



Spaceship, heritage style: 92212 erupts out of Horsted Keynes Photo: David Cable

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

March 2021

IN THIS ISSUE

The publication date of this edition of *the Bluebell Times* marks, give or take a week, one year since the country went into its first lockdown. We started *The Bluebell Times* almost immediately, so this issue – number eighteen – also marks our first anniversary. For several months at the beginning of the pandemic the possibility of any running seemed remote, but in time for our sixtieth anniversary, we were able to open – perhaps in a more low key fashion than planned, but the anniversary was marked. A study of the locomotive records shows we ran about 8,500 locomotive miles last year – perhaps a quarter of a normal year, but run we did.

Twelve months on and we are still locked down, but the feel is very different from last March. An important part of that is the Railway now has experience of Covid-safe working practices and, with suitable precautions, much important work is going on around the railway. We have a Winter Works round-up in this issue, with progress in the Locomotive Works, Carriage & Wagon, the new Heritage Skills Centre and up and down the line to report. And secondly, the rapid vaccination programme gives hope that as cases fall, this lockdown will be the last. 2021 will still be a markedly different year from 2019, but when the Railway reopens, we should do so with a degree of optimism for the future.

Finally, thank you to the many people who wrote in after the last issue with suggestions and comments. If you have any questions, or have an interesting article or photograph, please contact us at the new editorial address of bluebelltimes@bluebell-railway.com

Tom James, Editor

<i>Board Update</i>	2
<i>Winter Works</i>	2
<i>Inside the Workshops</i>	3
<i>Infrastructure Update</i>	5
<i>Heritage Skills Centre</i>	6
<i>Tamper Training</i>	8
<i>News in Brief</i>	9
<i>Five Minutes With ... Chris Saunders</i>	11
<i>A Closer Look at ... The Dukedog</i>	13
<i>Follow-up ... Paul Furlong Images</i>	15
<i>Down Memory Line – Cowden Station</i>	16
<i>A Picture's Worth</i>	19
<i>On This Day, 12 March</i>	21
<i>Word Search</i>	23
<i>Tail Lamp</i>	24

Board Update

By Graham Flight, interim Bluebell chairman

As I write this for the March issue of The Bluebell Times my mindset and that of most of us is very different from that of a month ago.

We have had the Prime Minister's roadmap to ease us out of lockdown in stages, each of which encourages thought of how we will be affected as individuals and families and, of course, as Bluebell Railway.

Plans that were in embryo stages have become real and almost urgent in the sense of opening for customers as facilities, staff and volunteers and not least rolling stock and infrastructure need to be made ready, checked and checked again to ensure that when we can open, we can do so safely for our people and our customers.

It is almost exactly a year ago since we first closed due to the Covid-19 pandemic and it has been a turbulent year for the board of directors and no less for the Society trustees and the charitable

Trust, all of whom have worked tirelessly to keep the Railway in the best position possible for reopening and resuming operations.

I had thought, way back when I was Plc chairman last time round and having the Northern Extension as an all-consuming project, that I had seen most things the world could throw at me but this time round has created a whole new environment to work in and I must repeat my appreciation of the company directors many of whom I did not know before late last year (nor them me).

A year can be a long time when major changes happen at an alarming and unexpected rate but I am confident that Bluebell is well placed to face these new challenges as it has always done and retain its position at the forefront of, and an example to, the railway preservation world.

I look forward to welcoming you all back and looking to the future.

Winter Works

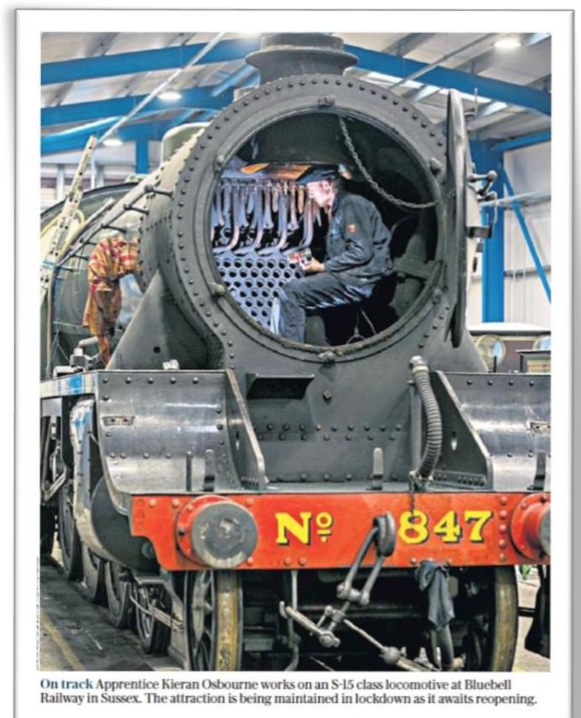
The update from the Bluebell Railway board in the last issue mentioned that a lot of activity had been taking place behind the scenes during the current lockdown.

Reader Keith Brodrick asked if we could provide more detail about some of the activity – and we're happy to oblige.

Over the next few pages, we have details of what's been happening in the locomotive workshops, the Carriage & Wagon department, track re-laying and other infrastructure work as well as progress on the Heritage Skills Centre at Horsted Keynes.

As you'll see, the dedicated team of core staff and selected volunteers have been very busy while the Railway has been closed. It's great to see so much activity has taken place and good use has been made of the closed period.

Full reports from all the operational departments will appear in the Spring issue of the quarterly magazine *Bluebell News* which will be posted to BRPS members in the next few weeks.



On track Apprentice Kieran Osbourne works on an S15 class locomotive at Bluebell Railway in Sussex. The attraction is being maintained in lockdown as it awaits reopening.

Apprentice Kieran Osborne at work in Maunsell S15 No. 847, a photograph carried recently in the Daily Telegraph newspaper. Photo: David McHugh / Brighton Pictures

Inside the Workshops

Words by Bob Pamment, rolling stock director and acting locomotive director

On the face of it, for the most part, the last year up and down the 11 miles of the Bluebell Railway could be described as the “Year of the Tumble Weed”. Rusty rails and many of the features that some of us will remember as the first manifestations of the Beeching era can be found; you could be excused for thinking that nothing much is going on.

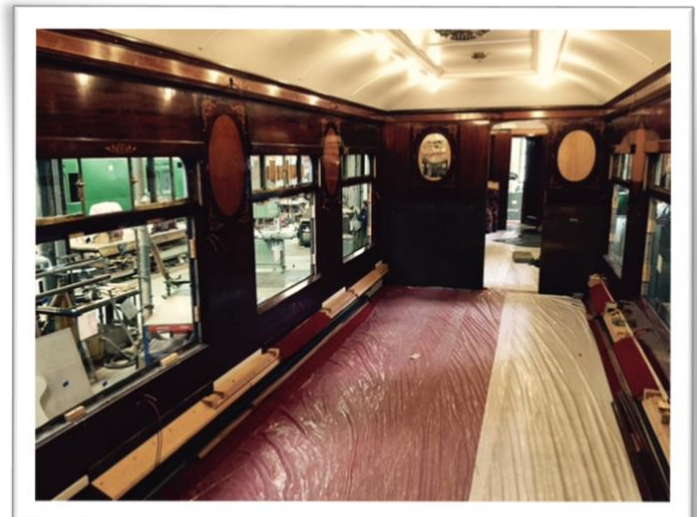
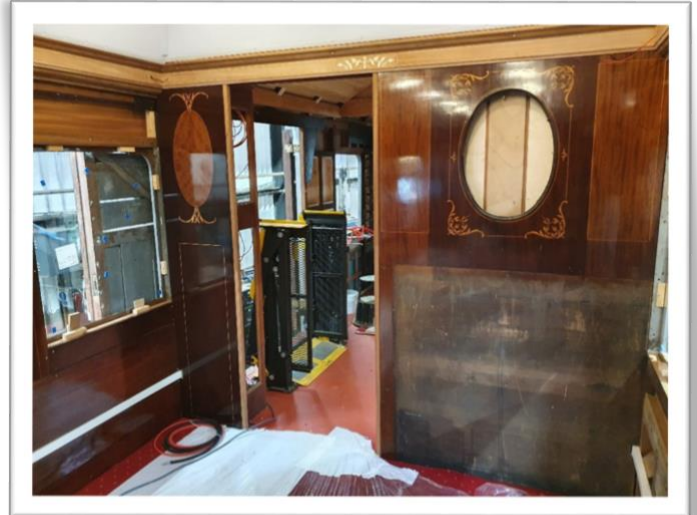
However, among all the clouds of lockdown, there have been some silver linings. Due to the hard work of many people behind the scenes, we have secured grants, loans and donations that have allowed some of our frontline paid staff to keep working, albeit within strictly Covid-safe constraints. In my area this has meant that we have been able to make progress on the essential engineering work that sustains our fleet of locomotives and rolling stock.

THE ROLLING STOCK

In the Carriage & Wagon works, manager Rowan Millard and his team have been getting stuck into all the traditional areas of restoration, overhaul, maintenance and repairs.

In terms of restoration, some stunning progress has been achieved on Pullman Car 54. The electrical systems have been installed from scratch, interior marquetry and ceiling panels have been restored and installed, floors are down plus some carpet and the first of the wheelchair lifts has been installed and tested (see picture). Design work has been undertaken on the braking system installation and bogie work progressed. The 1920s’ opulence is starting to show!

In terms of overhaul, the scheduled and extensive underframe and bogie overhaul of Pullman car Fingall is being progressed. This overhaul had become due and would have meant that the vehicle was going to become unavailable for the Pullman train, as it happens, advantage is being taken of the shutdown to get ahead and thereby minimise the unavailability for traffic. The overhaul includes, among other things, the re-



Inside Car No. 54 Photos: Rowan Millard (top), Steve Bigg (middle and bottom)

metalling of the wheel bearings plus the re-manufacture of several of the secondary suspension parts and will re-set the clock for all the working parts underneath and make it good for many years.

On the maintenance front the Rambler set is being given its six-monthly attention currently. This will be followed by the non-corridor compartment set in March and the corridor compartment set in April. This will set us up nicely for re-opening.

On the repairs front the opportunity is being taken to turn the wheels on one bogie of the Mets Brake 3rd 387 while it is not required for traffic.

THE LOCOMOTIVES

Locomotive works manager Chris Shepherd and his team have also been progressing restoration, overhaul, maintenance and repairs.

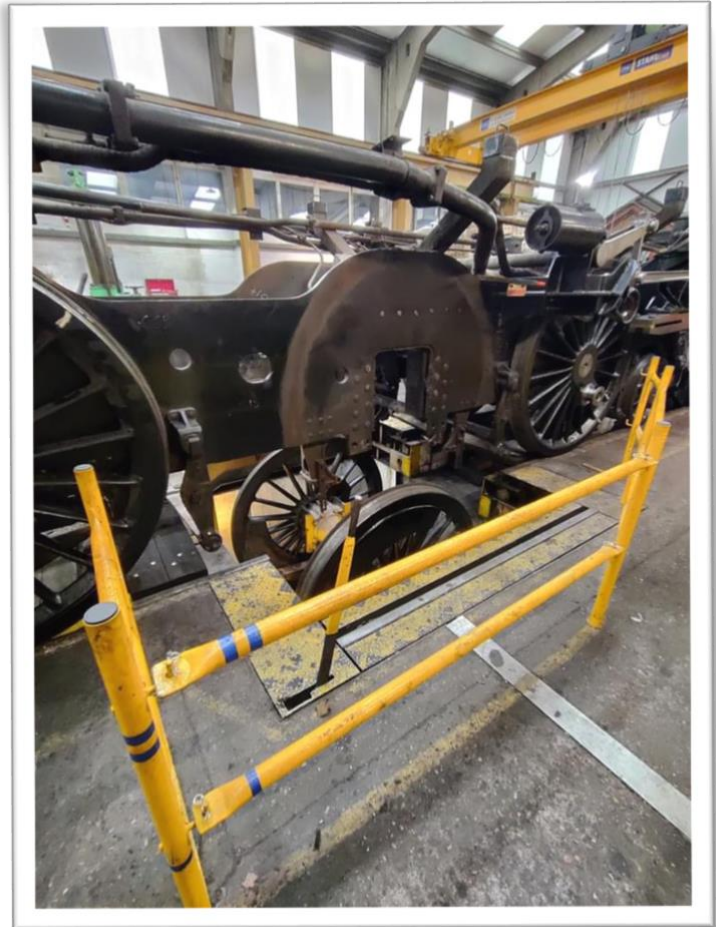
Chris has decided to take advantage of this shutdown opportunity to expand the scope of the necessary repairs to 73082 Camelot and turn it into an overhaul. This is a stroke of genius as the extent of the boiler repairs (given that the boiler had to come out anyway to do the planned repairs) means that the 10-year boiler certificate can be re-set and will give the locomotive the potential for ten trouble-free years without it having to be taken out of service for the boiler certificate overhaul originally scheduled for 2025.

Work has continued off-site on the boiler work on Schools Class 928 and preparation for work on the frames and motion of Terrier 672 Fenchurch to progress things in time for the 150th anniversary steaming in 2022.

Pistons and valves maintenance on O1 locomotive number 65 is being undertaken as resource permits. In addition, the opportunity has been taken to undertake outstanding repairs on the locomotive brake cylinder, the locomotive steam driven reverser and the tender brake gear.

GENERAL WORK

In both the Carriage and Locomotive works the volunteer-led projects have sadly been put on hold due to the restrictions associated with Covid -safe working and the need to concentrate on the core fleet ready for re-opening. Nevertheless, I hope



(Top): 'Camelot' on the wheel drop

(Bottom): General view of the workshop, including the boilers of 'Fenchurch' and 'Sir Archibald Sinclair'

Photos: Kieran Osborne

that the brief outline above re-assures you that time is not being wasted and what can be done is being done with view to making us fit and ready for when the starting pistol is finally fired.

Infrastructure Update

By Jon Goff, infrastructure department volunteer

The primary task since Christmas has been the re-laying of another 16 panels of track north of Horsted Keynes. This is a continuation of the section replaced a year ago and it takes us up past Horsted House Farm Bridge and within striking distance of Vaux End. It also completes the replacement of all the track laid for the first Bluebell extension, approximately $\frac{3}{4}$ mile north of Horsted Keynes station.

We have also upgraded Horsted House foot crossing.

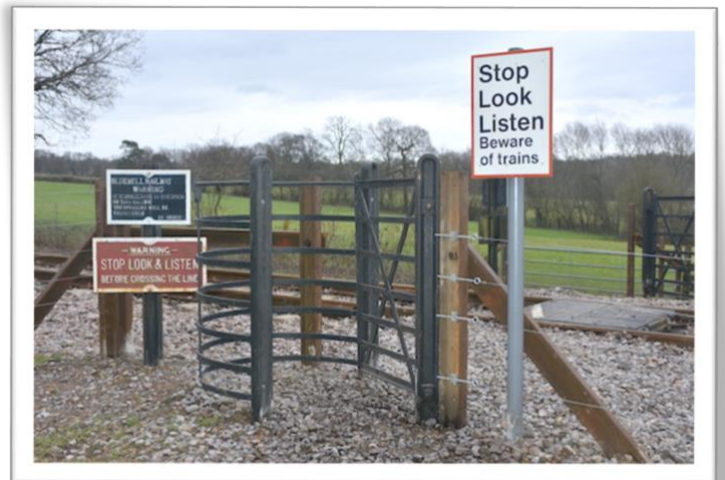
We were fortunate to be given a pair of old South Eastern Railway "kissing gates" with their posts which are perfect for the crossing. These were cleaned up, serviced and painted over last summer by the team when there was no lockdown. They have now been installed either side of the crossing to protect it.

At the top end of the job is the remains of the Vaux End lineside hut, which burnt down in 2009, leaving just the chimney stack standing bare. We decided to rebuild the hut using half-reasonable sleepers already on site. This was a surprisingly quick job to do as the right members of the team for the job were already on site as well.

While contractor John Millam was preparing the ground for the hut, up came an old cast iron sign in the digger bucket from about a foot below the surface. It is a total mystery as to why it was there. It is nowhere near a suitable position where it could have been correctly sited, and it was underneath the profile of the original ground formation – a mystery not likely to be solved although there is a theory that it came from Horsted House crossing when it was closed in 1927.



*Looking south towards Horsted Keynes from Horsted House Farm Bridge with replacement track
Photo: Jon Goff*



*Two views of the 'new' South Eastern Railway kissing gate at Horsted House Farm crossing
Photos: Jon Goff*





Vaux End hut being rebuilt around the old chimney

Photo: Jon Goff



The mysterious sign

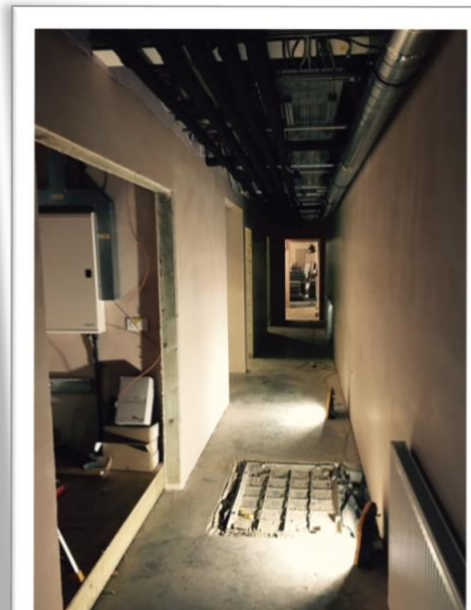
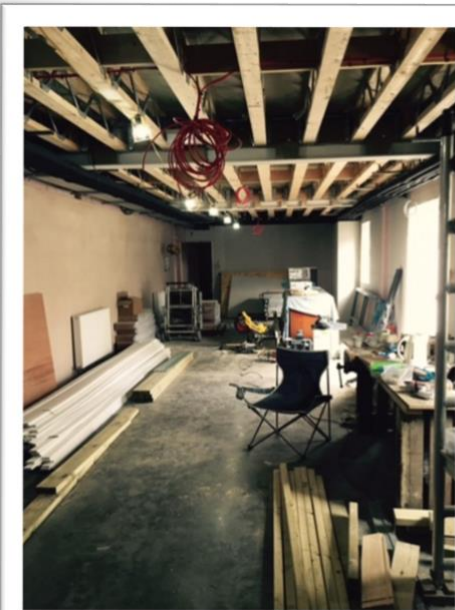
Photo: Tim Crump

Heritage Skills Centre

Photos by Steve Bigg, member of OP4 steering group

The team working on OP4 (Operation Undercover 4) and the Heritage Skills Centre (HSC) at Horsted Keynes report that good progress has been made in the last couple of months including on internal partitions, electrical work, heating pipework and communications cables.

The HSC was always planned as an integral part of the OP4 carriage shed extension to provide enhanced facilities and standards for staff and volunteers, and also ensure that high-class training facilities are provided to encourage the transfer of heritage skills to future generations.

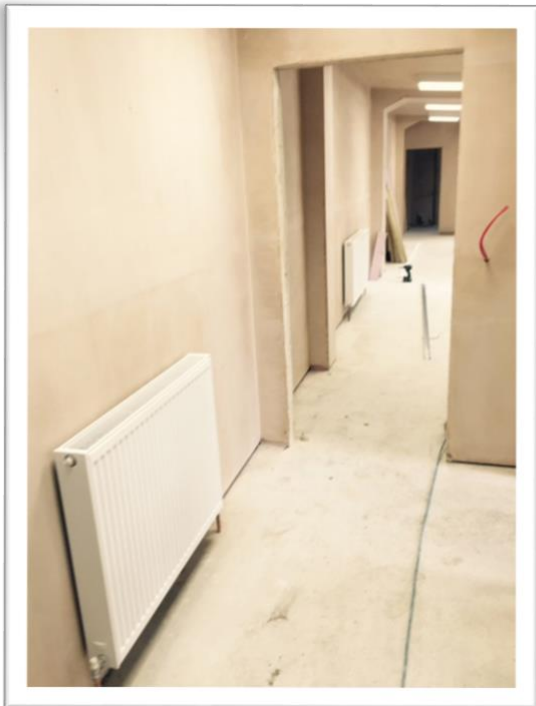
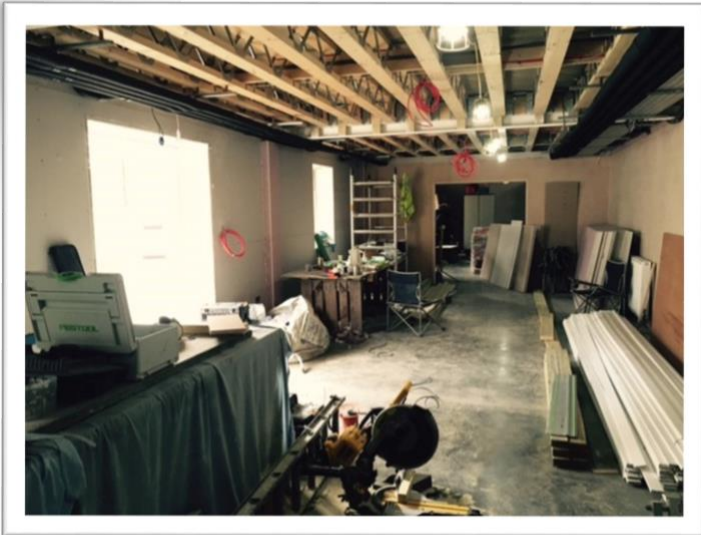


Photos, left to right:

The progress in the trim shop looking north towards the corridor leading to the shower / toiler block.

The ground floor corridor at the north end, looking south

The entrance to the varnish shop and adjacent corridor, looking south



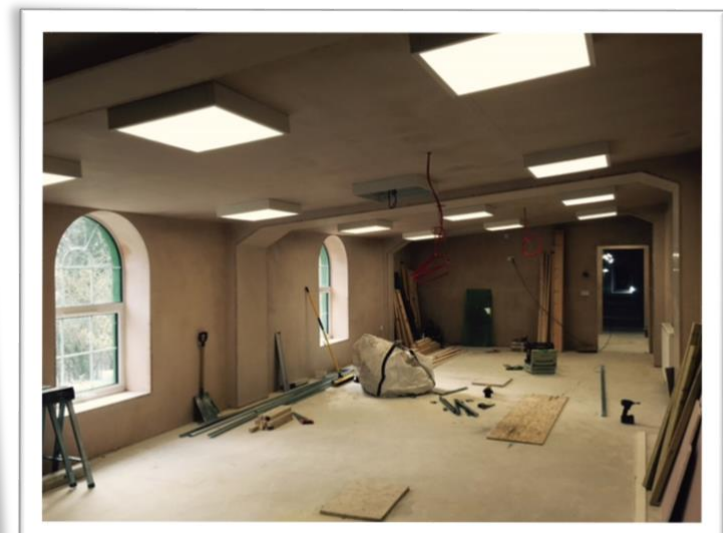
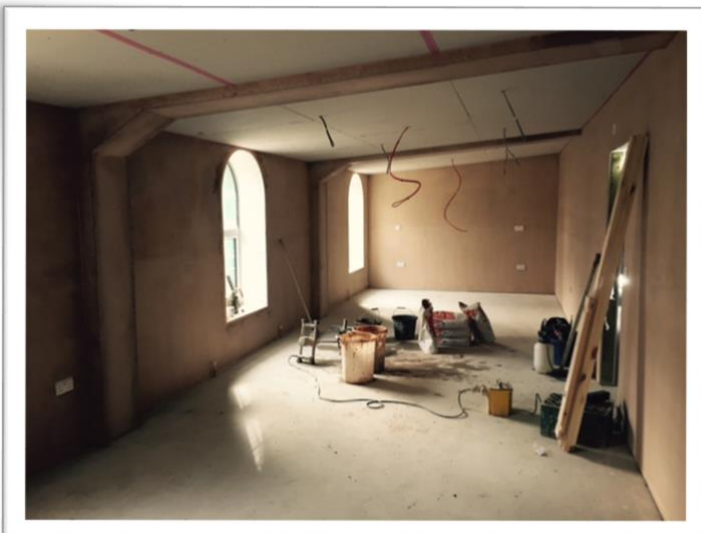
(Top left): Looking south towards a large door leading to the moquette store.

(Top right): The new meeting / training room on the first floor.

(Left): The first floor corridor again looking north towards the entrance to the meeting room. Note the plastered walls and radiators already fitted.

(Bottom left): The Carriage and Wagon office on the first floor

(Bottom right): The first floor meeting room looking south. Note the lighting already fitted.



Tamper Training

Words by Jon Goff, infrastructure volunteer and Roy Watts, senior East Grinstead station master

Jon Goff writes:

Last October the Bluebell Railway agreed to play host to the new Balfour Beatty Plasser & Theurer tamper DB73949. The visit was for tamper acceptance trials and for driver and crew training.

Despite the lockdown, training has been ongoing since then and the tamper has had a good shakedown as required by Balfour Beatty. Bluebell has been ideal for Balfour and visa-versa as we have had a lot of good quality tamping done for free – excellent for both parties.

The time had come for it to leave Bluebell but just before it went out at 23:23 on Tuesday 23 February – rather like buses – a second one comes along! Sister tamper, number DR73950, arrived late on the Monday evening being pulled by two BR English Electric Class 20s, 20118 and 20132, in heritage BR Railfreight red stripe livery.

It had been intended to link the two tampers for a period of time and practise multiple working but the first one was required elsewhere and went out the following evening hauled by the two Class 20s in top and tail formation. The second tamper will remain with the Bluebell for a while yet to undergo its shakedown and planned operator training courses.

Roy Watts adds:

Readers may be aware that we have a rather splendid new tamping machine going through its training and accreditation procedures and at the same time providing the Railway with a much-improved permanent way. Certainly, members have reported how noticeable the smooth ride is between Sheffield Park and Horsted.

One of the benefits of our connection with the main network is the ease with which we can bring such equipment in and our ability to provide a training environment without interruption and at the same time realise a great benefit.



The tamper arrives at East Grinstead, hauled by the two class 20s. Photo: Fraser Hay

There are two of these brand-new machines on delivery which will be based in the Southern region. I had the pleasure of seeing in the second brand new machine which arrived direct from the factory late at night on Monday 22 February behind 2 Class 20s.

For those enthusiasts interested, they were two that haven't visited the Railway before: 20132 and 20118 both in Railfreight grey which were then stabled in the headshunt overnight.

So for a few hours the Bluebell had two multimillion pounds worth of brand new engineering equipment on its line! It will probably be the only time the two machines will ever perform together as they will be allocated to different parts of the Southern region.

Why late at night? Well, there are only a few what is known as "Q" paths available along the Grinstead line which, in reality, is purely a passenger carrying line these days. (We used two for the Imberhorn waste trains). Add to that the need to observe things such as route availability, speed and gauging – shades of the former problems at Dormans for example – and other

train times and you understand why there are certain restrictions in place.

Why 2 class 20s? Apart from the fact they were normally found working as pairs and their superior route availability, the outgoing working was early the following morning as a “top and tail” operation

to make the working easy and enabled a quick reversal at South Croydon avoiding an unnecessary run-round.

I was fortunate to be able to take the accompanying pictures of a very clean tamper as that’s not going to happen again!



Left: the newly-arrived tamper at the Bluebell's East Grinstead station (photo: Roy Watts) and right, both tampers together at East Grinstead the following day (photo: Dave Wilson)

News in Brief

EVENTS UPDATE

The commercial and marketing team have reviewed the current planned events and have made a number of changes to the previous provisional schedule in the light of Covid, commercial and practical considerations.

The Model Railway Weekend has been moved from June until July – it is now scheduled to take place on Saturday 24 and Sunday 25 July. The first Bluebell Railway Beer Festival is due to take place in September (date to be announced).

Giants of Steam will be Friday 8 – Sunday 10 October rather than in September with visiting locomotives to be confirmed nearer the time. The Diesel Gala which had been scheduled for July has been postponed until 2022 to allow more time for preparation.

The Diamond Anniversary steering group is due to meet to discuss the plans for the '60+ 1'

celebrations scheduled for Friday 6 – Sunday 8 August.

Please check the Railway's [website](#) and social media channels for formal announcements and confirmed dates as well as the latest information on services and events.

CULTURE BLOG

Details of how the Railway used some of the money from the Culture Recovery Fund for Heritage to produce 360 virtual tours have been published on the Department for Digital, Culture, Media and Sport website.

Marketing and communications manager Ruth Rowatt wrote a [blog post](#) for the DCMS site setting out how useful the tours are for the Railway's outreach work.

Ruth wrote: "One of the brilliant things about these tours is that they enable all people to access their heritage."

VIRTUAL TOURS

More 360 virtual tours are on the way with filming taking place at various locations including inside the Carriage & Wagon workshop.

BT DELIGHT

The last issue of *The Bluebell Times* included an article about how the first virtual tour had been shown to life member Irene Baker for her 100th birthday on a Zoom call with the Railway. Good friend Alison Dawson has now sent us this photo of Irene reading the story from *The Bluebell Times* in her care home.

DOWNTON MOVIE

A second Downton Abbey film is reported to be on the cards.

Actor Hugh Bonneville, who plays Lord Grantham, has confirmed that the project is under way.

He told BBC TV's *The One Show*: "We would love to make another movie. There is a script, it has been written and seen, but a little thing called coronavirus got in the way of us filming it. It would



Bluebell Times reader Irene Baker Photo: Alison Dawson

be lovely to think that later this year the cameras could start rolling."

Horsted Keynes station was used throughout the TV series as 'Downton' station.



Horsted Keynes masquerades as Downton Photo: Mick Blackburn

Five Minutes With ... Chris Saunders

Name

Chris Saunders

Role

BRPS Trustee and member of Alf Brown Group

How long have you been involved with the Bluebell Railway?

60 years +

How did you first become involved?

I visited with friends, including Mick Blackburn, on opening day

What was your professional career?

Electronic engineer

What does your Bluebell Railway job involve?

Trustee duties: many and varied, especially the generation of the Preservation Standards manual, and collating our Long-Term Plan

Alf Brown Gang: hot metal work, heavy lifting, "sub- contracting" to other departments, carriage restoration, drinking tea and just about anything else that needs doing. We also "wrenched" loco parts from Barry Island, carriage bodies from houses and gardens along the south coast and collected lorry loads of "spares" from almost anywhere in the country.

How often do you normally volunteer at the Railway?

About two days a week and more at the home computer

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

Yes, the memorial garden at Horsted Keynes



BRPS Trustee at the railway's 60th anniversary re-opening, 7 August 2020

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

"Sandy" - see the photo of me and Alf Brown when I had hair. And, No, I'm not the preservation fairy! (you'll have to keep guessing that one).

What's the best part of your job?

Satisfaction of seeing a job done well and historically correct

What's the worst part of your job?

Explaining to my wife just how all that grease and dirt got on my clothes, again!

What is your earliest train memory?

Gricing steam locos from Burgess Hill station bridge in the late 1940s

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

No, I've got a real one 10 miles from home

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

Many, but this one stands out. Leaving the District Council planning meeting when we got permission for Undercover 4 with the chairman's words ringing in my ears that nearly all the councillors were either members, shareholders or considered themselves our supporters. The council's solicitor was unable to determine if that was a conflict of interest!

How have you occupied yourself when not being able to visit the Railway during the lockdowns?

Building my 7 ¼ inch miniature "Sharpthorn" in my home workshop

What is the biggest change you have seen at the Railway since you joined?

The recent general realisation that all our stock must be kept undercover

What is the biggest challenge facing the Railway at the moment?

Surviving for the future without becoming a "plastic" theme park

Anything else you want to tell us such as hobbies, interests or achievements?

- ➔ I first drove 323 Bluebell solo at the age of 15!
- ➔ Seeing my first railway book published and on the shelves at the shop
- ➔ I'm an active radio amateur
- ➔ I got my private pilot's licence and was awarded the Queen's award for export
- ➔ My great, great, great grandfather was at the Penydarren trials in 1804 (that's where I get the bug from)
- ➔ I was once locked up in the Tower of London over a weekend! (Now would I lie to you?)

And too much more for this piece!



Photos, top to bottom:

'Sandy' Saunders with Alf Brown, 1961

Chris' first 5 inch gauge locomotive

Driving at Beech Hurst Miniature Railway

A Closer Look at ... The Dukedog

By Tom James, Locomotive Department

When is a new locomotive not a new locomotive? And what is the role of a Chief Mechanical Engineer in designing new locomotives? In No. 3217 'Earl of Berkeley', the Railway has the perfect candidate to explore the answers to such questions. Nominally, the locomotive was built as late as 1938, to the design of Charles Benjamin Collett, the Great Western Railway C.M.E. However, in fact the origins of the locomotive go back another forty years to the late Victorian era, and Collett's role in their design was largely in agreeing the means to fund the class' construction.

Railway assets are generally long lived, but even a locomotive eventually wears out and requires replacement. The railway companies nonetheless had strict limits on how such work could be funded. Since the withdrawal of a locomotive and its replacement with a new one did not fundamentally alter the overall stock, such replacements were not funded from capital. Instead, the companies established a 'renewal fund', the purpose of which was literally to renew – as in 'make like new' – their assets. The GWR based the nominal replacement value of such renewals on the empty weight of the locomotive: an increase resulted in a 'betterment' in value that had to be approved by the Board, but which might only be a small amount of the total value of the locomotive. As an example, old four cylinder 'Star' class 4-6-0s could be renewed as 'Castle' class locomotives with a bigger boiler; the extra value or 'betterment' was justified on the lower predicted maintenance cost of the Castle on account of needing to be worked below its ultimate steaming capacity.

In the case of the 3200 or 'Earl' class, somewhat serendipitously two elderly 4-4-0 locomotives happened to be at Swindon for overhaul in adjacent maintenance bays in 1929. One was 'Duke' class No. 3265 'Tre Pol and Pen', the other 'Bulldog' class No. 3365 'Charles Grey Mott'. The



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

frames of the 'Duke' were completely worn out, but the light axle load was a virtue for which the GWR had few other suitable classes. Kenneth Cook, the then Assistant to the Works Manager, had the idea of building up the Bulldog frames with the cab, repaired boiler and smokebox of the 'Duke', along with sundry small parts. The hybrid locomotive was given the name and number of the 'Duke' (laying to rest a long-held enthusiast myth that the identity of a locomotive is carried by the frames). As rebuilt, the repaired No. 3265 'Tre Pol and Pen' was sent back to work, and a locomotive's worth of parts from two locomotives, notionally identifiable as No. 3365, was condemned to the scrap heap. Nothing much more might have been heard, until the Assistant Running Superintendent of the Oswestry Division of the Railway asked Swindon to 'bring some more up like No. 3265'. Hares started running in all directions: what was so special about No. 3265?

NO. 3217 IN FACTS AND FIGURES

Number	3217, later 9017
Class	3200 or 'Earl' Nicknamed 'Dukedog'
Wheel arrangement	4-4-0
Built	1938 at Swindon Works by the Great Western Railway
Cylinders	Two, 18 ins diameter x 26 ins stroke
Boiler pressure	180 psi (pounds per square inch)
Tractive Effort	18,955 lbf
Length	56 ft 1½ ins
Weight in working order	89 tons o cwt
Driving wheel diameter	5 ft 8 ins
Coal and water capacity	6 tons coal, 3,500 gallons water
Valve gear	Stephenson

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

Once the conversion became known, Collett agreed that the remainder of the 'Duke' class would be converted in the same way. The Locomotive Committee Minutes for early 1936 set out the scheme: included were 70 old locomotives of the 'Duke', 'Bulldog', '43xx' and 'Star' classes which would be reconstructed as 50 renewed locomotives of the 'Earl', 'Grange' and 'Castle' classes. The loss of 20 locomotives in that figure (essentially the scrapped remains from creating 20 'Earls' from 20 'Dukes' and 20 'Bulldogs') helped minimise the betterment caused by rebuilding the 43xx 2-6-0s into somewhat larger 'Grange' 4-6-0s and 'Stars' into 'Castles'. Having obtained authorisation for the scheme, Collett agreed that the Dukes would become Earls, and one such locomotive went to Paddington for a naming ceremony. The opinion of such a grand member of the peerage – being offered what was essentially a

Victorian relic to carry his name – is unrecorded: suffice to say the names were soon removed. Cook suggests that Collett may have intended the snub, being none-too-enamoured with certain of the company's directors amongst the peerage. Ultimately, the Earl names were transferred to the much more prestigious 'Castle' class locomotives instead.

202
13 Feb 1936

6. The Chief Mechanical Engineer submitted a list of works completed during the half-year ended 14th December 1935.

7. Referring to Board Minute No.7 of the 27th November 1925, it was agreed to recommend the construction of the undermentioned rolling stock on Renewals Account at an estimated cost of £1,550,825, to replace condemned stock, viz:-

Locomotives	145	£524,400
Coaching Vehicles	500	£555,640
Wagon Stock	3,440	£407,660
Service Vehicles	444	£65,125
		<u>£1,550,825</u>

Particulars of the rolling stock to be condemned and the vehicles to be constructed in lieu thereof are as follows:-

LOCOMOTIVES

To be condemned			To be built		
Description	No.	Estd. replacement cost	Description	No.	Estd. cost
		£			£
4-4-0 "Bulldogs"	15	54,510	4-6-0 "Castle" Class	15	92,700
2-6-0 "26XX" Class	10	37,710	4-6-0 "49XX" Class	10	51,400
0-6-0 Standard Goods	10	27,300	0-6-0 Standard Goods	10	35,500
4-4-0 "Bulldogs"	10	36,340	2-6-2T "41XX" Class	10	40,000
0-6-0T Old Shunting Engines	50	109,000	0-6-0T "97XX" Class	50	123,500
TOTAL	95	£264,860	TOTAL	95	£343,100
RECONSTRUCTIONS					
4-4-0 "Bulldogs" (without tenders)	20	57,680	4-4-0 Engines for Yellow Route service (without tenders)	20	57,680
2-6-0 "43XX" Class	20	85,440	4-6-0 Engines for Blue Route services	20	100,000
4-6-0 "Star" Class	10	52,540	4-6-0 "Castle" Class	10	61,800
4-4-0 "Dukes"	20	65,880			
TOTAL	70	£259,540	TOTAL	50	£219,480
GRAND TOTAL	165	£524,400	GRAND TOTAL	145	£550,580

GWR Locomotive Committee Minute from February 1936. Of note at the bottom left: 20 4-4-0 'Bulldogs' (without tenders) and 20 4-4-0 'Dukes' to be condemned for reconstruction; on the bottom right 20 4-4-0 'Engines for Yellow Route service (without tenders)' to be built. Yellow routes were restricted to locomotives with 16 tons or lower axle load. Photo: The National Archives (TNA) RAIL 250 278 via Jim Champ.

Thus the 'Dukedogs' (as they came to be known) came into being between 1936 and 1938. At the appointed time, a Duke and Bulldog would enter Swindon Works and be placed in adjacent bays in the erecting shop. They would be rapidly stripped down, the boiler sent to the boiler shop for overhaul, and the small parts refurbished. In due course, a new locomotive would be built up on the Bulldog frames, taking the next overhauled boiler from the boiler shop and other parts from the Duke. In the case of the Bluebell's locomotive, this occurred in March 1938. The donor frames came from Bulldog No. 3425 (built 1906); the nominal Duke donor was No. 3528 'The Lizard' (built 1895), though the refurbished boiler (and cab) came from No. 3282 (built 1899, and originally named 'Chepstow Castle'). Thus renewed, the locomotive returned to Oswestry and another quarter century of quiet, but reliable life on the Cambrian main line. How it then ended up in rural Sussex is a story for another day.

The author acknowledges the help of Jim Champ in the preparation of this article.

Follow-up ... Paul Furlong Images

In the last issue we published some mystery photographs provided by Paul Furlong and asked if anyone could help provide details. Several readers got in touch, including the following from Keith Leppard:

“ You ask about dates for the images of 323 and the Dukedog. The latter, in the middle image, has behind it the Caledonian Railway 3rd that was only at the railway from 1969 to 1974. It also clearly has its own GWR tender. As this was swapped for the C class tender from September 1971, this set of images must be 1969-1971. Less easy to say about 323. I believe it received this livery in 1966 and ran from then until Sep 1973. My recollection though is that it was a patchy performer 1970-73, I remember other locos being in far greater use, so perhaps towards the earlier end of its period in service.”

Long standing loco department volunteer Mike Toplis added the following:

“ Although these photographs pre-date my involvement with the Loco Department (1977-2019) I would hazard a guess that the young man sitting on the



No. 9017 'Earl of Berkeley' ready for its relaunch into service, 1 November 2003. The nameplates, which were never carried by No. 9017 while in original service, have generally been carried during the preservation era; in this view they are covered in a sheet prior to the official renaming ceremony.

Photo: Peter Edwards



running plate of Bluebell is Stanley Butler and on the middle picture of the column of three on the bottom left of page 13 cleaning the Dukedog smokebox is Steve Squires. In the larger picture of the Dukedog standing on the Newick siding, the taller figure is John (Chalky) White.”

Thanks to everyone who wrote in.

Down Memory Line - Cowden Station

By Nick Hodges, living in New South Wales, Australia

It wasn't easy leaving my bed for a day's train spotting at Cowden Railway Station. Youth needs its sleep and 7.45am seemed like the middle of the night to a 14-year-old. But school holidays had arrived and I had to make the most of them. And so I'd visit the station several times a week.

Cowden Station, midway between London and the south coast, on the Oxted Line, and just a few miles from East Grinstead and the Bluebell Railway, was opened during the 1880s: the positioning of railways to the towns and villages which they served was not, it seems, of great importance, and so Cowden village lies in the next valley, over a mile away from the station which bears its name.

It's a quiet spot, situated off a minor road and surrounded by tall trees and green, undulating fields of cattle. Both the railway and station

remain in use, but today diesel trains shuttle to and fro using only one track and platform (instead of two of both) on what is merely a branch line from London to Uckfield. Many other lines in the area have been closed.

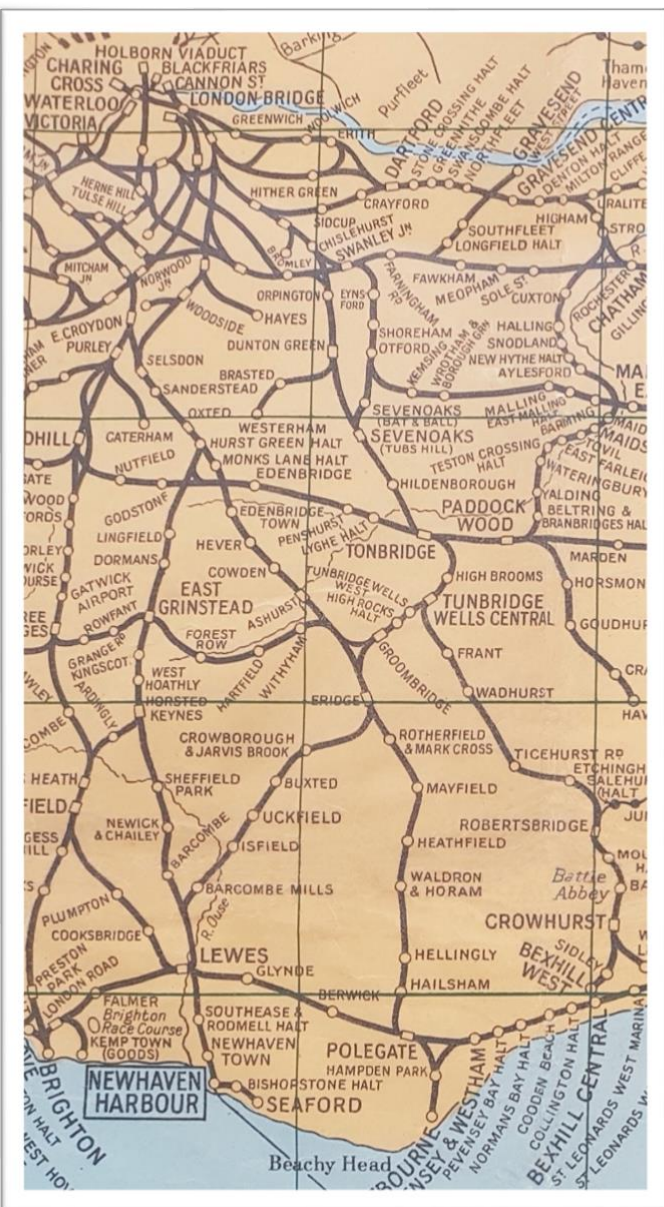
In the summer of 1961 things were different. The station was well maintained and its attractive design and green paintwork were more or less identical to the preserved Kingscote station (Bluebell Railway) of today. The line beyond Uckfield was still open and through trains ran from London Victoria and London Bridge to Brighton via Lewes, where the closed section of the Bluebell line, from Sheffield Park was joined. The Cuckoo Line was open and departed at Eridge for Eastbourne and the link via Ashurst and Groombridge took services to Tunbridge Wells West.



Cowden Station on 25 May 1963. Photo: Alan Postlethwaite / [Bluebell Railway Museum](#)

The cycle ride from the village to the station was well over a mile and included a substantial hill; it was often touch and go whether or not I'd make the 8:06 service, what I always termed the first train of the day. There were earlier services, of course, but as pointed out, they were much too early for me.

The 8:06 started from Tunbridge Wells West at 7:42 and travelled via Groombridge, Ashurst, Cowden and Oxted to reach London Bridge at 9:13 and was worth seeing inasmuch as the BR 4MT 2-6-4T class tanks which hauled it were mainly used on workings which ran non-stop through Cowden,



The location of Cowden, north-east of East Grinstead. Detail from a Southern Railway system map, Tom James' collection.



H class No. 31521 push and pull set propelling towards Hever from Cowden, 15 March 1963. Photo: Colin Hogg / [Bluebell Railway Museum](http://BluebellRailwayMuseum.com)

so the opportunity of standing next to a 80XXX at the platform end couldn't be missed.

Following the train's departure and its disappearance into Markbeech Tunnel, it was only a short wait for one of the day's highlights: the 8:24. This service, originating at Brighton an hour earlier was also London Bridge-bound, and was hauled, Monday to Friday, by a Schools Class 4-4-0; the regulars being 30900/1/2/17/28 (the last mentioned, being, of course, named "Stowe" and now resident on the Bluebell Railway. This loco, carrying a 73B shed plate, was seen, for example, on 10 July 1961). Altogether I observed 10 different members of the class on the 8:24 during the year.

But how small these engines appeared compared with Saturday's loco, which was normally a Bulleid light pacific! Not only were these the largest engines on the line but, like the Schools Class, they had names – and were therefore of paramount importance to a train spotter. Predicting the loco wasn't easy for a different one seemed to arrive each week. Both modified and unmodified Pacifics appeared: 34013/38/55/57/98/101 were examples. Standing there next to Fighter Pilot or Templecombe was an exciting experience for me.

Following the 8:24 the ubiquitous H class, 0-4-4 tanks, dating from 1904, could be seen on the hourly two-coach push and pull services, which they had already worked for a decade, between Tunbridge Wells West and Oxted. There were also



Another of the ubiquitous H class locos with push and pull set – this time No. 31518 shown leaving Hever on 11 May 1963. Photo Alan Postlethwaite / [Bluebell Railway Museum](#)

further standard 4 workings (the Bluebell's 80151 with 75A shed plate, was noted on 29 July 1961) but around 9am, I'd cycle home for breakfast.

At 10.50am I'd set out again along the leafy lanes, for between 11.10am and 11.30am, four trains would pass through the station. The 11:10 up would be either another Standard 4 or a three-cylinder Maunsell U1 2-6-0. I was getting through the list of the U1s and only needed a few more ticks to clear the class. Following the 11:10 non-stop would be the 11:17 up local and the 11:22 down; both would be H, 0-4-4T hauled (or pushed): 31005/161/278/522/533/543 were the regulars. Then at 11.30 another non-stop passed through. This was a Victoria – Brighton train in charge of a BR class 4 tank or possibly a U1. Every so often a two-cylinder U would appear.

Occasionally, the station man, who was porter, ticket seller, cleaner and signalman all in one would forget to pull off a signal after the 11:22 had

cleared the section and the 11:30 would emerge from Markbeech Tunnel, just north of the station, and stand whistling for the road. The station man may have been selling a ticket at the time but this seems unlikely for hardly anybody caught the off-peak hour trains.

Whatever the truth, he would rush out and pull off the signal located in the 'box' on the platform (a small area cordoned off with green painted railings) before hurriedly disappearing back inside to escape the wrath of the now slowly approaching engine which whistled its annoyance as it passed between the platforms.

Between 11.30 and 3.00 only the 17 and 22 minutes past the hour H class shuttles could be seen so I'd cycle home, returning again for the 3:10. This train competed with the 8:24 for the accolade of train of the day. It left Brighton at 1.55pm travelling via Lewes and arriving at Victoria at 4.00. This was yet another non-stop service as far as Cowden was

concerned and was hauled by a Bulleid pacific on weekdays. It might be a West Country or a Battle of Britain but it was big, green and powerful. Standing at the London end of the down platform was the best place to observe one of the Oxted Line's premier trains.

The 3:10 was always Pacific-hauled except for Saturdays (it didn't run on Sundays) when a mogul was the regular power: N or N1 locomotives were noted (in particular, 31410/2/31827/72). The Pacifics gave the train a special status and if I missed it, I was sure to be in position to view the 7:05 return. I noted 19 different Bulleid Pacifics working this service over the year, but the regulars were 34008/12/13/14/50/98/101.

Most locomotives seen at Cowden bore Brighton, Tunbridge Wells West or Bricklayers Arms shed codes on their smoke boxes but two of the 3:10 engines, 34012/27 had 72B, Salisbury, plates. I assumed that these locos worked through to Brighton from their home depot and were being used on fill-in turns before returning to Wiltshire. The Pacifics were always clean although 34050, Royal Observer Corps, which appeared often, took top marks for presentation.

The 4:50, 5:40 and 5:55 formed an interesting trio of down workings. The first was often hauled by a BR class 4MT 4-6-0. This was the 3.50pm Victoria – Brighton and Eastbourne. The second, the 4.40pm London Bridge – Brighton, was hauled by

the returning (8:24) Schools Class engine. The 5.55pm was the return of the 11.10am with coaches for both Tunbridge Wells and Brighton. Motive power varied but a standard 4 was the norm. In practice these three trains were difficult to observe because of the timing of my evening meal – a family occasion which simply could not be varied to cope with my spotting hobby.

The 7:05, the return of the 3:10, was a must and, thankfully, my dinner finished, I was free to return to the station. Following this, and the hourly H class workings, there was, sometimes, an up goods which might be formed of only one parcels van. 30549, of Norwood Junction, was the usual loco – at least, the one which appeared on my visits (it put in three appearances at the end of July and the beginning of August 1961). This train was interesting because it was a Q class 0-6-0; a type not often seen at Cowden. The driver had a feeling for the station and often stopped his train in order to use the up platform toilet and to take a leisurely stroll and a smoke – which gave me the opportunity of inspecting his engine.

Following the train's departure, I would head for home considering my day's collection of numbers. It wasn't big but I seem to recall always being satisfied. I'd cycle up the hill, along the flat and then swoop down into the next valley where the village lay. What would tomorrow bring? Well, to start with, there'd be the battle to get out of bed!

A Picture's Worth

By Gary Packer

It's often said that "a picture is worth a thousand words" and in this feature one of the Bluebell Railway's authorised photographers chooses one of their pictures and explains how they achieved the shot. This time, it's Gary Packer with an atmospheric winter photo.

I have always loved the Bluebell Railway in the winter months, as it seems to exude so much more atmosphere. I am also very fond of steam photography in poor weather conditions as I feel it often gives the opportunity for some interesting photographic opportunities.

For many years I lived in west London, so the Bluebell was a local line, and I became a member in the early '80s. I held a lineside photographic pass for a number of years, but the Bluebell does possess a number of locations publicly accessible where good images can be obtained.



This image was taken on 2 December 2007 at the start of that year's Santa season. The day itself had awful weather, so dull that for the first three trains I had to revert to black and white photography.

This shot shows the 12:40 service from Sheffield Park to Kingscote. It did look at one stage as if the weather was going to improve, but the skies darkened again as the two services were due to cross at Horsted Keynes. Luckily as BR Standard Tank No. 80151 headed towards Leamland Bridge a shaft of lower winter sun lit up the steam, roofs of the goods stock and the path to the cottages. A point of interest is that the steam from the southbound train in the distance is from Bullied West Country Pacific No. 34028 "Eddystone" that was visiting the Railway.

I now live in Swanage so visits to the Railway are far fewer, normally after a mainline stewarding trip, but in more normal times I can now see a

Standard Tank or Bulleid Pacific in action from the comfort of my lounge or office chair.

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

On This Day, 12 March

By Tony Hillman, assistant museum curator

Three pictures from the Bluebell Photographic Archive taken on 12 March. All three photos by John J Smith. Thanks to John Sharp, Martin Elms, John Creed and Roger Merry-Price for finding the pictures and providing the notes.



A view taken from the south end of Lewes Road viaduct, on the Kemp Town branch in Brighton. Veteran SECR locomotive 31734, on Tonbridge duty 294, hauls the 10.48 am Brighton – Kemp Town freight on Saturday 12 March 1955. Sunshine glints on the less grubby parts of the loco, but with darkening clouds overhead. The train would spend just over an hour at the goods depot, then return as the 12.23 pm Kemp Town – Brighton.

The D Class loco as seen here was designed by Harry Wainwright, and what was then No. 734 was built in 1901 as one of the first batch of ten. They were designed for express passenger work and originally sported a polished brass dome cover and chimney top, earning them the inaccurate nickname "Coppertops". Fifty-four years later, 31734 was initially selected for preservation but was found to have cracked frames and withdrawn for scrapping a few months after the photo was taken. It was replaced by classmate

31737, still to be seen at the National Railway Museum, restored in full original SECR livery.

The Lewes Road viaduct, more often seen from the road below, was built for double track when the branch opened in 1869 but carried only a single line until 1895. Double track was then provided from Kemp Town Junction to Lewes Road station (behind the camera) but the branch beyond remained a single line, no doubt due to the presence of Kemptown Tunnel between there and the terminus. The passenger traffic, however, transferred to buses and trams when the branch was closed during WW1, and never recovered. The line became freight-only from January 1933 and the double track section was singled once again. Also visible in the picture are the decorative piercings in the parapet wall of the viaduct, each with its own miniature arch turned in contrasting white brick, echoing the structure as a whole.

Just over an hour after the previous picture was taken, SECR Class L 4-4-0 No. 31763, of Tonbridge shed, passes Kemp Town Junction. The train is the 12.05 pm from Brighton to Tonbridge. On this occasion the formation of the train is different from that laid down in the Carriage Working Notice: the leading van for Reading is absent and the following two sets appear to have been swapped over.

In the picture the leading two coaches are a LBSCR 2 car pull-push set which will be taken only as far as Tunbridge Wells West. The following coaches are a SECR 'Birdcage' 3-car set which will travel all the way to Tonbridge. The inclusion of the pull-push set in the formation was the easiest way to get it back to Tunbridge Wells West where it will form the 2.20 pm to Three Bridges. Of Bluebell interest is the fact that its previous working was the 8.00 am train to Brighton from Sheffield Park.

No. 31763 survived until April 1960, about the same time the last of the Brighton pull-push sets were also withdrawn, replaced by more 'modern' converted Maunsell PP sets dating back to 1933/5. The last of the Birdcage sets had been withdrawn a few years earlier, replaced by cascaded Maunsell sets in turn displaced by BR Standard 3-car corridor sets.



On the left is Kemp Town Junction signal box, dating from the opening of the branch in 1869. It is a Saxby "box on stilts", but of the second generation where the space below the operating cabin was boarded-in rather than left open. Although the structure was by this time some 86 years old, the lever frame inside was the third to be installed here, dating only from 1945. The box would survive to see its 102nd anniversary, and closed with the branch in 1971.



It's 12 March 1960 and the day of the annual Women's Hockey International Final at Wembley: England v Germany. England won 3-1. On the left is 34087 (73A) and leading it unseen is 34089 (73A). They were returning to Watford Junction having turned on the triangle – Watford High Street, Colne Junction and Croxley Green Junction. Later they would be reunited with their respective coaches before travelling back to Wembley Central to await departure after the game. They had only worked from Clapham Junction and both were allocated to Stewarts Lane, having taken over from South Western locos. The train hauled by 34087 came from Southampton Central and that by 34089 from Portsmouth Harbour.

On the right is a Bakerloo Line train composed of the iconic 1938 stock. The last of these trains have only just been withdrawn, their last

day of operation was 3 January 2021. They had operated for many years on the Isle of Wight since leaving London in 1989. The replacements are also from London, being London Underground D78 stock re-engineered by Vivarail as Class 484. As these are sub-surface rather than tube trains, the Island Line is being upgraded to accommodate the new trains, as well as including a passing loop at Brading that will allow a regular 30-minute frequency to operate when services resume, currently planned for early summer 2021.

This is a particularly interesting photo as normally only trip cock-fitted trains operate over the DC Lines, although special instructions were in place to allow coal trains to access Stonebridge Park Power Station. More recently, when the West Coast Main Line was blocked by a collision south of Watford Junction on 8 August 1996, it was planned to operate the Scottish Sleepers via the DC Lines on the following evening. In the event this turned out not to be possible as Mk 3 coaches cannot negotiate the curve through Bushey Station on this route, but the Scottish Postal did operate via the DC Lines between Camden and Watford Junction.

Word Search

Compiled by Paul Bromley, communications director

This month's puzzle is all about signalling.

Historic England has a [guide to signal boxes](#) with detail about the history, mechanics and operation of signal boxes.

The introduction to the guide says: "Signal boxes were an integral part of the 'block' system which was introduced gradually between the 1860s and the 1880s which ensured that there was an interval of space (or block) between trains running over the same length of track. The boxes contained fully interlocked lever frames controlling the points and signals in such a way that the points could not be set without the appropriate signal also being set. The block system was made mandatory on passenger lines by the Regulation of Railways Act 1889, which also forced companies to provide interlocking on lines used by passenger trains. Within a few years, the remaining branch lines were brought up to the necessary standard."

You can also read more about the [Bluebell Railway's signals](#) on a [special section](#) of our website.

The answers are hidden horizontally, vertically or diagonally and in a forwards or backwards direction.

Y L K P U D L Q O Z H E M T T	SIGNAL
Q X Y B W H E T M H R G G Y F	BOX
I F G L Q Z V T D D Y B I E J	FRAME
C N L F W D E N S K F K B C T	MECHANICAL
S Z T M I H R A R E M O H B X	LEVER
Y S U E E J S T O W T D G A L	INTERLOCKING
H I V C R Q G S C Z R E J G D	POINTS
V G Z H P L M I H X V E Z Y K	BLOCK
G F F A O Q O D I A B V F O V	HOME
U V E N H N U C Q N I F B H F	DISTANT
K N J I B L O C K F E W N R T	
V J D C X A J Y S I G N A L N	
F S X A P O I N T S N M Z C Q	
S O F L G A W H N F E G U U I	
B I Z N Z N H P V J M L O I E	

SOLUTION TO WORD SEARCH IN ISSUE 17

C J W C Y T M H F T X E B L O	CRANBROOK
I D W Z R L E C R J B R X W U	GOUDHURST
E N F X D A K H D X D N Y P O	HAWKHURST
C G G G U H N U B L E C V T H	TENTERDEN
B P D Z M X N B K J H N W O D	WESTERHAM
K Y X A E T R F R E D X W O C	BRASTED
T T H J O G V D V Q Q R E X T	CHEVENING
S E G N T P O E Y V Q N S H S	HALT
R N P A K W N E F D S K T F R	DUNTON
U T G P U I H M C W B J E X U	GREEN
H E P R N C R S X J U P R O H	
K R Y G E Q N W G I Y F H W D	
W D A K M E J C D Q Q P A O U	
A E M N L S N N D B F K M P O	
H N G L I N I D E T S A R B G	



The Bluebell Times

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

*The Bluebell Times is published
monthly on the second Friday of
each month. The next issue is
scheduled to be available on 9
April 2021 from [bluebell-
railway.com/bluebell-times](http://bluebell-railway.com/bluebell-times)*

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

*The Bluebell Times editor
Tom James*

bluebelltimes@bluebell-railway.com

Tail Lamp

If you've enjoyed this issue of The Bluebell Times, feel free to pass it on to other people you think might also want to read it.

To find out when the next issue is out and for other updates about the Bluebell Railway, check our [website](http://www.bluebell-railway.com) or follow us on [Facebook](https://www.facebook.com/bluebellrailway), [Twitter](https://twitter.com/bluebellrailway) and [Instagram](https://www.instagram.com/bluebellrailway).

Contributors to this issue

- ➔ Steve Bigg
- ➔ Mick Blackburn
- ➔ Paul Bromley
- ➔ David Cable
- ➔ Jim Champ
- ➔ John Creed
- ➔ Tim Crump
- ➔ Alison Dawson
- ➔ Peter Edwards
- ➔ Martin Elms
- ➔ Graham Flight
- ➔ Jon Goff
- ➔ Fraser Hay
- ➔ Tony Hillman
- ➔ Nick Hodges
- ➔ Tom James
- ➔ David McHugh
- ➔ Roger Merry-Price
- ➔ Rowan Millard
- ➔ Kieran Osborne
- ➔ Bob Pamment
- ➔ John Sharp
- ➔ Chris Saunders
- ➔ Roy Watts
- ➔ Kevin Wilkins
- ➔ Dave Wilson