. The Side Corridor Coach Fund was his umbrella for creating that core of high quality and historically interesting Mk.1 carriages. He did subsequently fear that the extension of the railway to Kingscote and East Grinstead would overstretch our resources and result in an influx of lower-quality Mk.1s which would dilute the quality of our carriage fleet.

Through the Southern Railway Rolling Stock Fund, of which he was also a leading light, we acquired much of our collection of Maunsell and Bulleid carriages, dating from the late 1920s to the early 50s.

Roger was also a long-standing member of the Bulleid Society, and the recent comprehensive overhaul and rebuild of their carriage, Composite No 5768, was his crowning achievement, completed last year, which has just been recognised by receipt of the Southern Railways Group's Denys Fletcher Award. When a decade back Roger was trying to decide which project to take on next, I have to admit that I was one who rather pushed him into doing 5768, largely on the basis that, were he not to take it on, I feared it would never be done. The extent of the work required was a huge challenge, but Roger's determination and leadership saw the project through to completion.

Roger (and others on our Rolling Stock Sub-Committee) had long felt it a shame that we had missed out on an example of an early Mk.1 Open Second, and when the opportunity to purchase one recently from Bicester Military Railway which was in excellent condition for its age (having been kept under cover for 25 years)



Roger fixing new steel panelling on Bulleid No 5768 in the early stages of its recent overhaul. DAVE CLARKE

came up, he inspected it and recommended purchase. With no budget available Roger loaned the railway the purchase price.

His legal mind and drafting skills were tapped for new operating agreements between the railway and locomotive and carriage owners. He was heavily involved in the last major revision of the BRPS current rules and also more recently in the transformation of the spirit and letter of those rules into the Articles of Association of the successor company which we will discuss and vote on at our forthcoming AGM (Ed - see page 3 re AGM postponement).

In meetings and discussions he was always the voice of reason, often trying to counteract the rose-tinted view of the enthusiast. He contributed two articles to the 8-part carriage fleet review which I otherwise wrote for *Bluebell News* 25 years ago, including one on his changed view of the 'boring' 100-seaters, which he now saw as a very durable and excellently practical design.

He had that rare ability to both talk a good project, and then lead it through to completion. We will really miss him as someone prepared to work quietly behind the scenes to ensure a satisfactory outcome to a seemingly intractable issue, as someone who cared passionately about doing the right thing, and as a much needed voice of reason at all times. We have lost a pillar of the department, and a dependable friend. Roger's funeral was held on 10 March at Surrey & Sussex Crematorium.

RICHARD SALMON

BLUEBELL IN THE NEWS

A summary of recent media coverage

JANUARY

● *Country Living* in an article headlined 'Bluebell Railway: Why everyone needs to experience it' described the railway in glowing terms as "arguably England's best steam railway experience". The extensive report added: "Whether you're taking a ride for the views or the nostalgia, one thing's for sure: the Bluebell Railway offers one of the world's most wonderful train rides." It said the Bluebell provided "a superb experience during a staycation".

● *Kingfisher Visitor Guides* listed "the best things to do in Brighton and Hove" and said the Bluebell Railway chugged "through picturesque woodland and countryside". The guide also pointed out the "fantastic collection of locomotives and carriages to explore".

● The *i* Newspaper website reported on the filming locations for the TV series *Grantchester* and included Horsted Keynes which has been used as Cambridge station in the programmes. *The Sun* online also mentioned the Bluebell Railway as the location for Cambridge station.

● *Surrey Live* compiled a round-up of disused railway stations in West Sussex and included Ardingly, West Hoathly and East Grinstead (High Level) with several references to the Bluebell Railway.

FEBRUARY

● *The Sun* published an article about its royal photographer Arthur Edwards being evacuated from London by train during the Second World War. He was photographed at Sheffield Park station with a luggage label tied to his coat and a suitcase. The report said: "Arthur, now 79, has recreated his emotional homecoming by train to mark the occasion, this time on the Bluebell Railway at Sheffield Park

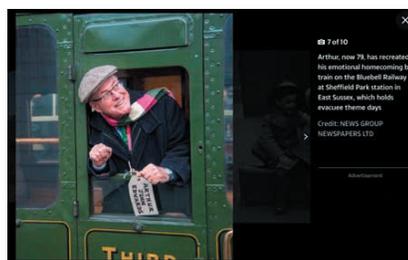


station in East Sussex, which holds evacuee theme days."

● *Good Housekeeping* listed "Nine of the best rail holidays in the UK, Europe and beyond" and said the Bluebell Railway was "one of the most delightful train journeys in the UK". The article added: "Sheffield Park harks back to the 1880s, while the refreshment room at Horsted Keynes transports you to the 1920s. The stations are such a highlight that they've even featured on TV in the likes of *Downton Abbey* and *Churchill's Secret*."

● *East Grinstead Living* magazine put a photo by Peter Edwards on the front cover of its February issue with an article inside about the filming by Hornby for its centenary anniversary video.

PAUL BROMLEY
Communications Director



Arthur Edwards was one of nearly 2million British children evacuated during World War Two credit: News Group Newspapers Ltd



Major track re-lay work during

During the winter close-down and following the November re-lay of 13 panels north of Leamland, the Infrastructure Dept re-laid 29 sixty-foot track panels right through the cutting at Three Arch Bridge. That was followed by another 10 panels adding on to the November relay - taking the re-laid track from the station up past Horsted House Farm Crossing.

Luckily the weather had been unseasonably warm and mostly dry, at the start at least. Work began on the first Monday of the year lifting out the old track panels

from the south end adjoining a section of track north of Caseford Bridge which was relaid last year. As there were no drainage issues on the embankment and therefore no membrane needed, the first six new panels had been completed by Wednesday lunchtime.

The section of track in the cutting required the membrane of Terram/polythene/Terram underlay to drain water into a new French drain ditch (a perforated pipe covered with ballast) on the west side. The ditch had been dug out with a V-bucket right up to the

bridge by the end of Wednesday and the spoil removed and deposited in the Ardingly triangle. While some volunteers laid the track, contractor John Millam dug the ditch and the rest of the team continued to cut in half and lift further lengths of old track ready to prepare the track bed for the 'Terram sandwich'.

Many of the rails were pre-drilled at the ends ready for the connecting fishplates. However not all were accessible to the drilling machine due to the proximity of other materials and the inside rail

on a curve cannot be drilled until after it is in place as it may have to be shortened to match the outer rail before drilling.

The 60-foot panels were cut in half as the half-panels could be lifted by the single road-railer. They were craned out and loaded onto the trailer ready to be transported off site and dismantled at a later date.

Drainage is exceptionally important in any civil engineering project and track laying at Bluebell is no different. It is a subject that is invisible to and not realised by many people. At Three Arch Bridge we installed a new French drain on the west side of the line and several cross drains feeding into it. In addition, after ploughing out as much good ballast as possible and levelling and compaction of the surface, a waterproof membrane, the 'Terram sandwich', was laid under the main ballast layer. This will prevent water and clay pumping up under the sleepers in the future - a problem well known in this area. As a result of the poor condition of the track bed, this particular area required a higher inspection and maintenance rate to keep it safe.

Cracked fishplates, especially on old bullhead track, is a common problem all over the country. If left for a long time before replacement the track can become misaligned and eventually cause a derailment. On Bluebell, we are lucky to have a good team of regular track walkers inspecting the track for any faults and they always have an extra thorough look in the Three Arch area. Any problem found is fixed almost immediately, although we rather they didn't happen at all. Changing to heavy concrete sleepers and flat bottom rail with their very heavy (and rather expensive) fishplates together with providing proper drainage eliminates this problem. When finished the track is virtually up to modern high-speed main line standards which don't suffer the same problems as old bullhead track. In addition, the smoother ride reduces wear on rolling stock wheels and reduces the frequency of broken engine springs.

By the end of the first week, a large amount of groundwork had been completed in preparation for the next section of track



ABOVE: A half-panel is craned out to be transported off site and dismantled at a later date.

LEFT: The first six new panels had been completed by Wednesday lunchtime.



Looking north, showing the first cross drain being laid in at the south end of the cutting.

g winter close-down

through the cutting.

When the Victorians dug out the cutting, they cut through several small natural aquifers, generating springs in the cutting sides. Clearly the existing drainage ditch on the east side was inadequate which is why so much clay pumped up over the sleepers in this area. The new ditch should prevent this from happening in the future as well as giving us a much more stable track bed.

The end of week two saw track laid just past the half-way point with 16 of the 29 panels put down and most of the sleepers put out for the 17th panel. In terms of the overall job, we were probably between $\frac{2}{3}$ and $\frac{3}{4}$ of the way to the point where we reconnect the north end to the track leading into Horsted. This is because the track bed preparation was mostly done as the last few panels did not need to be dug out like the track bed in the cutting. They only needed dozing smooth like the first five panels as they are on an embankment and don't have the same drainage issues.

On the following Tuesday the weather did eventually beat us as Storm Brendan arrived. The wind and rain was so strong in the afternoon that we decided that handling plant, rails etc had become too dangerous to carry on. Everyone was soaked through to the skin and everything was too slippery so mid-afternoon we decided to call it off for obvious safety reasons.

This area had been wet for such a long time that not only did the clay pump up over the sleepers every time a train passed but bull rushes grew beside the line! We dug down 8-10 inches below the bottom of the sleepers here and replaced it with reprocessed second hand ballast.

Elsewhere we went down as little as only 2-3 inches as much of the ballast was reusable. The reusable ballast was pushed over to the side to create some working space. The track bed was then covered with the Terram and plastic layer before putting the ballast back. More ballast will be added after the rails are reconnected and tamped and raised up another two inches or so.

After bulldozing the ballast flat and compacting it smooth with the triple Wacker, the yellow line was



ABOVE: After bulldozing the ballast flat and compacting it smooth with the triple Wacker, the yellow line was painted on the ballast in line with the sleeper ends to help the team to place the sleepers accurately, as seen being craned in four at a time suspended from a lifting bar.

ABOVE RIGHT: Final tamping at Horsted House Farm.

Painted on the ballast in line with the sleeper ends to help the team to place the sleepers accurately. These are placed with their centres exactly 653.27mm apart, or at least within 5mm of that, giving 28 sleepers per panel instead of 24 as was the previous standard. This very even spacing makes tamping much easier and safer with a much lower chance of the sleepers being hit by the tamper tines at the end of the job.

By the end of week three all of the 500 yards of new track had been laid and reconnected. The S&T Department had reconnected all the track circuit wires across the joints and to the wires connecting either side of the insulated block joint (IBJ). It still needed to be ballasted and tamped to remove any little wrinkles in the straight line and smooth the curves at either end and more importantly pack the ballast firmly under the sleepers to get them level.

Friday also saw a big tidy-up with the gang moving up through the length of the job picking up everything that was finished with and loading it onto the two trailers.

Work planned to start relaying ten 60-foot track panels at Horsted House on Wednesday 5 February was delayed following the one-day late arrival of the last lorry load of sleepers required. By the time it had been off loaded and reloaded with a back load of scrap from the Three Arch relay and all materials were put in place, the actual lifting of old track didn't start until Thursday. When it did start, all 10 old panels were removed in one go and taken straight down to the Ardingly triangle.

This spot was chosen for several reasons. During the November relay the condition of the next section was deemed more urgent than first realised with too many life-expired sleepers. In addition, there were big rail gaps and dipped joints. The foot crossing also needed replacing and there was a particularly bad dipped joint under it hence the Temporary Speed Restriction (TSR). If this was done the TSR could be shortened. Whereas the recently completed relay in the cutting at Three Arch Bridge went extremely smoothly, this had a few challenges.

The whole area was originally planned to be a viaduct between Leamland and Horsted House Farm but was changed to be an embankment when construction of the railway began. If it had been a viaduct, it would not have suffered all the history of landslips and settlements of which hopefully the last one was fixed in November.

One feature to look out for when the foot crossing has been completed will be the recovered and donated South Eastern Railway 'kissing gates' which are very similar in style to the LBSCR equivalent. These will replace the existing wooden styles which are treacherous in wet weather and getting rather worn out. These are being fully renovated outside the workshop at Horsted at the time of going to press and will be in brand new condition when finished.

The last part of the whole relay was dropping ballast, ploughing it smooth, tamping and brushing the track.

**JON GOFF
AND BRUCE HEALEY**



Natural spring water

ABOVE: Natural springs in the cutting.

LEFT: The first cross drain.



Resignation from the post of BRPS chairman

Having reached the age of 70, I have over the past months been reflecting on the ever-increasing amount of time I am spending on Preservation Society business, and that I am finding that it is becoming increasingly challenging to achieve the personal goals I have set for myself.

I have therefore decided that it is time for a change of Chairman and have reluctantly made the decision to resign, which has

nothing to do whatsoever with the Covid-19 pandemic.

In my almost four years in office, I would like to think that I have made a positive contribution to the continuing success of the railway, whilst carrying out my duties to the best of my ability. I intend to remain as a volunteer, in the roles that I enjoy, which are: Senior Station Master at Sheffield Park, a Guard and the (unofficial) timetable assistant

to the Operations Manager, Chris Knibbs.

I would like to thank all of you who have provided me with so much support over the almost four years of my period of office and I know that I can rely on you to do what is necessary to ensure that our railway not only survives the unprecedented situation we find ourselves in at present, but for it to prosper in the future.

GRAHAM AITKEN

Commercial and Marketing Director appointed

The Bluebell Railway has appointed Paul Lelew as Commercial and Marketing Director.

Paul has a commercial background and worked in the food business before retiring eight years ago. He started his working life as an accountant with Sainsbury's and his last roles were as a director of various companies with expertise in turning them around.

He will serve on the PLC board with oversight of the sales, marketing, retail and catering activities.

Paul said: "What I'm looking to do is find new commercial opportunities at the Bluebell Railway and review existing operations with a view to building on the great success so far."

He lives near Maresfield and is the volunteer finance director of radio station Uckfield FM.

Paul's father had a railway career as manager of the Royal Train and his grandfather was awarded an MBE for services to the railway during the Second World War.

Chris Hunford, Bluebell Railway Plc Chairman, said: "Paul will bring a commercial focus to all our operations and look at our income generation. He has catering, retail and sales experience and will bring energy and vigour to the railway."

Paul fills the vacant position of Commercial Director and also replaces Neil Glaskin who is standing down after 14 years as an officer of the railway including nine years as a PLC director.

RIGHT: Our new Commercial and Marketing Director Paul Lelew.



Bluebell helps Mid-Hants with carriages loan

The Bluebell Railway was in a position to help its western neighbour when the MHR needed to provide additional seating capacity in early March for its full line re-opening gala following a truncated service due to a bridge rebuilding programme.

Bluebell loaned its four operational Bulleid carriages to join the MHR's Bulleid Brake No 4211 and recently-returned to service

No 1456 (the latter on long-term loan from Bluebell).

The four carriages left by road as a change to the original plan of being moved by rail, due to the then main line closure between Lingfield and East Grinstead.

The Mid-Hants operation was the first occasion since the early 1990s on the Bluebell that a complete train of six Bulleid carriages has run.



SR S15 No 506 climbs between Ropley and Medstead with the 10am departure from Alresford on Sunday 15 March 2020. JAMES HAMILTON



Following a fresh repaint by Heritage Painting at Horsted Keynes, out-of-ticket SECR C Class No 592 returns to Sheffield Park to take its place in the SteamWorks! exhibition on 5 February 2020. MATTHEW COUSINS

‘ONE RAILWAY’ VISION

I first visited the Bluebell Railway about 20 years ago. Then I became a member of the Bluebell Railway. After that I joined as a working volunteer at the Bluebell Railway. Now I'm the Communications Director of the Bluebell Railway.

What you'll notice from each of those four sentences is that I've referred each time to the 'Bluebell Railway'.

That's because that is how I have always referred to it and how I have always regarded it. Everyone outside the Bluebell Railway calls it that as well.

It is only as I have become more involved in the workings of the organisation that I have become aware of the three separate entities which comprise the Bluebell Railway.

Confession time: I attended my first BRPS AGM last year. Confession time 2: I was one of those who was completely baffled by all the documents presented at last year's AGM and EGM about the conversion of the Society to a Company Limited by Guarantee.

It was only when the platform party painstakingly explained the workings of the Society, PLC and Trust that I began to get a fuller understanding of the various functions of the three parts of the organisation.

It seems from the comments from other people at the meeting that I was not alone. Others on the floor clearly struggled to comprehend the roles, responsibilities and dependencies of the three entities.

Nigel Longdon in his article in the Winter 2019 issue of *Bluebell News* explained in summary what the Society, PLC and Trust do.



It was an excellent way of describing the three parts of the Bluebell Railway.

I wanted to go further in my role as Communications Director. By the way, strictly speaking that's Communications Director for Bluebell Railway PLC but I also willingly help and advise the Society and Trust in their communications and publicity. I see myself as Communications Director for the Bluebell Railway – there's that phrase again.

I wanted to find a way to visually represent the three entities and the 'One Railway' vision. I wanted it to be an at-a-glance summary which would benefit everyone at the Bluebell Railway. I didn't want it to be an organisation chart or a wordy document. I wanted it to be

something people would easily understand.

I toyed around with various ideas and wordings. I am grateful for the help and advice of Chris Hunford (PLC chairman), Graham Aitken (Society chairman) and Vernon Blackburn (Trust chairman) in producing a basic image to encapsulate my ideas.

And we are grateful to Mike Hopps and his graphic design skills for taking our basic image and turning it into something more creative and appealing.

You can see the result on page 2 of the magazine and again here - the circle of track represents the continuous journey all parts of the organisation are on to improve what we do and how we interact with each other. Each part of the organisation is one-third of the overall whole – no single part is bigger or smaller in size than the others. The three summary points for each entity encapsulate their main responsibilities.

It's not a new logo. It's not new branding. It's not an attempt to change the way we operate.

But it is a way for all existing staff and volunteers – and for new members – to understand our structures.

More importantly, I hope it's a way for everyone to appreciate that whatever role they have and whichever department they work in, they all contribute to the overall success of what I shall continue to refer to as... the Bluebell Railway.

PAUL BROMLEY
Communications Director

Filming on the line



19 September
'Thirties in Colour'
Channel 5

This is a social and economic history of the 1930s, covering the years from the depression to the outbreak of war. The programme uses original colour film from the 1930s and memories from people, some well known and some not so much, about the decade.

One major event that was caught on film was the opening of the first Butlin's Holiday Camp in 1931; another, less light hearted and more menacing, the German football team visiting Britain in 1938 and giving a Nazi salute on the pitch.

At Sheffield Park, three former refugees were interviewed inside Maunsell carriage No 1336 and Mk.1 No 34556 about their experiences at the beginning of the war. Most notable of these was Dame Stephanie Shirley, who came to Britain as a child refugee and eventually became a successful businesswoman, entrepreneur and philanthropist, starting up one of the first computer companies in 1962.

The series will be screened in three episodes in March and April this year.

14 November
'Going Home for Christmas'
Mail on Sunday - You magazine

The fashion crew came to Sheffield Park and shot a series of photos around the station with

the model sashaying around the platforms, beautifully dressed for the journey home for the festive season.

4 December
 Authors M.G Leonard and Sam Sedgman were at Sheffield Park to promote their book *Adventures on Trains - The Highland Falcon Thief*. They were filmed and photographed at various locations around the station in order to publicise its arrival on the shelves.

6 February
Utility Warehouse Visa cashback card advert

'National Treasure' Joanna Lumley starred in this cashback card advert, filmed at Kingscote. She was filmed walking along a deserted country station, as though she had just alighted from a train, pulling a suitcase.

She then walks through the booking office and out into the forecourt where she gets into her car and drives away. Departing shots were taken of her driving away from the station for a short distance down the road.

The advert is a presentation for Utility Warehouse and not for general distribution.

HEIDI MOWFORTH

RIGHT: Joanna Lumley filming at Kingscote. MICK BLACKBURN



LEFT: Fashion stills at Sheffield Park for the *Mail on Sunday's You* magazine.

**HORNBY
MORE THAN JUST A HOBBY – A
LIFETIME'S JOURNEY**

Hornby celebrates its centenary this year and the company brought out a short film to commemorate the event. It opens with a small boy in the early 1920s receiving his first train set, with a circular track and a simple LNER tank engine. The boy grows up, and as a young man, goes off to war from Sheffield Park station. He was filmed standing by the footbridge with his girlfriend as they say their goodbyes, and she gives him a parting gift. Once on the train, there is a close-up of him as he opens the package, to find his childhood engine in its box.

The film changes to colour for the 1950s and 1960s, which see the young man through marriage and his first home, with Hornby engines on the mantelpiece and the moon landing on TV. In middle age he has to endure the pain of 1970s wallpaper and selling his original engine (for £85) but finally, on his 100th birthday, surrounded by his family, he receives another train set as a gift, a century after the first.



The young man leaves for war and says his goodbyes to his girlfriend. HORNBY



Touching moments. HORNBY



Reading the note on the train as he opens his girlfriend's parting gift of his childhood engine. HORNBY

Locomotive Department

Locomotive mileages

As has been the case for most of the last decade, eight home-based locos ran in revenue-earning service during 2019, with No 323 *Bluebell* withdrawn and No 80151 released to traffic during the year. In addition, five visiting locos ran. A significant milestone was passed during the summer when the railway went past 1,500,000 locomotive miles since 1960.

The highest mileage loco was No 847; however the mileage and days in service

from No 80151 are notable for a loco that was available only during the second half of the year – it proved both reliable and highly capable immediately on entering traffic.

The annual mileage obviously depends on the service run. In comparing 2018 with 2019, in 2018 the off-peak mid-week service was generally five days per week, three round trips per day, so fifteen round trips each week (in addition to weekends and special services such as

dining trains). By contrast, the mid-week service in 2019 was at times three days per week with four round trips, or only twelve trips per week, leading to a slightly lower annual mileage. Comparable figures in 2018 were 33,755 steam miles in 591 steaming days; and 2,936 diesel miles in 119 days. The difference in diesel miles is primarily because no diesel gala was held in 2019. Our thanks go to David Tandy for his work compiling the annual mileage records.

Locomotive	Days in use	Mileage	Notes
847	104	7,401	
73082 'Camelot'	94	6,644	
541	97	6,113	
80151	86	5,352	Entered service July 2019
65	68	3,498	
263	24	1,252	Undergoing intermediate repair in second half of year
178	19	526	
323 'Bluebell'	11	440	Withdrawn February 2019
70000 'Britannia'	4	338	Visited for Giants of Steam
61306 'Mayflower'	6	264	Visited for a charter and also Giants of Steam
W24 'Calbourne'	4	199	Visited for Branch Line Weekend
30587	3	148	Visited for Branch Line Weekend
35028 'Clan Line'	1	22	Undertook one passenger service while visiting the railway for repair
Total Steam	521	32,197	
D4106	111	1,879	
Total diesel	111	1,879	
Total locomotive mileage	632	34,076	



The new blast pipe for No 27. BEN DINGLEY

Overhauls and maintenance

Stroudley A1 Class No 72 Fenchurch

The boiler from *Fenchurch* has been lifted so a thorough assessment of its condition can be made to allow a scheme of repair to be drawn up for agreement with the boiler inspector. The scope of that repair will be extensive, comprising:

- On the outer boiler shell: new foundation ring; new lower throatplate (effectively the section below where it flares out to join the boiler barrel); new outer firebox wrapper; ¾ new backhead; new front tubeplate and barrel extension;
- On the inner firebox: new sides; new door plate; new tubeplate; new firehole door.

The replacement steel inner firebox fitted in the 1970s had the corners butt-welded to each other. The replacement to be fitted this time will be of more traditional construction with the tubeplate and back plate flanged to form conventional lap seams. This form of construction is slightly less rigid, which should allow the firebox to flex slightly and reduce the likelihood of cracks appearing.

Quotes have been sought for all the pressings required for the repair. It is hoped to order the components in the spring so they are ready to work on once repairs are finished on *Sir Archibald Sinclair*. Economies of scale mean there may be an opportunity to buy



Machined piston rod glands for No 27. BEN DINGLEY

further pressings of the same section that can be used for a future repair of *Stepney's* boiler. A new smokebox saddle suitable for a 'Terrier' is also on order.

Bulleid Pacific No 34059 Sir Archibald Sinclair

The firebox sides and backhead are now completely stayed. Work is continuing with the more complex staying around the combustion chamber and throatplate.

The tubes and flues are on order and should be delivered about the time that this issue reaches readers. A new front ring for the main steam pipe has been made. Mechanically, the loco is due to be lifted from its wheelsets, but the lift needs to wait until work on the H class is finished to provide the necessary space.

Wainwright H class No 263

The majority of the intermediate repair on the H class has been completed, with work on the big ends, small ends, crossheads all completed and a piston and valve examination undertaken. The loco has also been through its annual boiler exam. The remaining work is to complete the machining of the crank axles using the newly constructed re-profiling machine. It is hoped to prepare an article on the design and use of this machine, which was funded via a generous donation to the Bluebell Railway Trust, for a future issue of *Bluebell News*.

Available for traffic

Maunsell Q class No 30541; Maunsell S15 No 847; BR Standard Class 4 No 80151; BR Standard Class 5 No 73082 *Camelot*; Stirling O1 No 65; Wainwright P class No 178.

No 178 ran a full season of footplate experience courses during the winter P.Way shut-down period, with more courses planned for later in the year. It will also operate during Branch Line Weekend.

Wainwright P class No 27

It has been a busy winter on No 27. The loco frames are progressing with the rear drag box and buffer beam now complete and riveted into position. All the frame stretchers (with the exception of the motion plate) are now fitted and all the supporting angles for tanks and other parts also rivetted in position. The team is now working on the front buffer beam and supporting angle work.

The buttons which form critical measuring points have also been completed and this enables the team to fit the spring hanger brackets which were re-bushed last year. Work has continued on the horns and new liner plates have been obtained and are being welded into position and new material has been procured for the horn wedges. All these items are critical to the future re-wheeling of the engine.

The second wheelset has entered the works over winter for painting into top coat. The aim is to have all the wheels painted Southern green before the summer. Ian Ferguson carried out a number of machining jobs over Christmas – thanks go to Steve Heckford



The spring replacement on shunter D4106. MIKE HAWKINS

and the Locomotive Workshop for making machines available during this period. New piston rods and wedges were made giving a complete assembly with only piston rings to order from an external supplier. Ian also re-bushed and repaired all the bronze glands which attach to the cylinder block and he has machined our blast pipe casting obtained a few years ago to fit to the top of the cylinder block. All of these items are now in stock ready for when the cylinder block is fitted to the frames which the team plans to fit in the spring or early summer this year.

Finally, once all the riveting is complete and the valences are fitted to the outside of the engine, the frames will be painted black on the outside and red on the inside. The work mentioned has only been possible as a result of donations to the Bluebell Railway Trust and items purchased through the stall – to make a donation, see <https://uk.virginmoneygiving.com/fund/27>

BR Standard 2MT No 84030

Progress has been made on the trial assembly of the reversing gear and white metalling of the front pony truck axle boxes. We are very grateful to two people who are helping us out with CAD drawings. Harry Spencer, an apprentice in the Locomotive Workshop, is converting the general arrangement

drawings for the side tanks into workable manufacturing drawings – a mammoth task which needs to take into account not only the design of the finished tanks, but also the sequence in which they are assembled. Vic Short, a volunteer in the Carriage and Wagon workshop, is generating CAD drawings of a number of the smaller items suitable for manufacture using either laser or water jet profiling – the method used is dependent on the material thickness.

Class 09 D4106

During February the owning group has changed both perished bellows, which are flexible joints between the ducting from the blower motor to the traction motors. They have also changed the two front leading springs.

Personnel

Russell Pearce has been appointed Chief Locomotive Clerk and also promoted to the team of Locomotive Inspectors. Wearing his Chief Locomotive Clerk's hat, a major early task is bringing in the new 'Bluebell Railway Online Operating and Safety System' (BROOSS) into commission within the Locomotive Department, which is acting as a guinea pig prior to the roll-out of the system for all volunteers.

TOM JAMES

No 928 Stowe The chassis

Since the last report, we have been able to get the new cab roof in place on the cab sides and it makes an impressive sight.

Some other good news is that thanks to the help of Simon Blaker and Henry Mowforth, the piston heads have been removed from the piston rods. We can now proceed to obtain quotes for either spiral welding and machining the rods or having new rods forged and machined – if that were cheaper. Fred Bailey has kindly agreed to prepare the drawing required to enable quotes to be obtained.

Melvyn has been busy fabricating and fitting new sections to replace the corroded areas of the steam heat pipework underneath the running board.

Frank and David Harrington have completed the work on the loco's brake gear by getting the brake blocks back in place on the brake rigging. Ray Bellingham has continued cleaning the smaller motion parts and checking over the bushes and cleaning brass oil pots and other fittings. A new steam turret valve has been cast and machined and new water gauge valves obtained. We would like to start work on cleaning and overhauling the larger motion parts, but this needs to be done when the chassis can go into the



Stowe's new cab roof in place on the cab sides on 4 March. STEVE PILCHER

workshops. There's no point in them all starting to rust again outside! Andy Sparkes has started cleaning and painting some of the boiler cladding sheets as these were starting to go rusty, particularly on the underside.

Boiler

It is understood that work will

re-commence on Stowe's boiler once work on No 34059's boiler is completed in the works.

S15 Class No 847 and Q Class No 30541

Both locos were used regularly over the Autumn months and Christmas running period. No 847 passed its annual test by the boiler inspector in the Autumn. The railway wants to try to use it sparingly in 2020 as its tyres are getting worn and are unable to undergo 'turning' and would need to be replaced if they get to their wear limit. In early 2020, when not in use, the opportunity was taken to 'improve' on several worn areas of paintwork, including re-painting the number on the buffer beam – but in truth the boiler cladding is 'cracked' in several areas and is in need of a full repaint.

U Class No 1636

Currently 'in store' at Horsted Keynes.

U class No 31618

Whilst No 31618 was standing in the loco yard the opportunity was taken to undertake a limited amount of repainting, so as to keep the cladding in good order.

The working party also cleaned out the tender tank and has applied protective paint to the coal space.

Fundraising for Stowe

We want to send the piston rods away for spiral welding and machining, which we estimate will cost in the region of £6,000. Can you help conclude the fundraising so we can send them away soon? Contributions towards this cost will be gratefully received. Please make cheques payable to 'Maunsell Locomotive Society' and send to the Treasurer, 312 Riverside Mansions, Milk Yard, London E1W 3TA. For donations over £50 we can reclaim Gift Aid if you make the cheque payable to 'Bluebell Railway Trust'. Please enclose a current Gift Aid form (downloaded from Bluebell website) – indicating you would like the donation to be towards Stowe. Again – please send such cheques to the Treasurer, to enable an acknowledgement to be sent. New members are also very welcome. A big 'thank you' to all those who have supported us thus far with the appeal.

STEVE PILCHER



Piston heads removed from Stowe's piston rods. MELVYN FROHNSDORFF



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Horsted Keynes station in focus

OUR JEWEL IN THE Putting the sparkle back into

The early years

Horsted Keynes station was built in 1882 to the design of Thomas Harrison Myers who was staff architect to the London Brighton & South Coast Railway. Similar designs were adopted for stations north of Lewes to East Grinstead (including Ardingly) as well as stations on the 'Cuckoo Line', the Chichester to Midhurst branch and at Hassocks Gate.

Horsted Keynes station was one of the largest in Sussex, having five platform faces. It is at the junction of the relief London to Brighton line and of the branch line that meandered southwards to Lewes and onwards to connect with coastal services to and from Brighton. In terms of the number of train movements, it was a busy station but passenger numbers never reflected the volume of trains and, in terms of importance, it was never more than a pleasant interlude on journeys to and from the south coast.

At first sight, there seemed little point in constructing such a large station in a rural setting in Sussex. However, there were other railway companies seeking access to Brighton and the LBSCR was determined to prevent any competition for its lucrative traffic.

Soon after the opening of the



Horsted Keynes station ready for business at the opening year in 1882, with a poster extolling a trip to view 'Brighton Regatta'.

station, a visitor remarked that *'the station at Horsted Keynes Junction is remarkably handsome and abundantly roomy; it has a long and wide central covered platform as well as up and down-side platforms ... The rural station greatly shames by contrast the ramshackle, unsightly property at London Bridge.'*

After a brief period in office, the first stationmaster, William Yeomanson, was promoted to

greater things at Hove and the high standards he had set for the opening of the station soon deteriorated to the point where it was as though a posting to Horsted Keynes was viewed almost as a punishment for misdeeds committed elsewhere.

In 1913, there was a grand plan to rationalise the signalling arrangements that led to the removal of the canopy on Platforms 1 & 2 in order to improve the sight lines for the signalman at the south end of the station.

Very soon in its life, the station sidings became useful for storing locomotives from Brighton awaiting repair or disposal. This 'storage facility' was repeated at regular intervals throughout its life right up until eventual closure.

Electrification

The imagined volumes of traffic that were anticipated when the line first opened never materialised but hopes were raised in the 1930s when the

line from Haywards Heath to Horsted Keynes was electrified. It was intended that the electrified lines would continue northwards to East Grinstead and beyond but, despite intensive lobbying, attention was diverted to the electrification of the lines to Portsmouth and then the intervention of the Second World War caused the postponement and eventual cancellation of the plan.

The war years

During the Second World War, Horsted Keynes enjoyed a brief renaissance with increased freight and military traffic. Once again, its main use was as a storage facility for ships' propellers, components for tanks and other 'war' materials. There were additional train movements for thousands of Canadian and other troops, together with their tanks and vehicles that were marshalled and billeted at Horsted Keynes in the lead-up to the D-Day landings.

No bombing raids directly



The station in 1912, still sporting its original canopy valancing (as now recreated at Sheffield Park in LBSCR style).

CROWN

our most precious asset

Horsted
Keynes Anniversary
Appeal deferred
until further notice

affected Horsted Keynes although there was one near-miss when a returning German bomber jettisoned its bombs - with one landing on the station drive and another landing in a nearby field. Fortunately, there were no casualties resulting from this. Meanwhile, overhead, there were constant raids on London that were intercepted by RAF fighters during the Battle of Britain.

The years until closure

Soon after the War, after all war materials and ordnance were removed, the station reverted to its sleepy services to and from Haywards Heath and trains to and from Lewes and Brighton. Yet again, the yard at the station became the storing place for redundant rolling stock and, for a brief period, partially-assembled new electric stock for the Kent Coast electrification scheme.

The little-used services to and from Lewes and Brighton were soon earmarked for closure, which happened in 1955, although local campaigners led by Miss Bessemer forced British Railways to re-open the line a year later as the original Act of Parliament for four trains a day had not been repealed. However, this was only a temporary reprieve as the reinstated service - known as the 'sulky service' - provided poorly-timed connections making it virtually unusable for passengers with connections to other services. Having successfully proved that the service was not making any money, British Railways was able to justify closure of the line again - this time permanently - in 1958. The electrified shuttle services between the station via Ardingly and Haywards Heath to Seaford continued until 1963 when this line was also closed.

The preservation years

The Bluebell Railway

Preservation Society was formed in 1959 with the objective of re-opening the line by volunteers between Sheffield Park and Horsted Keynes, which it achieved on 7 August 1960. However, in the early days, trains were not permitted to run into the station, instead terminating at Bluebell Halt, adjacent to New Road Bridge to the south. At the time, electric trains were still running from Haywards Heath to Horsted Keynes and this, in part, was one of the reasons that the railway was able to lease the station buildings from BR when electric services were withdrawn.

In October 1961, Bluebell trains were allowed into Horsted Keynes, albeit topped-and-tailed by an engine at either end. Finally, with the closure of the electrified line to Haywards Heath in 1963, full access was granted without the need for two engines on each train.

From 1963 to the present

Fortunately, most people would say that the retention of the station in its (nearly) original form has been one of the most significant aspects of the history of the Bluebell Railway. The volunteer-led decision to reinstate the canopy on Platforms 1 and 2 was popular and in 1992 work started, culminating in its completion in 2000 and the return of the station to its former glory, although not condition.

Other than the replacement of the canopy, the station itself has remained largely unchanged since its transfer into Bluebell ownership with one notable exception and that was the reinstatement of the entrance porch to original LBSCR condition, complete with stained glass windows, funded by colleagues as a memorial to the late Simon Baker, station master, whose dearest wish was to see the porch return to its former glory.



The station in SR days in 1934 having now lost its canopy over platforms 1 and 2 and also the decorative canopy valancing.



The train crew of the electric service to Seaford await 'time' in this late 1950s view. The diagram was less about serving Horsted's population and more about keeping the train's layover out of the way of a busy Haywards Heath. Electric lighting has now replaced the oil lit lanterns. ALL: BLUEBELL ARCHIVE

In what unwittingly had become standard practice, the sidings to the west of Platform 1 continue to be one of the main areas of storage on the line. Nowadays, there is a wide range of locomotives and rolling stock awaiting restoration. As the French might say, 'Plus ça change, c'est la même chose' translated loosely as 'nothing changes'.

So here in 2020, 138 years after first being built, Horsted Keynes station survives as a Grade II Listed structure. It is beginning to show its age but, in a recent independent building survey, the station was found to be in remarkably good condition and, with the timely plan for the

railway's Diamond Jubilee Appeal to carry out refurbishment and restoration, it will soon return to its original glory.

TREVOR SWAINSON
Funding Governor
Bluebell Railway Trust

With grateful thanks to the Bluebell Railway Museum for providing historical information from its archive.

For more detailed information on not only Horsted Keynes but also of the whole line from Lewes to East Grinstead, it is worthwhile obtaining a copy of *An Illustrated History of the Lewes and East Grinstead Railway* by Klaus Marx, published in 2000 (ISBN 0 86093 847 7)

Carriage & Wagon

We have been greatly saddened by the passing of Roger Williams on 30 January. He had been one of the mainstays of the department for the past 45 years. A solicitor by profession, he gave his advice to the Society on numerous occasions including its most recent structural changes and was the long-time chair of the department's rolling stock sub-committee.

However, his lasting and most noticeable legacy, are the coaches he brought to the railway and restored to traffic. Without Roger's enthusiasm and leadership, there probably wouldn't be an operational rake of four Bulleid coaches (Nos 1464, 1482, 2526 and 5768), with another three (1481, 2515 and 4279) awaiting their place in the queue for a second visit to the works for overhaul and a return to service.

Roger was also instrumental in the acquisition of Nos 16210 and 21271, and later 4754, with a view to the railway operating a specimen rake of BR Mk.1 coaches restored to original condition. No 16210 was probably the first Mk.1 in the country to receive a full restoration when it entered traffic in 1991.

He taught himself to weld and,



Timber strips have been attached to the east side of a couple of LBSCR Third No 328's roof hoops. They will be pared back to produce a more uniform roof profile when the roof boards are fitted. DAVE CLARKE

more recently, undertook training so that he could carry out the simpler, non-licensed asbestos removal tasks under strictly controlled conditions. He also partially financed the materials for the recent Bulleid restoration and loaned the railway the

purchase price so that No 4754 (an early veneer panelled TSO) could be purchased from the MoD at Bicester.

Roger was never happier than when he had his welding rods in hand working on his beloved Bulleids. He will be sorely missed.

Pullman Car No 36

With Car No 76 *Lillian* withdrawn and requiring major funding to cure its corrosion issues, the railway has been looking for a suitable replacement for its 42 seats. Car 54 partially fills the gap, however we were



The panelling on the east side of No 328 is now in a uniform shade of grey. Most of the mouldings have yet to be fitted to the cant and bottom rails and the lower part of the mid rail down the length of the coach. DAVE CLARKE



The decorative mouldings have been applied to the wiring trunking and the first cover strips installed over the joins between the ceiling panels of Car 54's southern saloon. The central ceiling fan cover has been temporarily fitted, the other holes are for ceiling lights and ventilators. DAVE CLARKE

still on the lookout for another solution, when Car 36 was privately purchased from the Colne Valley Railway.

The coach was built by Birmingham Carriage and Wagon in 1926 as a Parlour Second with 54 seats, in the more cramped 2 + 2 layout, for service on the 'Southern Belle'. When the Brighton line was electrified in the early 1930s, Car 36 was converted to the more comfortable 2 + 1 seating and moved to the Central Division.

After a sabbatical during the Second World War, during which it suffered minor bomb damage, the coach operated as part of the 'Golden Arrow' as Car 194, before being moving to the 'Bournemouth Belle' when Second Class was removed from the former in May 1947. Here it operated alongside Car 54 and *Fingall* and was again renumbered Car 36. At the same time one of the lavatories was converted into a guard's brake and heavier doors fitted at this end.

After a visit to Preston Park Pullman works in 1951 where it was re-skinned in aluminium and the lavatory oval windows replaced with rectangular ones, Car 36 operated as part of the 'Golden Arrow' until a final move in 1964/5 to the 'Bournemouth Belle'.

On withdrawal, Car 36 was sold to Bulmers and ran in red, white and green as part of their cider train, before being sold to VSOE where they intended to restore it to run on the main line. However, in 1988 they part-exchanged it for *Gwen*, a Kitchen

First on the Colne Valley Railway.

Before it can run again, the coach needs a full mechanical overhaul and steam heat. It will also require a new central partition, many internal fittings and a full set of Pullman chairs. Work that is not expected to start before Car 54 enters service.

LBSCR Third No 328

The final side panels have been painted and the coach sides are now resplendent in grey undercoat. A string line revealed that not all the roof hoops were at the same level. As a result, timber strips have been attached to the top of the offending hoops and will be whittled down until they are all level. Internally, the front and rear seat bars are at markedly different levels so framing for a prototype seat base has been fabricated.

LBSCR Brake Third No 949

The first collection mouldings have been fitted in the passenger compartment. Unlike most of the coaches on the railway, these are fitted to the frames on the inside of the glass, instead of the more usual outside, and are removable to allow broken glass to be removed. Overhaul of the brake and last passenger door is ongoing.

Pullman Parlour Brake Third No 54

The pre-painted ply sheeting has been fitted to the west side and most of the east, with only the narrow boards above the sidelights yet to be put in place.



Car 54's northern saloon is progressing well. Painting of the ceiling is well advanced and rags used to protect the marquetry panelling that couldn't be removed. Ply panelling has been fitted under the sidelights and the steam heat pipes installed. French polished panels and decorative heater guards will cover them in due course. DAVE CLARKE

Internally, work in both saloons will now progress on a top-down basis starting with the ceilings. The mouldings and capping strips covering the joins between panels are being fitted in the southern saloon. The northern one is more advanced and a start has been made on painting it white. Prior to this, ply backing panels were fitted under the sidelights and the steam heating pipes installed. Trimming of the seats is ongoing.

Pullman Parlour Third No 76

The coach has been lifted so that its bogies can be swapped. Their frames and wheelsets are in better condition than those in the rest of the Pullman fleet and will allow a better pair to be used under Car No 54. The coach will then be returned to storage until a purchaser can be found.

BR Covered Carriage Truck No S2531S

The van has been shunted out of the shed following the setting-up of its brake and running gear and is ready to run.

SECR PLV No 153

The Alf Brown Group are continuing to prepare the roof of their van for re-canvassing.

SECR '100-seater' Third No 1098

The coach has been stored in the paint shop for most of the last quarter where its cant rail strips have been replaced and undercoat applied. It was shunted out for a while so that Heritage Painting could prepare the SECR C class for its place in SteamWorks! Once a new painter has been found the coach should quickly return to the fleet.

Carriage & Wagon

SR Corridor Brake Third No 3687

Work is progressing on many fronts. Externally the last of the side panels has been refitted and primed. The end panels have been flattened back and are ready for painting. A start has been made on painting the west, or dockside, of the coach; several layers of green undercoat have been applied from the SW corner pillar up to, and including, the door to F compartment. The lowest narrow roof board, which sits on the top, or cant rail, has been replaced. (To cater for the tighter curvature of the roof, the outer roof boards are narrower than the central ones.) Internally, Ray Medhurst has installed the water tank in the roof space at the southern end of the corridor, and plumbed in the hand basin and lavatory. The floor in the adjacent compartment F was lifted so that the frames and the underside of the boards could be painted. Once relayed, the freshly gloss white painted panels have been fitted above the luggage racks and the varnished mouldings installed. The combined quarter panel and armrests have been trimmed with green 'Jazz' moquette and installed. Varnishing of



Red oxide primer has been applied to the steel panelling on the east side of SR Corridor Brake Third No 3687. A peculiarity of Maunsell corridor coaches is that half the six doors along the corridor are non-operational dummies, the partially-clad 'A' compartment 'door' on the right is one of these. The new, narrow roof board has been fitted above the cant rail and all holes in the roof filled in readiness for canvassing. DAVE CLARKE

mouldings and glossing of panelling is ongoing.

SR Brake Composite No 6686

The newly fabricated seat back

is being trimmed with 'Bird of Paradise' moquette and replacement parts for the two remaining backs have been made. The coach remains in traffic.

SR 13 ton 5-plank 'Bulleid' wagon No 12058

The wagon has been re-wheeled and is awaiting completion of the interim repair to the Pillbox. It will then move into its slot, at the northern end of E-road, where the end stanchions and frames will be riveted. Originally this was to be undertaken at Sheffield Park, but it will now be kept 'in house'.

SR 'Pillbox' Brake Van No 55993

The brake van has been brought into the shed so that the wagon gang could replace the 'T' bolts. These are used to attach the springs to the frames and were badly worn so eight new ones have been machined in-house. Once the brake gear has been reassembled and set up, the Pillbox will release the Queen Mary, which requires an overhaul, and allow work to resume on the Bulleid wagon.

BR Mk.1 Tourist Second Open No 4754

All eight sidelights have been removed from the northern saloon. This will enable any corrosion to the underlying steel sheeting and frames to be treated, or for new material to



The fit-out of No 3687's Compartment F is under way. The white glossed bulkhead partition tops can just be glimpsed. The varnished mouldings and blind boxes have been fitted to the corridor partitions along with the green 'jazz' quarter panels. ALEX MORLEY



The cistern has been plumbed in to the newly-installed water tank in the ceiling above No 3687's lavatory. ALEX MORLEY



Eight newly fabricated, steel I-bolts, have been fitted to SR Pillbox Van No 55993. They are attached to the end of the spring by a large pin, which is secured with a split pin. It then passes through the 'J' bracket, which is riveted to the van's frame, a collar. A couple of rubber disks and some spacers follow before a couple of nuts are added to secure them in place. DAVE CLARKE



The sidelights have been removed from the west side of Mk.1 TSO No 4754. After any corrosion induced repairs, paint was applied around the edges of the surrounding panelling. This has enabled the refurbished frames and fixed toplights to be returned to the first three apertures. DAVE CLARKE

be welded in, while the windows themselves are overhauled and painted. Internally, the floors in both the central and northern vestibules have been lifted and will be replaced once new door thresholds have been fabricated and fitted. The ceiling has been flattened back and is being repainted. Varnishing is ongoing and the number of completed panels and mouldings in store awaiting refitting to the coach, are growing.

BR Mk.1 Special Saloon No 5034

The seating has been removed and the northern saloon stripped so that the ceiling can be repainted and the panels re-varnished. New material has been acquired to replace the worst of the veneer panelling. It had been hoped that the coach would be available for the 60th anniversary

weekend, however this is now looking unlikely.

BR Mk.1 Corridor Second No 25769

The overhaul of this coach has been put on the back burner until No 5034 is returned to traffic and funding made available.

How can I help?

We are particularly interested in hearing from anyone with metal working, machining, carpentry or trimming skills. If you would like to join the department, please feel free to attend one of the Volunteer Find out More tours on the second Sunday of each month. We may appear to be fairly fudgel in the department however this isn't the case and a great amount of fun is to be had and work to be done.

DAVE CLARKE

Operations report

HALF-TERM SUCCESS

The time seems to fly by (certainly since I retired from London Underground) and the running season for 2020 has already started in the usual stop-start fashion as befalls this time of the year. The Santa Season was extremely busy in 2019 and takings in all departments were excellent.

The February half-term 'Kids for a Quid' promotion also proved very popular, with Service Two operating. I was guarding Set A on Tuesday 18 February and before the second trip of Set B an extra coach was added to the set. I certainly had 'full and standing' on my two trips with Set A with two Maunsell and three Bulleid coaches in the set. Once again initial results are very good regarding revenue during this period, bearing in mind that the East Grinstead line has been closed between Lingfield and East Grinstead as a result of a landslip south of Dormans, so the fact that we had so many passengers is very encouraging.

The recent continued spate of bad weather, in particular over the weekends before and after half-term, has proved challenging, although Bluebell has fared somewhat better than others. We have experienced a number of minor landslips that have been dealt with by our extremely hard-working Permanent Way Department - all this along with the continued track renewal programme ably supported by our S&T Department. Anyone who has ridden over the line since this work was completed will be able to tell and feel the difference in the ride quality on the trains. I would like to congratulate Matt Crawford, Charles Hudson and their teams on the extremely hard work carried out by their departments on the recent work in some of the worst conditions the weather could throw at them.

I would also like to thank those members of staff both paid and volunteers who also

braved the bad weather over the last few weeks, particularly weekends, to staff catering outlets, stations, trains, shops, the museum, SteamWorks!, locomotive workshops, carriage & wagon workshops and anyone else I have not mentioned. I am sure our passengers were very pleased that we were open despite the weather.

The railway continues to work to a National Accreditation of our staff who undertake assessing on our railway. To that end I would like to congratulate the following members of staff on obtaining their 6371 Level Three Assessor Award: Colin Chapman Station Master; Chris Suitters Locomotive Inspector; Ted Oades, Locomotive Inspector and Michael Lee, Locomotive Inspector.

MIKE ELLIS
Operations Director



Services during half-term in February were affected by strong winds and heavy rain. Q Class No 30541 meets with strong wind once it had passed Three Arch Bridge with the 3.30pm train from Sheffield Park on 18 February 2020. PETER EDWARDS

OP5 – DISCUSS FURTHER



IN THE last three editions of *Bluebell News*, members have shared views on the location of proposed new locomotive storage facilities. Tim Baker proposes a facility at East Grinstead (Winter 2019) and Bob Blake reminds us of the Society's Long Term Plan (Autumn 2019).

The current Long Term Plan for Sheffield Park in part has been fulfilled within the locomotive running shed with improved access and an interpretation area. SteamWorks! is the output of this aspiration, - but only accessible when trains are running. The Long Term Plan for carriage storage at Horsted Keynes will soon be fulfilled, but I wonder when this statement was adopted, whether anyone expected OP4 to be the huge size it is. Thankfully it is largely out of view from the listed station buildings.

The Long Term Plan notes "Explore the scope to construct a Large Exhibits exhibition hall for the storage and display of out of service locomotives and rolling stock under Operation Undercover phase 5 on the west side of the [Horsted Keynes] site". The

proposed shed in *Bluebell News* Winter 2017 is a small exhibits hall, museum-like, attached to the west side of platform 1. With the extent of undercover storage almost constructed at Horsted Keynes, the site is substantially developed. OP5 as proposed will be in the centre of the station and it, in my view, would present over development. Michael Welch expressed a similar opinion in *Bluebell News* Winter 2019.

I remind members that the main station building, the signal box and the engine house to the south of the station are Grade II Listed buildings. New buildings attached alongside platform 1 will detract from the 1930s SR theme, destroying this setting and should an application for OP5 be submitted to Mid Sussex District Council, there could be challenges obtaining listed building consent.

The Long Term Plan proposes "exploring" OP5 at Horsted Keynes. At West Hoathly there is land north of the foot crossing where a loco storage shed could be constructed. Not all our exhibits need to be on public display. Items going into OP4 will not be on public

display. Putting locomotives on display at Horsted Keynes might confuse visitors as we have SteamWorks!

If items are on public display then someone must open the shed/hall, be present, thus more volunteers, and manage the displays. A hall requiring normal public access is more expensive to construct. The cost of OP4 compared with SteamWorks! demonstrates this.

A locomotive storage shed at West Hoathly, opposite Ibstock Brick in an existing industrial setting, might have a better chance of securing planning consent.

A storage shed will require less capital investment which enables the railway to use funds in an effective way. With some car parking, visitor access could be possible on a special event or open day. Road access enables a road/rail transfer at Station Road.

All members should be encouraged to provide their views on such a proposed change and significant development in the profile of Horsted Keynes station and its environs.

PHILLIP JEMMISON

WORKING LIVES ON THE RAILWAY

I WOULD like to recommend a free online course about the life of Victorian railway workers.

The course is run by an organisation called Future Learn which is partly owned by the Open University. It runs a series of four-week taster modules on a variety of subjects in association with various universities.

I first read about the course on the Victorian railways in one of the heritage railway magazines and thought I would give it a go. It's run by the National Railway Museum and the University of Strathclyde - and the basic content is free.

The course runs for four consecutive weeks and you can go at your own pace. All the teaching materials are online and are a mix of videos, articles, archive photos, discussions and quizzes. It's pitched at people with an interest in railways, including heritage railways, as well as those keen to find out more about Victorian times.

Some people on my course had grandfathers who worked on the railways and they wanted to find out more about their working lives. The course provides several external links for further research.

Each week covers a different topic: engine drivers, signallers, navvies and clerks. There are first-hand testimonies from people working in these roles as well as contemporary reports about their working conditions and lives.

I certainly found it interesting and picked up some useful information which I can use in my Bluebell role as museum steward and on-train guide.

The course runs at certain times of the year and more details are at: www.futurelearn.com/courses/working-lives-on-the-railway

PAUL BROMLEY

A 6-car set of Maunsell carriages

WITH preparations to start the restoration of Maunsell Restaurant Car No 7864 progressing it could be time to consider other constituents of a Maunsell corridor train. Currently there are three operational Maunsell carriages. To complete the set the Corridor Composite No 5644 and Brake Third No 3724 should be restored in addition to No 7864.

The Composite would provide additional first and third class accommodation, but the Brake Third offers the opportunity to create a wheelchair-friendly carriage. By converting part of the double-sized van into a multi-use saloon with access through a pair of double doors, this four-compartment brake van becomes a valuable addition to the Maunsell six-car set. During the time it takes to rebuild No 3724, the Hastings Brake Third could provide the brake van for the set.

The remaining two Maunsell Restriction 4 carriages should also be overhauled; No1365 was originally a Third Class Dining Saloon No 7866 and could replace one of the other saloons to be paired with the Restaurant Car, its original purpose. Brake Third No 6575 is one of Bluebell's original carriages and remains a very useful vehicle. These two spare carriages would help keep the six-set operational, replacing any that were withdrawn for overhaul; they would also form a useful two-car set.

Two Restriction 1 Maunsell carriages might be restored: a non-descript saloon by combining the underframe of No 4444 with the body of No 4441 and the Third Class Corridor No 2365. The LSWR Third Class Corridor in Maunsell livery should run with this set which could be completed with the Hastings Brake Third. Running with the two spare Restriction 4 carriages they would form another handy six-car set. The non-descript saloon, which includes a brake van, attached to a kitchen car would provide a useful two-car set for hire by groups requiring a special train. As these Maunsell carriages become operational the surplus BR Mk.1 cars should be passed to other heritage railways which may wish to augment their fleets of such carriages.

PAUL DAVISON

'Beeching of the buffets'

WE FULLY endorse your observations and comments regarding the provision of catering at the Bessemer Arms and East Grinstead buffet (*BN* Winter). We have previously made a case for East Grinstead buffet to remain open and have made suggestions on how it could be improved. All to no avail, which resulted in a disastrous service over the February half-term.

A solitary gateau, packets of crisps and confectionery was the fare available and not the 'light lunches and high tea' published in our visitor guide.

ANN & KEITH TURNER

Signal & Telecommunications

Newhaven Town Signal Box

The mechanical lever frame in Newhaven Town signal box was due to be made redundant back in 2013, being replaced by a push button panel. Luke Arnold on behalf of the Bluebell arranged to purchase the frame for possible re-use at Sheffield Park. The substitute panel was supposed to be a short-term solution to provide signalling for the Newhaven incinerator sidings and before the area was re-controlled from Three Bridges ROC (Regional Operating Centre).

Unfortunately, Network Rail decided to mount the new panel on top of the old lever frame thus preventing us the opportunity to remove the complete frame, however the levers were able to be removed.

As the re-signalling commissioning date got progressively deferred, we were denied access until recently. With the signal box planned to be demolished in March 2020 we only had a short window of opportunity to recover our valuable asset. A site meeting was arranged with Network Rail, with Siemens acting as our professional engineers, and ourselves when a date and plan was agreed. Chris Bassett volunteered to produce the appropriate paperwork and Siemens to provide the specialist plant. Under CDM (Construction Design & Management) regulations a Principle Contractor must be appointed; this detail became a serious issue until Keltbray the contractor responsible for final demolition kindly agreed to step in and help.



Newhaven Town with the levers removed but the frame is 'boxed in' below the panel. LUKE ARNOLD

On Monday 24 February all parties turned up at the agreed time, and after the appropriate safety briefing followed by a bit of tea drinking the teams got stuck into removing the obstructive panel and supporting wood work. Keltbray constantly monitored our safe system of work and Network Rail being satisfied that our processes were sound left us to carry on with the recovery work.

Charles Hudson called in to thank all the obliging staff for their efforts and by the end of day one almost half the frame had been removed. The second day was equally

productive with all the vital items recovered by end of play, Network Rail representatives returned to check on progress and were stunned by the results suggesting that the Siemens team should be used for all their future work!

Although the box will soon be razed to the ground it's details will not be lost as Luke Arnold has meticulously photographed and recorded every detail before and during the recovery work. We are extremely appreciative of the can-do attitude demonstrated by Siemens, Keltbray and particularly Network Rail who worked so hard on facilitating our requirements.



Newhaven Town lever frame, as purchased by the Bluebell. LUKE ARNOLD

Right: Job done! The team photo, with part of our spoils in the foreground and the doomed box behind.



Signal machine shortage

In Spring 2018 I reported on the worrying national shortage of signal machines. These devices electrically operate semaphore signals rather than signal wires particularly where the signals are a considerable distance from the signal box. To overcome the shortage as reported previously and after extensive trials we installed a hydraulically operated shunt signal at Kingscote guarding the exit of the 'out of use' up siding. We tested the principle at Horsted Keynes before the trial and we regularly test it in service at Kingscote. This is important in the process of producing a safety case before we use the kit in public service. The next stage is to trial the hydraulic system on a running signal and Ali Bruce has built a bespoke test bed to cycle the system. He has also developed an operating mechanism that is masked from view to satisfy the heritage watchdogs. The recovered signal post from Horsted Keynes up advance has been re-erected beside our workshop and dressed with appropriate features driven by the prototype hydraulic system. The Mid-Hants Railway is also trialling a similar system and we are sharing ideas. Once we have satisfied all the safety considerations, we will trial it on a regular working signal. If any Bluebell member has professional experience (or knows someone) on hydraulic systems then perhaps you would help us by acting as an Independent Competent Person (IPC) for the project.

Water-logged maintenance

It is important that regular maintenance is carried out throughout the year, alas checking most outside equipment can be very weather dependant. The last thing we should do is to open up apparatus, particularly electrical apparatus, in the rain. Over last Autumn and Winter periods it has been exceptionally wet and the need to take advantage on those odd dry days has been even more important. The wet conditions are not all bad news, damp ground can help highlight a hidden fault that if left unattended can lead to serious situations occurring, one of the regular tests is to look for (electric) current leaks to ground (known as earth faults) and the damp conditions can help identify some of these lurking defects. Earth faults are often due to rodents chewing cable insulation and allowing the circuit to become connected to earth. One of these contacts is not serious but two contacts can allow one circuit to erroneously feed another via the earth. Clever circuit design can reduce the risk and all new work uses this modern practice, signal boxes additionally have 'earth leak detectors' that monitor the power supplies and these report back to our S&T depot when problems are discovered. Regular checks at outlying sites are still necessary, the source of a fault detected can be particularly time-consuming to trace and rectify but for the reason explained above it is important that they are dealt with promptly.

Windy support

Escaping wet weather is not possible when supporting the Permanent Way renewals,



A signal Machine (circa 1927) with its covers removed. Top right is the electric motor, top left an air damper to slow the fall of the arm, below is the gearing and hold off mechanism. BRIAN HYMAS



Trial-running signal (in overall grey) with Ali Bruce (in overall orange). RAY OLIVER



Ali's own design and build test unit. RAY OLIVER

the track relaying teams recently achieved miracles relaying track both south and north of Horsted Keynes, but this does mean the S&T guys are committed to reinstating the signalling on specific dates. To be fair, initially we were very lucky and only got a bit damp, unlike our P Way colleagues who I understand got slightly wetter! Not only did we need to bond each new rail joint and recommission track circuits but we also had to replace cross cables to the up home / distant signals and telephone. Matt Crawford and team provided us with undertrack ducting allowing the cables to be rerouted using a more secure and convenient method. Our luck with the weather dramatically changed when we were committed to test and commission the track circuits and signalling during storm Ciara. Ugh!

Institution of Railway Signal Engineers (IRSE) Kidderminster

Recently six S&T Bluebell members attended the IRSE biennial technical seminar at

Kidderminster, 60 delegates representing 24 minor railways attended giving all the opportunity to discuss ideas and issues specific to heritage railways. Seven formal presentations were given, all but two were involving level crossings and the problems they create; the Bluebell can be truly grateful that the early engineers of our route didn't include any public level crossings. On behalf of the Bluebell Chris Majer gave a presentation on his developing Majview (see Autumn issue, page 24), the highlight being a live demonstration of train moves and signal operations at Kingscote displayed on an overhead projector screen. Thanks must be offered to Paul Baker for providing the internet wizardry to link the Bluebell with the Severn Valley Railway and our own team for providing simulated train running on a non-operating day at Kingscote. The audience appreciated the visual demo by audibly praising each move, it provided a superb conclusion to the series of presentations.

BRIAN HYMAS

Dapol 00 gauge Class 73 Electro

And now for something completely different... to quote a line from *Monty Python's Flying Circus*. The TV series came at a time when steam enthusiasts were going through their nuclear winter. Main line steam had ended in August 1968 and only *Flying Scotsman* had permission to run over BR metals. Main line steam preservation was still very much a heady dream and just two standard gauge lines of any distance existed, our Bluebell Railway and the Keighley & Worth Valley Railway. Some 200+ condemned steam locos still languished rusting in a South Wales scrap yard. Some ten of these would eventually steam back up over

Southern Railway tracks to East Grinstead thanks to the work of a class 73 diesel that came to work the initial clay capping removal at Imberhorne, becoming the first main line diesel to work on the Bluebell Railway and for an all steam railway, that was completely different! Examples of the class have since visited Diesel Galas held at the railway.

The evolution of the Southern Region Class 73 Electro Diesel follows a curious but logical path of railway history. With the coming of the railway era, the sprawl of London had grown fast to become a large sprawling city. The age of commuting to work by train had begun, with ever more demands for faster services.

By the turn of the last century a couple of the railway companies serving south London were looking to the future with a new era of clean electric trains. The LBSCR took the initiative by using an overhead supply on one of their routes. However the LSWR took inspiration from the Liverpool and Mersey Railway and adopted a live third rail as its source of energy. It was implemented on several routes and became an immediate success. In 1923 the railway grouping amalgamated these companies under one umbrella - the Southern Railway. As it transpired a large number of SR management came from the LSWR and hence their clout directed their future development of the railways and third rail electrification became the policy and was implemented with a vigour during the 1930s to reach the south coast. World War Two put an end to future plans as the nation took the brunt of German bombers which wreaked havoc over the entire railway system.

As a mainly passenger-orientated system the Southern Railway performed admirably in moving the Dunkirk evacuation survivors fast so that the flotilla could go back and bring more and allow that miracle to happen. Later the SR would also carry the brunt of traffic for the D-Day invasion force and the supporting supplies and reinforcements in a sequel miracle. The post-war period saw the nationalisation of the war-torn railways under the banner of British Railways. Thus several prime routes remained still un-electrified and were served by steam. The arterial Kent Coast electrification project finally completed an ambition and added to an existing electrification problem. The electrified railways were worked by electric multiple units with several power pick-ups along the length of the train which bridged the gap in the power rail at the multitude of level crossings and junctions in this part of the country. Steam locomotives were used for non electrified services and freight. However three electric locomotives had been built, two of which had been sanctioned during the war, as needed for freight work. They were a sloppy solution to the problem of gapping between conductor rails whereupon a large flywheel provided kinetic energy, termed a booster, to drive generators that supplied enough juice to the traction motors to bridge the gaps. Diesel technology in the UK was still very much in its infancy, way behind the US. Diesel power units were very heavy and clumsy and limited in power output, thus steam power remained the only viable form of traction at the time. The three electric locomotives became the class 70 and were very successful in their own way but very restricted to where they could go. Third rail electrification had also created another new problem, that being the danger of a live rail within freight yards where men worked uncoupling wagons. In an ironic



The class 73 model is available in a choice of many liveries. Here it is as E6004 in the BR green livery as built, distinctively Southern. ALL: CHRIS KAPOLKA



Just look at the incredible bogie detail, it's all there, a very fine piece of moulding.

diesel



Some of the underframe detail.



Side on profile, sitting comfortably on its box.

twist this problem was solved by adopting the LBSCR method of electrical supply from overhead catenary and so the electric locomotives were fitted with a pantograph. As part of the Kent Coast electrification the SR ordered 24 class 71 electrics to work on non-EMU services such as the Golden Arrow and the Night Ferry services plus freight work. However the Southern still needed something a bit more versatile and eventually some 10 redundant class 71s were sent to Crewe for rebuilding with a small diesel power unit fitted to allow the locomotives to wander off electrified lines. Their reliability was disappointing. However in 1961 Eastleigh Works had built a new batch of six purpose-built Electro diesels which



The cab end hints at the slim nature of these locomotives, designed to fit the tight clearances of Hastings line tunnels.

proved very successful and hence the class was perpetuated eventually totalling some 49 locomotives. Some half a century later a large number of these locomotives are still working, a true testimony to a great design.

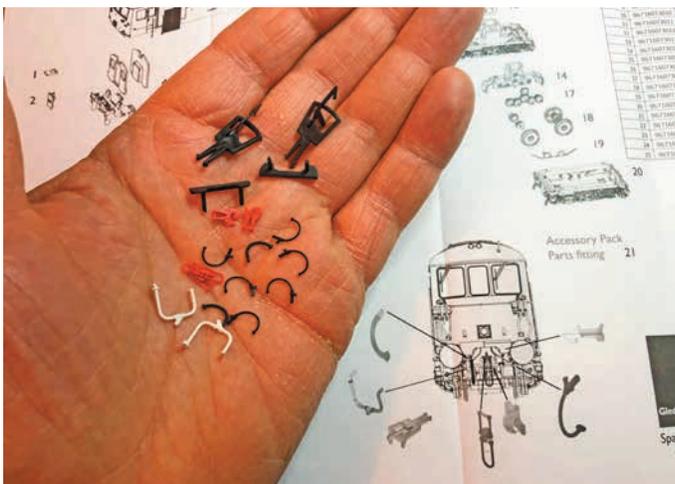
As steam spotters we disliked any other form of traction and really paid them little attention. We took a particular dislike to the Electro Diesels because they finally sounded the dell knell to all the grubby Bulleid Pacifics that had ruled the Bournemouth and Weymouth line until electrification. Some epic high speed runs had been achieved by the dirtiest of locomotives but hoards of steam lovers crowded those trains to savour the last of such thrills. It would be half a century before a steam locomotive would be allowed to achieve those speeds again. Now some of those Electro Diesels of that time have been preserved and many are still working and the class has become associated with the Bluebell Railway's history, having two of the class being named *Bluebell Railway*.

Dapol released their 00 gauge class 73 Electro

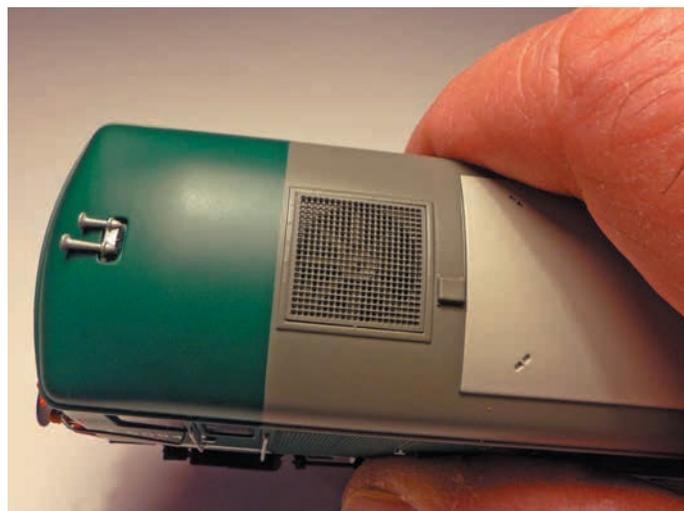
diesel a couple of years ago. It successfully challenges a previous model. As usual with Dapol models it comes in its very smart solid packaging which confirms a real quality product inside, that comes with full instructions and a two- year Dapol no quibble guarantee. Inside, the model is packaged with a protective transparent 'ice cube' box which sits comfortably within a foam surround, model railway packaging has come a long way! It's always exciting taking a model out of its box for the first time and seeing this model was certainly a thrill with much very fine detail to savour. By virtue the first of the Electro Diesels came out when steam was still very active on the Southern, these machines would probably have rubbed shoulders with the last of the Schools, Nelsons and Arthurs. Any late steam era modeller could justify one of these on their layout. Where does one start to describe this gem, well there is an old English adage that a picture is worth a thousand words so here are eight of them!

Well done Dapol, another superb model.

CHRIS KAPOLKA



A handful of fiddly bits... extra add-on detail parts are supplied for those who do not want to run their model but display it as a shelf queen.



The etched grills are a major feature of this model. You can even see the fan.

Permanent Way

OP4 Trackwork and lineside maintenance

The main focus this winter has been relaying a lot of track in three separate stages. The first stage was covered in the last issue - north of Leamland for 260 yards, building onto the track that was replaced when Leamland Junction points were renewed

three years ago. The other two track replacements are covered on pages 8-9 this issue.

Work has also restarted on the Horsted Keynes down yard upgrade and OP4 trackwork. There is one old point left to be replaced, A road point. The pointwork is on a new alignment of only 9 inches west of the old

alignment but is slewed across to the old A road point giving a horrible kink to the running in line from the station. In addition, the old point is a hotchpotch of different age parts, with the short blades and closure rails with their casting being Brighton made in 1907! As it is all past it's 'use-by' date this is one of the main

reasons that large engines have been banned from entering the yard for some years now.

We have just taken delivery of the preformed rails required to make up a new set of A road points. We already had a good condition second hand left half-set (the left-hand point blade and its matching stock rail) but no right half-set. However, as we had enough castings and ancillaries in stock, we only needed to purchase the two half set rails to complete the whole turn-out section of the points.

The other section of the points requiring the new preformed rails just delivered is the crossing nose. Again, we had enough second hand castings etc, in good condition, so as to not need to purchase any other parts other than the timbers four plus fresh bolts. The use of these second hand castings have saved us hundreds of pounds each. With reuse of good parts and Matt Crawford's 'wheeling and dealing' via his many contacts, the price of this set of points is costing around one-tenth of the nominal £25,000 price of a normal new set!

The other 'non standard' feature of these points is that they will have a slight curve through them. This curve will have a radius of 42.25 chains which is over half a mile! The curve will continue through the following short panel to the dummy signal next to the bay platform points. This new alignment should give us a very smooth entry into the yard enabling ANY engine to come in. In fact, when finished, any engine will be able to access any road with impunity. To finish off the trackwork in the yard, apart from H and J roads in OP4, B road also requires another 1½ panels of plain track to be replaced to get right up to the shed. This, A road and the running in road require approximately 70 bullhead concrete sleepers to finish completely. These will be taken from the bottom of Freshfield Bank when the next relay is carried out there.

Landslips

With the very heavy rains over the Christmas period, four separate landslips occurred in the cutting leading to the tunnel. Fortunately, the slipped soil did not cover the tracks but blocked the drains - forcing the rainwater over the track bed. To ensure the soil didn't



Due for renewal, the poor running in road from the station to the yard, with its visible 'kink'.



A 1907 LBSCR rail chair.



The new A road crossing nose, feshly-assembled.

slip further and damage the track, nearly 1,000 tons of slipped earth was removed and re-deposited in the triangle at Horsted Keynes by Darren, our L&W contractor. The slips left some large, very precarious-placed, trees at the top of the cutting and so these have been removed and the drainage cleared before public trains could run again.

Sunday Gang

Activities have been restricted by the Wickham trolley being unavailable. However, thanks to the railway's Transit van, we did manage to spend the early part of December lifting and Kango packing a few dipped joints and mid-panel dips at West Hoathly. Once the Three Arch relay got underway in January, almost every Sunday was spent breaking down the old bullhead track panels so that the old components could be released for scrap and the resulting funds used to acquire materials for the next relay. The one exception to this was a morning spent in the running shed at Sheffield Park, where a lot of digging was required in preparation for buffer stops being installed to protect SteamWorks! from the 'live' part of the shed. Once service trains resumed our focus switched to sleeper changing, with the worst of the old wooden sleepers in and around Horsted Keynes being replaced with those freed-up from the track that was re-laid in January.

JON BOWERS

Tuesday Gang

The Gang has continued clearing the lineside between Ketches and Sheffield Park. Sadly, the weather has been so bad that we have been unable to work for a number of Tuesdays. This has been the worst spell of poor weather we have experienced since the team was set up and therefore our progress south was slower than hoped. However, we have been able to clear much lineside growth and the fence lines southwards from the old halt. We have also started to clear the ditch on the east side of the line which was very overgrown and blocked in a number of places by some large boulders! As we reach each culvert, we ensure that they are cleared of the usual build-up of leaf fall and earth to allow the water to drain away from the cleared ditches. We plan to continue progress towards SP

in the coming weeks.

A number of trees fell in one of the fields close to Sheffield Park with one falling across our fence and sadly damaging a gradient post in the process. The tree was cut up and the fence cleared for repair by the fencing team in due course. The gradient post may be beyond salvage though!

We have been approached about working at Sheffield Park to tidy up around the road bridge over the river on station approach (waders probably required!) and no doubt there will be other areas to revisit once we can start using the Wickham again.

KEITH LAWRIE

Wednesday Gang

At the start of the last quarter the Wednesday Gang (North) temporarily divided, with strimmers working south from Horsted Keynes, while the rest of the gang completed the east side clear-up at Lindfield Wood. By Christmas, cesses on both sides of the line and the lower bank on the west side had been cleared to the south end of Three Arch Cutting, enabling sleepers and other materials to be placed ahead of the major track renewal project. With the gang re-combined, and with the re-lay by then in progress, clearance work remaining in the cutting was completed before we split once again, with strimmers clearing the east embankment south from Horsted House Farm Bridge before tackling the west embankment between Leamland Bridge and Horsted Keynes station. The combined



Richard and Ian building the switch blade section of the A road points.



The Wednesday Gang (North) at Horsted House Farm. DAVID THAIR

gang then returned to Lindfield Wood to deal with storm-damaged trees and prepare the west embankment for the annual bluebell display. We hope to be clearing north from Holywell by the time you read this.

The Wednesday Gang (South) has undertaken vegetation clearance work adjacent to the Eye

Centre, south of East Grinstead, and also north of Horsted House Farm Bridge. Despite the rain, the gang missed only one working Wednesday, but has had to take great care on slippery embankments. The gang returned again to Rock Cutting, which needs attention before the season begins.

BRIAN KIDMAN



The Wednesday Gang (South) on lineside clearance.

Volunteering at Carriage & Wagon Dept Planning for the Future

The Bluebell is now in its 60th anniversary year, and as such it is an appropriate time for the wider organisation, as well as individual departments, to review what they've achieved, how they've achieved it, and what needs to be done to ensure continued sustainability and success in the future.

What is undoubtedly certain is that the wider environment in which we operate will not be the same in the future as during the past decades. For example, safety and operating regulations are becoming ever more stringent, ageing rolling stock and infrastructure require increasing care and attention, and there is a more challenging situation concerning the recruitment of volunteers brought about by the demise of early retirement opportunities within the national workforce. Indeed, people will increasingly need to work to greater ages to be able to afford to retire. These are just a few of the issues that will affect our future

fortunes as an organisation.

One of these aspects that we can influence is how we attract and recruit volunteers for the future, and once recruited how we subsequently ensure they are utilised in the best possible way, both for the benefit of the railway and for the volunteers as individuals. This will require some changes in policy, attitude and procedures, and I have been involved in detailed discussions with colleagues in the C&W Dept to identify and develop practical ideas to address the future human resource challenges for the department.

But what exactly are these challenges? The major issue for C&W is how we can continue to keep pace with the maintenance workload of a fleet of around forty carriages, most of which require varying degrees of attention at least twice a year, and in some cases more. In addition to the routine maintenance, there is of course the necessity to keep on top of the programme

of major overhauls to keep the existing fleet of carriages running.

The cornerstone of the maintenance regime is the six-monthly examinations. These take place within the new extension at the C&W Works at Horsted Keynes, using the recently commissioned 'E' road facility, and are vital for keeping our fleet of carriages safe and reliable for revenue generating service. The work covers a wide range of activities, including such aspects as braking systems, couplings, draw gear, wheels, dynamos, batteries and steam heating equipment through to lighting, door locks and seating condition, etc.

As is the case with all heritage railways, with these precious vehicles being operated well beyond the life expectancy anticipated when they were built, they require ever increasing levels of care and attention as they inevitably become more fragile. Indeed, some of our carriage

operating fleet was built well over a century ago.

This is where the increasing importance of volunteer input and support comes in, and where perhaps you could help the Bluebell in a very practical way. Does this important, interesting and varied work appeal to you? Do you have a discerning eye for mechanical things working sweetly? Do you like the idea of being involved in the maintenance of high visual standards for the customer environment, for example carriage seating? Are you the sort of person who likes to learn new skills? If your answer to some or all of the above questions is 'yes', the C&W Department will offer a fully coordinated training programme to support your volunteering input.

Utilising the considerable experience of our team of experts, we will be offering a staged and rolling programme of 'on-the-job' training and assessment, tailored to the availability and aptitude of each individual volunteer. We run a seven day-a-week operation, so training can be accommodated during weekdays or weekends to suit your individual availability. Interested people over the age of 16 who are physically able to undertake work of this nature will be welcomed to become part of the friendly team at C&W.

If you are interested in knowing more about what we can offer, you are invited to contact me direct via email at rowanmillard-bluebell@hotmail.co.uk and I will get back to you promptly. Alternatively, you are welcome to attend one of the Bluebell Railway's 'Find Out More Days', held on the second Sunday of each month at the Bessemer Arms, Sheffield Park station at 10.30am. Either myself, or one of my C&W colleagues will be in attendance at each of these days, and we'll be delighted to have a chat with you there.

ROWAN MILLARD
Manager, Carriage & Wagon
Department



Maintenance takes place within the new extension at the C&W Works, using the recently commissioned 'E' road facility. DAVE CLARKE

RAY TANNER 1944-2019

Ray was born in Maidstone, Kent, on 26 May 1944, the only child of Elsie and Cyril Tanner. He was only 10 days old when the doodlebugs (flying bombs) started and Ray was placed in the open drawer of a chest of drawers to give some protection if the house was hit. At this time Cyril drove a bus for Maidstone Corporation and Ray always had a great love for buses - attending the Vintage Bus Rally in Crawley for many years.

In 1949 the family moved to Herne Bay to run a corner shop selling tobacco and confectionery with agencies for Walls' ice cream and Ever Ready batteries. Due to initially having seven day trading Ray was sent to Sunday School at the local Congregational church and he attended Life Boys and its successor - the Boys' Brigade. In 1962 he passed the 11+ and then travelled to the Simon Langton Boy's School, Canterbury, on the bus with his studies to 'O' and 'A' Level including History and Geography.

He left school at 18 and enjoyed the freedom of the summer, cycling, collecting bus numbers and visiting Tunbridge Wells where relatives lived. His interest in railways can be seen to commence at this time as he bought rover tickets for trains from Tunbridge Wells and visited numerous places including Hastings, Seaford, Brighton and Worthing collecting engine numbers. He became a member of the YHA in 1964 and for several years stayed in hostels in England and Wales. Work had now started and Ray commuted from Herne Bay to London working as a Junior for Sun Life in Cheapside, opposite Bow Bells Church. At the same time, he studied for the Chartered Insurance Institute and qualified in 1969 and now worked in the accounts department at Sun Life.

Cyril sold the business in Herne Bay in 1972 and the family moved to Three Bridges, Crawley. Ray was initially commuting to London and his hobbies now included tennis, table tennis, playing for Sun Life and he won several medals and cups. He found work more locally in 1977 and started working for Building and Civil Engineering Holidays Management Scheme in Manor Royal, Crawley and worked there for 23 years.

The early 1980s saw Ray starting to indulge his interest in the Bluebell Railway and he took out Life Membership in May 1983 and joined as a volunteer. His painting skills were much appreciated both at Sheffield Park on locomotives and predominantly at Horsted Keynes in the Carriage & Wagon Department.

His work was now local and the family enjoyed happy times with their motor caravan being well used. New horizons were opened up including trips to Holland, Northern Spain and Venice and home brewing was tried and a model railway layout took pride of place in the attic.

Cyril died in Feb 1991 and from that time on Elsie and Ray devotedly looked after each other. The pleasure of using the motor caravan continued alongside trips to other countries including Malta where he visited Oliver Bulleid's grave.

Taking the opportunity for early retirement in 2000, Ray was able to devote more time to his mother and his volunteering. As Elsie became frailer trips were more localised including Gatwick to watch the planes and Portsmouth to watch the Naval vessels. To quote Ray 'we took a flask of tea and biscuits and cake so we were well off'. In her last years Elsie loved sitting in the car and Ray had incidences of Police and neighbours knocking on his door concerned for her welfare. Ray was in his own words 'an enigma' preferring to be frugal in personal spending but enormously generous to many charities with continued support to those favourites of his mother such as Torch Trust for the Blind.

When she died in 2006 aged 97, Ray was devastated by her death but had support from his *Bluebell* and church friends and he continued to attend church, to support the Torch organisation, to ride his bike, play table tennis and tennis and to volunteer at the *Bluebell*. As a very reserved and private person Ray's bright smile and twinkling eyes



endeared him to the people he met. Ray was a trusted individual and became Secretary of Ifield Tennis Club, Membership Secretary of the Bulleid Society, Treasurer of the Bluebell Railway No 34059 *Sir Archibald Sinclair* Battle of Britain Locomotive Group. He was also a founder member and Treasurer of Crawley Signal Box Preservation Society, regularly assisting with the maintenance of the building and was a regular financial supporter of these groups. In 2015 it became apparent that Ray was struggling with life. Amongst his problems, Parkinson's Disease hit Ray badly, affecting his sight, short term memory and motor skills. Yet, despite all the trouble that it brought, the quiet, gentle, private personality of Ray never faltered. He quietly accepted the changes in his life, never outwardly complaining, but with help adapting to the new circumstances.

With continuing medical problems, he left his flat in Three Bridges, moving onto a home where care was readily available and was eventually admitted to hospital where he died on 3 December 2019.

JOHN FRY

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Membership matters

This is the first membership matters in our 60th anniversary year. I would like to thank the work the assistant membership secretaries do on behalf of you, the members, for the society. With such a large membership it needs their dedication and continued commitment. Without their help my job would be a full-time post and the fast turnaround of your renewal and dispatch of your new card would not happen. You can help the society if you enclose a stamped, self-addressed envelope as we ask on the renewal form. Many of you do, however a few still do not.

During our 60th year, there are many events being planned leading up to our anniversary weekend on 7-9 August with three days of intensive activity on the railway. To enable this to go smoothly we need volunteers to help with the event. I have taken on the role of first contact for those who wish to help. You can send an email to me at don.brewer@bluebell-railway.co.uk or by telephoning the membership office on our direct line 01825 724893 giving your name and contact details along with which days you would be able to help. I will respond

to you but as yet the lists of jobs is not complete.

You will notice a change to the renewal letters that will be sent out for the July renewals. There will be a slight change to the wording on the front but on the rear there will be a Direct Debit mandate. If you wish to change to this form of payment, we must have the form returned to the membership office no later than fifteen days before payment is due. Any later and you will have to pay the usual way. However, we can use the information to set up a collection by Direct Debit for the following year. If you receive a pink reminder, we cannot collect the fee by Direct Debit as the collection file has already been sent to the banks and you will still need to pay by cheque. If you still wish to pay by cheque you must still send your notification letter and payment to your assigned assistant membership secretary, which is on the form.

Don't forget that by paying by Direct Debit, you will receive a £2 discount.

This quarter's draw for a year's free membership was drawn by Ms York of Peacehaven who recently visited the railway

on 23 March 2020. The winner is Mr Head from the Isle of Wight - congratulations, an amended membership card has already been sent. You could also be a winner of a year's membership - just add £1 per entry when you send in your membership renewal. Good luck.

DON BREWER
Membership Secretary
membership@bluebell-railway.co.uk

USED AND UNUSED STAMPS FOR BLUEBELL FUNDS

Stamps, albums, picture postcards, phone cards, etc.

Please do not leave at Sheffield Park
BUT SEND DIRECT TO:
Tony Pond, 26 Hesketh House, Cawte Road, Southampton SO15 3SN
Tel: 0792 300 6375

Railtrail Tours supports the Bluebell Railway

Staffordshire-based tour operator Railtrail Tours are delighted to continue their relationship with the Bluebell Railway and hopefully that will continue for many years to come. The founder and MD of Railtrail Tours, Dave Felstead said "2020 is the 40th Anniversary of the first ever rail holiday that I organised. The holiday was a circular tour of the Highlands which we still run for groups today. Railtrail continues to go from strength to strength and it is a personal pleasure that I now have my son and daughter in our office team."

Dave started organising rail holidays after watching Michael Palin's *Great Railway Journeys of the World* BBC TV programme. The programme took Michael by train from London to the Kyle of Lochalsh, in fact the original Kyle of Lochalsh station sign which was for Michael to collect, and the reason for his journey, now sits proudly in the Railtrail Tours office at Leek in the delightful Staffordshire Moorlands as a reminder of where the thought of Railtrail originated from.

The tour groups always thoroughly enjoy their journeys along the line and hopefully that will continue for many years to come.

Railtrail would be delighted to receive any images you may have of the railway. Send any images to summer.phillips@railtrail.co.uk for the chance to see your photo in our next brochure, website or marketing. Images can be submitted at any time and you will receive 2,000 loyalty points if Railtrail use your photograph.

A generous donation is made to the *Bluebell Railway* for each Railtrail holiday booked by a BRPS member or associate society, so please remember to quote 'Bluebell Railway' when making a booking and we will keep you all informed of donations received. Railtrail have also placed adverts in Bluebell News further supporting us - double whammy good news!

Dave added "Personally I am looking to reduce my work commitments here at Railtrail and enter at least semi-retirement as I am now the proverbial three score and ten years old and a trip to the railway is long overdue. So, I hope to have the pleasure of visiting this year and experiencing the railway myself!"

See their advertisement on page 17 for more details on a selection of upcoming tours.

The full programme of escorted rail holidays can be viewed at www.railtrail.co.uk or tel. 01538 382323 to request a brochure.



THE GREEN MAN

Discover this lovely village pub serving guest ales, good wines and traditional food, on the Green in Horsted Keynes village, just 5 mins drive or a gentle 20 mins walk from Horsted Keynes Station.

Reduced food prices for all Bluebell Railway staff, volunteers and members on production of their Bluebell Railway ID permit or membership card*

* All food must be ordered from the main menu or specials boards. All drinks will be at the Green Man's normal prices

The Green Horsted Keynes RH17 7AS 01825 790656 to book a table



THE RAILWAY IS CLOSED, UNTIL FURTHER NOTICE

2 May – Toy & Rail Fair, Horsted Keynes
 8 May – ‘V for Victory’ Day
 23 May – BRPS ACCANCELLED ss Hill
 23-31 May – The Brickworks! Adventure
 23-24 May – STEM Weekend
 13-14 June – ‘Road meets Rail’
 27-28 June – Model Railway Weekend
 25 July – Toy & Rail Fair, Horsted Keynes
 7-9 August – Steaming through 60
SIXTIETH ANNIVERSARY WEEKEND
 22-23 August – Teddy Bears’ Picnic
 12-13 Sept – ‘See Behind the Steam’
 25-27 Sept – Giants of Steam Gala
 4 October – Vintage Bus Running Day
 28-31 October – Halloween

GOLDEN ARROW PULLMAN
Premier Dining – Departs for Sunday Lunch and Saturday Evening Dinner in season from Sheffield Park.
 Pre-book on 01825 720800.

Rail Ale Train
 29 May, 17 July, 21 August
 Pre-book online or tel. 01825 720800.

Fish & Chip Specials
 22 May, 5 June, 3, 24, 31 July, 12, 28 August, 4, 10, 18 September. Pie & Mash Special 9 October, Curry Special 30 October.
 Pre-book on 01825 720800.

Sussex Belle Luncheon Train
 13, 27 May, 3, 24 June, 5 July, 16 September.
 Pre-book on 01825 720800.

Wealden Rambler Afternoon Tea Train
 Selected dates from 25 April to 23 October
 Pre-book online or tel. 01825 720800.

Murder Mystery Evenings
 Fancy yourself as a murder mystery solving sleuth? Board our premier Golden Arrow themed night dining service for three-course meal, steam journey and ‘whodunnit’ entertainment. Departs 17 Apr, 15 May, 12 Jun, 10 Jul, 14 Aug, 11 Sep, 2 Oct, 31 Oct, 11 Dec

Lineside Photography Permits
 PTS Course (members only) £100pp. 16 May, 26 July
 Pre-book online or tel. 01825 720800.

Fancy Volunteering?
 ‘Find out More’ days are held on the second Sunday of each month. Meet in the Bessemer Arms, Sheffield Park station at 10.30am, for a tour behind the scenes of various parts of the railway, finish around 4pm.

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