



*Wainwright P class No. 178 epitomising what the Bluebell is about Photo: Dave Bowles*

# The Bluebell Times

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

**April 2021**

## IN THIS ISSUE

This last month has brought two pieces of good news to the Railway.

Firstly, the Railway has announced a provisional reopening date – unless there is a change in the national situation, public services will resume on 20 May. In addition, Bluebell Railway Preservation Society members can travel for free on a special service the previous day, 19 May. Booking is required for all services – details of how to book are contained on page 2 of this issue.

In addition, the Railway has also received another tranche of funding from the Culture Recovery Fund, this time for £272,400. Added to previous grants and the wonderful response to our public appeal for funding last year, nearly £1.7m of additional funding has been made available. The latest grant will help pay for our staff with key heritage skills in our workshops, infrastructure and operations departments – without those key skills, the Railway would rapidly cease to function.

The earlier funding was also used to develop a number of virtual tours – the latest of which, centred on Kingscote, is due to go live imminently.

Now it is down to us – the supporters of the Railway – to ensure the remainder of the year is as successful as it can be. It seems likely that the Covid-secure operating pattern from last year will continue for some time, but it is essential that within those limits, our trains are as full as they can be. Foreign holidays are still a doubtful proposition – so how about a staycation in the Sunny South, taking in the delights of a steam train ride through the Sussex Weald with a ploughman's lunch or an indulgent cream tea, while the cares of the world slip by outside?

Tom James, Editor

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# Provisional Reopening Date

By Graham Flight, interim chairman, Bluebell Railway Plc

Readers of *The Bluebell Times* may recall that my update last month struck a positive note about reopening in the wake of the Prime Minister's detailed roadmap for easing out of lockdown.

Four weeks later and all the signs are that everything is on course for a phased and timetabled lifting of the restrictions and the Railway's departments are preparing to welcome customers back.

So, in case you haven't already heard, I am now pleased to be able to tell you that we have agreed a provisional public reopening date of Thursday 20 May.

This is undoubtedly good news for everyone and gives us hope that we will be able to start running trains again after many months of being closed to the public.

We are working on the basis that we will run our first public trains on 20 May and any changes or updates will be communicated in the normal way. We will continue to take a cautious approach and will not risk the safety of our staff, volunteers and visitors.

Part of the preparations for reopening involves running "ghost trains" so that staff can refamiliarise themselves with their duties and the Railway can check competencies ahead of welcoming visitors again. We have provisionally scheduled "ghost trains" to run daily from Saturday 15 May to Wednesday 19 May – the three trains on the Wednesday have been reserved for BRPS members and many more members' trains have been scheduled for the rest of this year with discounted travel as part of the restoration of members' benefits.

All of this means that we will require more staff and volunteers to come back to work to ensure everything is ready for reopening. I know everyone will be eager to get back to the Railway, particularly after so many months of being closed, but please be patient and wait for your manager, director or roster clerk to contact you about when you are needed.

We all still need to be mindful of the Covid restrictions including maintaining social distancing, wearing face coverings and following good hygiene practice.

As before, anyone who shows Covid symptoms or is in a household with a person showing Covid symptoms (a new, continuous cough, high temperature or loss of taste/smell) or has tested positive for coronavirus should inform their manager and stay away. Please follow Government guidelines on self-isolation.

The newly refitted shop at Sheffield Park should be ready for reopening and you will notice immediately the major improvements which have been made over the last few months.

We are also planning a series of exciting events for the rest of the year including regulars such as the Model Railway Weekend and Giants of Steam as well as new ideas including BrickWorks – plus, of course, looking at what we can offer for our delayed Diamond Anniversary celebrations with a '60+1' weekend in August.

So there are many reasons to be optimistic about the rest of 2021 and I look forward to welcoming you all back.

In the meantime, please stay safe.

## HOW TO BOOK



**REOPENING DATE:  
THURSDAY 20 MAY**

We will be running regular trains and dining services from Thursday 20 May, including afternoon tea, lunch and evening dining.

[Book your tickets](#)

On Wednesday 19 May, there will be special services for Bluebell Railway Preservation Society members. These services are **free**, but tickets must be booked in advance.

[Book your tickets](#)

# Culture Recovery Fund Round 2 Grant

By Vernon Blackburn, chairman, Bluebell Railway Trust

We were delighted to receive the news at the end of last week that our application under Round 2 of the Government's Culture Recovery Fund for Heritage had been successful.

The Railway has been given a grant of £272,400 to cover some of our costs from April to June.

This is the full amount which we applied for in this round and means in total we will have received £999,600 from the Culture Recovery Fund for Heritage. We were given £727,200 last autumn in Round 1 to cover the period from September to March. In addition, The National Lottery Heritage Fund's Heritage Emergency Fund gave us a grant of £250,000 last summer making a total from all the grants of nearly £1.25m. There were strict criteria about how much we could apply for in Round 2 and we are very grateful to the CRFH for approving our application in full.

Although we had more time than in Round 1 to prepare and submit our application, we had to provide more paperwork and documentation this time including a comprehensive business action plan covering the period from April 2021 to March 2022. I would like to thank my colleagues in the Trust, Plc and Society who helped to gather all the necessary information.

The latest grant covers specific items and cannot be used for general spending or on projects. The bulk of the money will pay for the salaries of our skilled heritage staff including those in the locomotive and Carriage & Wagon workshops, infrastructure team and Operations department. Some other staff salaries, utility costs and insurance will also be paid out of the grant. Of the total of £1.25m, £926,000 has been to cover essential salaries and overheads without which, like most other heritage railways, the Bluebell would have been in an extremely difficult financial position. However, although it will be challenging, we are cautiously optimistic that with the CRFH Round 2 grant, continuing support from last year's Emergency Appeal, good progress on the coronavirus vaccination programme and the

Government's easing of the lockdown rules appearing to be on target, we will get to the end of the year in a stronger position. But we are not complacent, and finance director David Burch will continue to ensure that spending is kept under strict control.

You will already have seen the difference the first CRFH grant has made with our new [virtual tours](#) being the most visible change. You will see a lot more over the coming months as the Railway reopens including the refurbishment of the shop at Sheffield Park, Electric Vehicle charging points and the introduction of an integrated ticketing and sales system. And behind the scenes our staff have been repairing and overhauling our locomotives and rolling stock in line with the Bluebell's highest standards of craftsmanship.

We couldn't have done all this without the financial assistance from the grants and it helps us on the path to being a more commercially focused organisation.

The CRFH is part of the rescue package announced by the Government "to safeguard cultural and heritage organisations across England from the economic impact of Covid-19". The Government said Round 2 was designed "to support organisations to make the transition towards full reopening".



# Easter Message

By Fr David Murdoch, Bluebell Railway Chaplain

When I was at Birmingham University and travelling home to Lytham in Lancashire for Christmas, I once had a very long and slow rail journey with several delays due to heavy snow. The events of the past year and more feel like such a long and frustrating journey, not least on the Bluebell Railway. For so much of that time it has been shut down, as it will be for the second Easter running, without special trains or family-themed activities. We can also look back to happier interludes including the trains in the summer and wonderful Christmas lights ones. We can also look forward confidently to reopening fairly soon.

Last Easter was the first in Horsted Keynes for me and my wife. We celebrated the special Holy Week and Easter services alone in church. This time we look forward to some people being present while others join us on Zoom (a word I had never heard of just over a year ago!).

My aunt, knowing the great joy I have in being the Railway Chaplain, recently sent me an article\* about the long-established links between clergy and railways. I had not realised that the one-time Archbishop of Canterbury, William Temple, is said to have known Bradshaw's Timetable by heart! Other well-known examples include Bishop Eric Treacy, a renowned railway photographer who died suddenly whilst photographing *Evening Star*, the Revd W Awdry, author of the Thomas the Tank Engine books, and the Revd 'Teddy' Boston who had both a railway track in the garden of his Leicestershire rectory and a model railway recreating the Great Western line between Newton Abbot and Totnes around 1935.

Here is an extract from the article: 'Christ was a carpenter by background; not an engine driver. Nevertheless, Christ did come so that we might go on a journey with him into the full presence of God. That journey is sometimes difficult, rather like train travel, but we know what its destination is at the end. We are all used to complaining at the rising cost of train travel. The ticket provided by Christ, of course, is much better value, since it is utterly free and his train service runs twenty four hours a day.'

I look forward to meeting you on the trains and at the stations before too long and pray that the message of Easter may bring us all new hope.

With my prayers and best wishes, Fr David

\* 'Give me a ticket to heaven' by the Revd Dr Michael Brydon, in the Prayer Book Society magazine.





# A New Addition in SteamWorks!

By Ruth Rowatt, marketing and communications manager

SteamWorks! in Sheffield Park station running shed has benefited from a generous donation from the Victoria and Albert Museum collection. A wonderful working model railway in a specially produced case was installed in March.

The V&A Museum of Childhood in Bethnal Green in London displays pieces created for or by children. A huge refit of the entire building has meant that all exhibits must go either into storage or to new homes. The model is now ours to keep – largely due to a curator's dad who thought of the Bluebell Railway as a fitting home.

It seems the model was lovingly constructed around 20 years ago and the V&A are looking into their records to find the exact history.

The glass topped case is approximately 3m by 2m, so moving this was no mean feat. I couldn't have collected and shifted that enormous fragile thing (which weighed half a ton I reckon) without the help and ingenuity of members of the locomotive department and works. Thank you, you know who you are!

Four tracks circle behind glass and are coin operated. This will raise some much-needed funds for products to polish the real engines on display. Bring your 20 pence pieces when you visit, there are two separate coin slots – each operating two trains. I must remember to tell the Bessemer Arms to stock up on change ready for the rush!

The model includes everything that children will want to see: a tunnel, a station, a bridge, a pond, a churchyard, sheep on the hill, a pond, a village, a shunting yard and much more. A clever mechanism lifts the entire glass top 2ft in the air, so that the model is accessible for maintenance and derailments. It took seven people to lift it off when we collected it, so this is a real bonus.

A number of engines and carriages were included in the donation, including two Flying Scotsman! Sadly, we are lacking in Southern engines. I'm hoping that



some generous donors will populate the railway with the right kind of locos and rolling stock. It would be so wonderful to have a Normandy, Stepney or Bluebell chugging around. A few featured for the photoshoot upon installation and that was lovely! Sadly, they couldn't stay.

The boxes belonging to the engines show that someone serviced them twice yearly up to 2018 and then this just stopped. Some of the quality models will need some attention as they are not moving well, but there are plenty of working ones to keep children interested when we reopen on 20 May. I am looking for volunteers with the skills to maintain this railway and service its engines. If you think you could help, please get in touch: [ruth.rowatt@bluebell-railway.com](mailto:ruth.rowatt@bluebell-railway.com)

# Update on Bluebell Railway Virtual Tours

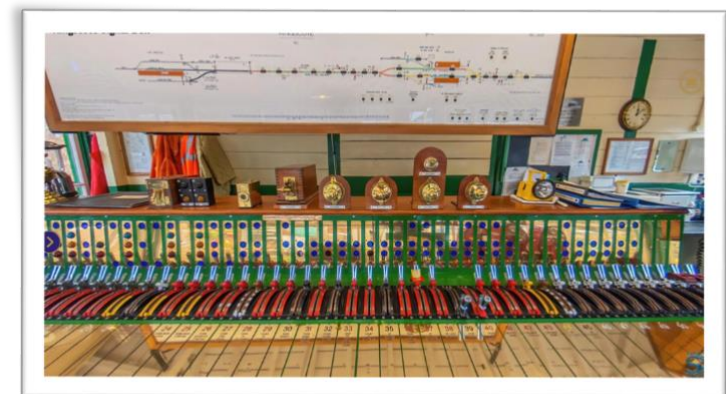
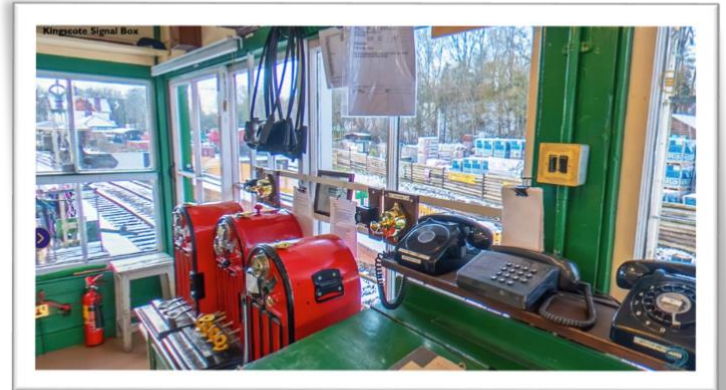
By Ruth Rowatt, marketing and communications manager

A flurry of activity in March means that we will shortly be releasing an extension to our current [virtual tour](#) of Horsted Keynes and Sheffield Park stations to include Kingscote station, booking office and signal box. I'm hoping that we can release this during the first couple of weeks of April – we just have to add the spoken elements and a few information labels, and we are good to go. We will announce the release via social media.

A tour of the enormous buildings of Carriage and Wagon will be the next to come. Filming for that has been completed and includes some clips of working volunteers in role, a sneak peek at the inside of Pullman Car 54 and a virtual wander around areas that the public usually cannot access. It is the behind-the-scenes element which makes this tour particularly special and appealing. Estimated release date: end of April.

Finally, on Tuesday 30 March, we shunted the Wealden Rambler stock out of the station for a special photoshoot. On this virtual tour we will present Ashdown and Sapphire carriages dressed for dinner, lunch, afternoon tea and supper specials. Potential visitors will be able to see the comfort of dining in style on board one of our trains, check out some menus and view images of the delicious food served. Yummy! Let's hope people then feel compelled to book a dining train.

Two weeks ago, I gave a talk to a local primary school via a video call. I used the virtual tour of [SteamWorks!](#) and the [museum](#). Feedback indicated that the experience was really useful and inspiring for the children. Nothing compares to a real visit, of course, but we can make a difference by bringing the Railway directly into homes, schools and clubs. I'm looking forward to a similar talk with three Scout groups next week. Phew!







Photos, top to bottom:

Loco line-up - Jon Bowers

The Pioneer service - Martin Lawrence

Pullman Car No. 54 restoration - Richard Salmon

Track relaying in full swing - Jon Goff

# Job Vacancies

Bluebell Railway Plc is recruiting for the following Board positions:

## CHAIRMAN

This non-executive position as head of the operating company will be responsible for leading and directing one of the premier preserved railways in the UK through the next phase in its development as a major visitor attraction and modern business operation.

Evidence of proven leadership achievement, ideally in a volunteer-led organisation, and background in successful business management at senior level are essential. An interest in steam trains and their heritage and the how railways operate would be beneficial.

This is a volunteer post that carries no remuneration or specific hours of duty. However, the successful applicant will require sufficient time and flexibility to effectively undertake this role and have the appropriate technical competences to meet the professional requirements of the post.

## LOCOMOTIVE DIRECTOR

The successful applicant will be responsible for planning and co-ordinating the strategy for the restoration, overhaul, and maintenance of all forms of motive power (steam and diesel) and will have professional and technical responsibility for the company's locomotive fleet.

The locomotive director is expected to attend board meetings and contribute to the company's business decision-making.

## MORE INFORMATION

For a full job description and candidate specification, email Personnel & Administration Manager Lisa Boyle [lisa.boyle@bluebell-railway.com](mailto:lisa.boyle@bluebell-railway.com)

Closing date for both roles is 7 May 2021

# News in Brief

## EVENTS ASSISTANT

Joe Jenner (*pictured right*) has joined the customer service and marketing/events team on a part-time basis as maternity cover replacement for Charlotte Archer.

Joe said: "I trained at Guildford School of Acting (University of Surrey) and attained a BA (Hons) degree in Theatre Production. Since graduating in 2018 I have worked as a Company Stage Manager in the theatre and live events industry.

"I have been a member of the Bluebell Railway for as long as I can remember and when the opportunity of linking my skills with the Railway emerged, I jumped at the opportunity.

I am very excited to meet and work with everyone and cannot wait to see the Railway reopen in the coming months and get stuck into helping make events happen."

Marketing and events co-ordinator Charlotte Archer is now on maternity leave. She said: "I would personally like to thank everyone for their well wishes and blessings in this new chapter, and I look forward to seeing you all on my return later in the year."



*An update to the provisional list of events published in the last issue of The Bluebell Times – the Model Railway Weekend is now scheduled for 31 July – 1 August.*

## EPOS SYSTEM

The contract to install a new EPOS (Electronic Point of Sale) system has been awarded to a company called K3 which already works with several other heritage railways. The system will help the Railway to modernise and integrate its ticketing and sales system.

The money has come from the grant from the Culture Recovery Fund for Heritage. It is planned that the new system will go live on 1 July.

## EV CHARGING POINTS

Four Electric Vehicle charging points have been installed in the upper car park at Sheffield Park station including one for blue badge holders. This work was also funded from the Culture Recovery Fund for Heritage grant.

The car park has been remarked during the work and other blue badge parking spaces have been moved from the eastern end of the car park to the area in front of the training room. The EV charging points have been installed and are now operational. The work was carried out by Joju Solar Ltd under the supervision of volunteer Roger Kelly. The charging points will be operated on behalf of the Railway by NewMotion Ltd, a subsidiary of the Shell company.



*Photo: Roger Kelly*



# Five Minutes With ... Sam Bee

## Name

Sam Bee

## Role

Currently a Governor of the Bluebell Railway Trust, chairman of the Museum Management Committee and chairman of the gF Club Committee

## How long have you been involved with the Bluebell Railway?

30 years. The nature of my career as an airline pilot precluded being able to plan any more than two to three weeks ahead, making a regular volunteering commitment problematic, plus raising a family and other hobbies filling my spare time

## How did you first become involved?

I've always been interested in 'things railway' from my trainspotting days onwards. Then a family member, knowing of this, treated me to a Clive Groome footplate course at Bluebell and thus I was hooked.

## What was your professional career?

From school I went straight to flying school to obtain a commercial flying licence, leading to a career as an airline pilot. This encompassed a timespan which started flying the Dakota and Airspeed Ambassador, then such iconic machines as the Comet 4 and Boeing 707 (all heritage museum pieces now!) finally ending up as a Training Captain on wide-bodied Airbus with glass cockpit, auto-land and very low visibility landing capability; the whole gamut of ancient to modern.

## What do your Bluebell Railway jobs involve?

In one word 'managing' I suppose; heading up the museum and archive team of about 65 volunteers, being active in the day-to-day affairs of the Trust and helping to run the gF Club working days

## How often do you normally volunteer at the Railway?



Hard to say as I have no rostered turns. In normal times, it can range from a few hours a week to several days.

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

In one capacity or another I have been on the steering committees of the Undercover 3 (including the Museum), Undercover 4, the Elephant Van project, SteamWorks! and the Atlantic projects

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

On Bluebell, no idea, thank goodness! Although, 'Sam' is a family nickname, from birth, a long story!

## What's the best part of your job?

Being involved with you lot!

**What's the worst part of your job?**

It used to be getting out of bed on a cold wet winter's day well before dawn to light up an engine

**What is your earliest train memory?**

Standing on a farm occupation bridge close to home aged three watching trains on the Bolton to Darwen line

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

Yes, an exhibition layout of Dorchester Junction set in 1867, LSWR and GWR, mixed gauge of course

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

It's all fun, I keep telling myself!!! Best, lordy, becoming a 'Passed Fireman' or was it completion of the Museum?

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

Mainly on a complete renovation of one of my classic cars

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

The astounding expansion, both to East Grinstead and in major projects. But for personal satisfaction, the effects of the Governance Review, which I led for several years.

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

Finance

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

I do keep an interest in aviation and am a Fellow of the Royal Aeronautical Society

I have been involved for many years in the Heritage Railway Association and just finished a spell as chairman of their Heritage Committee and represent them on Advocacy Groups of The Heritage Alliance (lobbying Government departments and parliamentarians)



*(Above): Sam Bee on the footplate of 'Firefly' at Didcot, talking to Roger Orchard, the then Operations Manager at Didcot Railway Centre.*

*(Below): Preparing for take off in DeHavilland Tiger Moth G-ACDC*



I bought my first vintage car as a lad, for 25 quid and now have two Rovers made in 1973 (P5B Coupe and P6B).

# A Closer Look at ... No. 73082 'Camelot'

By Stephen Loeber, Secretary 73082 Camelot Locomotive Society

The history of Camelot is interesting and, in some ways, surprising in regard to design and construction.

It all started in 1902 when George Jackson Churchward, Chief Mechanical Engineer of the Great Western Railway Works at Swindon, developed and introduced the Saint class, the first modern 4-6-0 passenger express locomotive with two outside cylinders and connecting rods and inside Stephenson link motion with a taper boiler and a Belpaire firebox.

Churchward was a very forward-thinking CME as he introduced several refinements from American and French locomotive designs. The taper boiler and the outside cylinders were not standard practice at this time. Plus, he was an early advocate of superheating in boilers.

Churchward retired in 1922 and Charles Benjamin Collett was appointed new CME at Swindon. He carried on Churchward's work and developed the Hall class in 1928, a 4-6-0 mixed traffic engine that could work passenger and freight traffic over the GWR network. The prototype 4900 Saint Martin was a rebuild of Saint 2925, the difference being the driving wheels: where the Saints were 6 foot 8 inches the Halls were 6 foot. Plus, with the Churchward-designed locomotive boilers, frames, wheels and other items could be interchanged, an early form of standardisation.

William Stanier, who was Works Manager and assistant to Charles Collett, was headhunted by the London Midland & Scottish Railway to become their CME. He was appointed to the position in 1931 and took a number of Swindon ideas with him. His early experience was with the 4-6-0 Jubilee class, a three-cylinder passenger locomotive for the LMS, found that high superheat was more appropriate than the low superheat utilised by the GWR. Stanier's next development



was the 4-6-0 Black Five mixed traffic locomotive for the LMS, like the Hall but with some modifications such as outside Walschaerts valve gear and high superheat in the boiler. These engines become the mainstay of the LMS network: a maid of all work.

After the Second World War ended in 1945 the four main railway companies, the Great Western, London Midland & Scottish, London & North Eastern & Southern were all in a bad way in regards locomotives, rolling stock and track, with some companies in financial difficulties. In 1948 the Labour Government nationalised the railways and they came under the authority of the British Transport Commission with a section set up called the Railway Executive: of course, to all concerned the brand name was British Railways. The justification for this move was so that major investment could be carried out. The Railway Executive broke the network into regions: Western, London Midland, Eastern, North Eastern and Southern.



The British Transport Commission wanted to modernise the railway network utilising new motive power with dieselisation and electrification of some routes, however the Railway Executive was more cautious and considered that maintaining steam as a stopgap measure would be more cost effective, because the infrastructure was already in place. With this decision, Robert Riddles was appointed to the Executive to oversee Mechanical and Electrical Engineering, along with Ernest Stewart Cox and Roland Curling Bond to assist him, so the Standard locomotive project was set up.

In 1948 locomotive exchange trials took place to determine which were the best features of the Big Four companies' locomotives that could be incorporated into the new designs of Standard engines. However, the Standard locomotive had more LMS practices incorporated because the company had done more in introducing locomotive that could cope with post-War conditions, plus Riddles, Cox and Bond had all worked for that organisation.

The Standard Five mixed traffic 4-6-0s were developed around the LMS Stanier Black Five with the 3B type boiler with different fittings and details to bring it into line with the other Standard classes, also the driving wheels were bigger – where the Black Five was 6 foot the Standard Five was 6 foot 2 inches. The Standard Five boiler pressure was set at 225lb/sq in giving a tractive effort of 26,120 lbf.

Doncaster Works were responsible for the design of the class and built 42 examples (73100–73124 and 73155–73171). But the other 130 (73000–73099 and 73125–73154) were built at Derby Works. Building started in 1951 and was completed in 1957. 73125–73154 differed from the rest of the class in that they were not fitted with the Walschaerts (piston) valve gear but British Caprotti (poppet) valve gear.

*Half a century of evolution: (Top to Bottom)*

*Churchward 'Saint' (1902)*

*Collett 'Hall' (1928)*

*Stanier 'Black 5' (1934)*

*Riddles 'Standard 5' (1951)*



73082 was constructed in 1955 at Derby Works within the group 73080–73089, for which the Works Order number was N8241 and BR lot number 241. These locomotives were destined for the Southern Region. Because there were no water troughs on the Southern Region they were paired with BR1B tenders that had capacity for 7 tons of coal and 4,725 gallons of water. One thing that was different with the Standard Fives was where the whistle was positioned: some had the tri-tone chime mounted behind the chimney, others had the bell type mounted on the steam manifold in front of the cab. 73080–73089 had their tri-tone whistles located behind the chimney. However, there was occasionally a problem with the tri-tone whistle as it had a tendency to jam open, owing to the operating cable sticking on its long run from the cab to the smokebox. In the end the chime whistles were replaced with the bell type, but still located behind the chimney on 73080–73089.

73082 was allocated first to Stewarts Lane shed on 7 July 1955, here the engine worked the expresses from Victoria down to Margate and Ramsgate on the north Kent coast. However, in 1959 electrification using the third rail system was extended to Margate and Ramsgate from Faversham, in so doing removing the locomotives' rostered work. On 14 June 1959, 73082 was transferred to Nine Elms shed and worked trains on the south western route from Waterloo to Bournemouth, Weymouth and Exeter: at this time she was allocated the name Camelot. This was the result of a staff suggestion that names from withdrawn Urie King Arthur 4-6-0s numbers 30736–55 be transferred to the Nine Elms Standard Fives 73080–89 and 73110–119, and so in August 1959 73082 had the Camelot nameplates fitted at Eastleigh Works. One summer Camelot visited the famous Somerset & Dorset line that ran from Bath to Bournemouth to work holiday specials and was photographed on shed at Bath Green Park.

With the British Transport Commission's Modernisation Plan of 1955 steam was under threat with all new diesel traction being developed. Camelot was transferred to Guildford shed on 8th June 1965 and this was her swansong

as by June 1966 73082 was withdrawn from British Railways service and sold to Woodham Brothers at Barry (in south Wales) for scrapping.

However, Woodham Brothers did not immediately scrap all the steam locomotives sold to them, so in 1974 two steam enthusiasts visited the famous scrapyard and, because 73082 was the only named Standard Five to have survived, the 73082 Camelot Locomotive Society was set up. The locomotive was purchased in 1979 and moved to the Bluebell Railway in East Sussex. Here restoration to working order took place and the locomotive was put back into traffic in 1995. In 2005 Camelot was withdrawn for a major 10 year overhaul, returned to traffic in 2015 and is still going strong!

I wish to thank Peter Gibbs and Francis Dowley of the 73082 Camelot Locomotive Society for their help with this article.

#### NO. 73082 IN FACTS AND FIGURES

<b>Number</b>	<i>73082 'Camelot'</i>
<b>Class</b>	<i>BR Standard 5MT</i>
<b>Wheel arrangement</b>	<i>4-6-0</i>
<b>Built</b>	<i>1955 at Derby Works by British Railways</i>
<b>Cylinders</b>	<i>Two, 19 ins diameter x 28 ins stroke</i>
<b>Boiler pressure</b>	<i>225 psi (pounds per square inch)</i>
<b>Tractive Effort</b>	<i>26,120 lbf</i>
<b>Length</b>	<i>62ft 7ins</i>
<b>Weight in working order</b>	<i>127 tons 5 cwt</i>
<b>Driving wheel diameter</b>	<i>5ft 8ins</i>
<b>Coal and water capacity</b>	<i>7 tons coal, 4,725 gallons water</i>
<b>Valve gear</b>	<i>Walschaerts</i>

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

# Tales From the Shed: Part One - Some History

Words and photo by Russell Pearce, locomotive department

I have always rather liked this picture of USA Tank No. 30064 for a number of reasons, not least because of the impressive exhaust, but chiefly because for a number of years this engine kept the Railway running, at one point almost single handed. For this reason, I thought I would write about it, even though on my subjective list of "Best Engines on the Line", it sits somewhere below 672 and 75027, in joint third place with the rest of the fleet.

The [history of the engine](#) is summarised on the Railway's website and need not be re-stated here, beyond repeating that its Bluebell career started in 1971. My first encounter with her was on my arrival at the railway in 1974. It had been receiving the attention of works staff, and the motion was being re-erected on my first day in snowy early February.

One feature of the engine in those days was that it was due for a boiler overhaul, especially it required a re-tube, so it was operating at reduced pressure: 160lbs rather than 210lb. Because it is a Class 3 engine, its ability to pull a six-car train to Horsted Keynes was not impaired, but the performance could never be said to be sparkling. Indeed, if pressure fell off, it became decidedly languid and slothful, but it kept the brakes off and would keep going after a fashion. The reduced pressure also meant that steam temperature was lower than it should be even when blowing off, so the water consumption was higher, and this added to the fireman's work.

However, that state of affairs did not last, because during the winter of 1974/5 it was re-tubed and the boiler pressure was restored to 210lbs and the original SR whistle was substituted for the Standard Chime whistle from 323. Performance was transformed (as an aside so was the sound of the chime whistle).

The engine has quite a large square firebox, which sits on the frames and not between them, creating



a flat grate almost level with the cab floor, and therefore not very deep. With the fire right, it was a joy to work, but never was the phrase "preparation is all" more appropriate. Using the hard "Gedling" coal of those days, some time was spent prior to departure building up the fire bed, especially in the back corners. To obtain sufficient depth, it was necessary to pile the coal up either side of the door and keep the rest of the fire level with the bottom of the Firehole ring, to give a bed of about 12–18 inches.

The art was to make sure that holes did not develop at the front. Getting it wrong meant molehills halfway down, with holes in front of them because it took some practice to fire to the aforementioned flat grate, and the later addition of a brick arch made that more likely. It is much easier if the grate is lower than the floor because you are firing from above the bed and can reach the whole grate more readily and, if a hole did develop on this engine, pressure fell back quite quickly and firing on the move with any accuracy was challenging to say the least.

Being an American austerity "switcher", refinements like dampers and brick arch were omitted. These omissions led to some problems, notably a tendency for the tubes to "catch cold" and leak, and some difficulty in keeping the engine



quite once hot. Another issue was the rather agricultural fire-hole door which operated like an oven door, swung out into the cab on a right-side hinge and was either open or shut. There was a catch to admit some top air, but it was not great in getting optimal combustion and clouds of black smoke were a feature of operation, especially with the hard coal. In addition, opening this door with the engine under steam, caused vast quantities of cold air to be admitted and land on the tube plate. Also, when open, the door was lying in wait for the unwary driver to either bang his shins on or get a nasty burn because, while open, it was in the way. A common arrangement was for the third man to operate the door, mainly to reduce the time it was open between shovels full.

Against these issues we must repeat that “line-work” was not work which this engine was expected to undertake on a regular or extensive basis, which is why some of these problems arose. Ideally the fireman would make up a fire while stationery, then shut the door and forget about it while on the move and patch it up when stopped. We later fitted an arch which helped to improve combustion and protect the tubes from excessive cold air but this created its own problems. The first arch was fine, but when it was taken out for a boiler inspection, its replacement did not sit at quite the same angle and that changed the flow of air around the firebox. So, when working hard, the draft picked up coal from under the door and deposited it at the front of the box. When this happened, steaming fell off a cliff, and was a nightmare to rectify. Furthermore, greater care was needed in firing because badly fired coal would strike the arch and land in a heap adding to the “molehill” problem (see above).

Another feature was that being an American engine, it was erected on bar frames. British domestic practice was to build locomotives on plate frames which were much more rigid and gave a sturdier engine. Bar frames however are cheaper to make and are more flexible and less prone to cracking. The Great Western two-cylinder engine, with big outside pots, provided with a long piston stroke, were highly susceptible to cracking, especially around the axle box horn cheeks because of the twisting stresses caused by those

cylinders. American practice called for very large cylinders on the outside, and bar frames were much more robust in that respect.

On the downside, because of the “flex”, they gave a lively ride, and with 30064’s very short wheelbase, this was very evident on the move.

All this said, the engine was built with these priorities:

1. ease of construction which lent itself to mass production
2. ease of maintenance, the boiler on the frames, rather than between them, outside cylinders with outside “Walschaert’s” valve gear actuating piston valves, flexible and cheap bar frames, and a steel firebox which was cheaper than copper and more easily welded, if less malleable and more susceptible to cracking
3. a lack of unnecessary refinements, which can go wrong and add to the maintenance. Although ours at any rate was provided with a rocking grate so that the fire could be disposed into a hopper ashpan and clinker got rid of more easily than using fire irons on a conventional grate. The hopper could also be emptied without anyone going underneath with a rake, so a pit was not essential to preparation and disposal.

These all added up to the ability, as we used to say, to repair the engine in a field. Of course, in our early days that, more or less, is what we were doing.

The Southern Railway made some changes to the 14 engines they acquired, notably they replaced the American “pull-out” regulator with a standard style which moved in a vertical plane. It was also provided with Southern Railway style injectors, of a type with which we are familiar on 541 and the “U” classes, and it was provided with a Gresham and Craven vacuum ejector combined with a steam brake. SR “Pop” safety valves replaced the American ones and the bunker was altered to improve capacity. Some things the SR left alone: the Firehole door and the “pole” reversing lever remained, as did the automatic cylinder drain cocks. *Next time we will consider what the engine was like to use in anger, so to speak.*

# Memories of Fire Service Emergency Services Weekend 2002

By Malcolm Stroud, education guide and museum steward *Photos by* Jeremy Sedgley

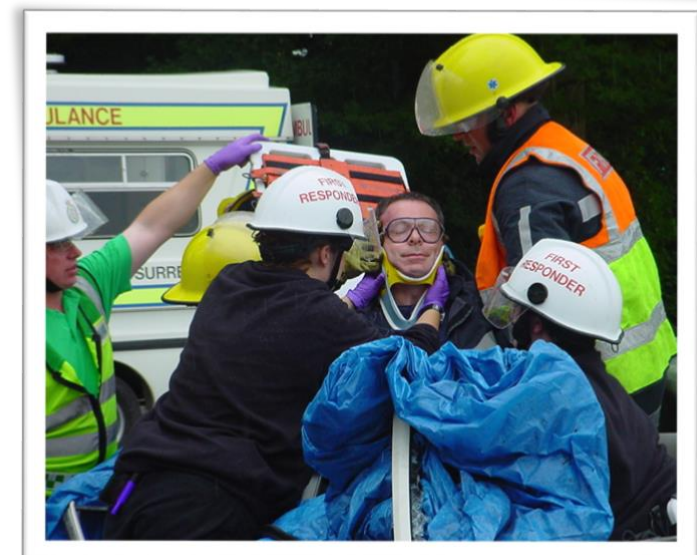
When I heard of the proposed Emergency Services weekend for 10-11 August 2002, I was an active member of S.E.R.V (Service by Emergency Rider Volunteers). When I brought the subject up at one of our monthly meetings, the date clashed with a prior engagement but it was considered a good idea that I should attend in company with my youngest son Ian who was also a member of S.E.R.V.

On the day Ian, my wife Stella and myself set up our display in my large family tent. The weather that weekend was set fair and the various emergency services were able to set up their displays. We found ourselves next to the senior medical advisor to the London Ambulance Service. In spite of his exalted position, he proved to be very friendly. His display was under a garden gazebo so for security we kept his display items in our tent overnight as it gave more security.

Our friendly neighbour's personal transport left us green with envy. He owned a Subaru Impreza tuned to rally standard and equipped with blue and green flashing emergency service lights.

The whole display ranged from a 1929 Austin ambulance to Gatwick Airport's new fire tender. The highlight of each day was a competition between the Bluebell Fire Service and the East Sussex Fire Service to see who could release a crash dummy from a wrecked car in the shortest time. The Bluebell team were using electrical cutting equipment and the full-timers were using the latest pneumatic cutting tool. For some time, it looked as if the Bluebell team were going to win by a large margin as setting up the pneumatic equipment seemed to take forever. Once the full-timers got their cutter working, they very soon overtook the Bluebell team.

There was an intention to carry on holding such weekends, but it was not to be. Legislation setting down minimum standards for fire service accommodation set levels the Railway could not afford to meet.





# Museum Morsel - New Devon Pottery Blue China

By Tony Hillman, assistant museum curator

The New Devon Pottery was established in Kingsteignton near Newton Abbot in Devon in 1957. It is well known for the blue china inscribed with white names of locations in the UK. Numerous locations were provided with its own set of china. The range included cups, saucers, pots, vases, egg cups, pencil holders and more. The pottery closed down in 1984.

A large range was produced for the Bluebell Railway, including all the above. As with much that happened at the Bluebell all those years ago, no records remain of what items were actually produced for the Bluebell. Donations and purchases on sites such as eBay have provided the Museum Archive with many items. If you have some blue china stored in a cupboard, loft or elsewhere, please do consider donating to the Museum so we can record another part of Bluebell's history.

Probably the most unusual collection came in a large box which contains a set of 12 mugs, jars and egg cups. This collection had been given to the seller's sister as a wedding present.

If you have any items you wish to donate, please email [morsel@bluebell-railway-museum.co.uk](mailto:morsel@bluebell-railway-museum.co.uk)



(Top to bottom):

*Samples of Bluebell Railway pottery*

*Some of the mugs from the wedding set*

*A selection of items as displayed in the museum*



# On This Day, 9 April

By Tony Hillman, assistant museum curator [Photos by John J Smith](#)

*Three pictures from the Bluebell Photographic Archive taken on 9 April. Thanks to John Sharp, Martin Elms, John Creed and Roger Merry-Price for finding the pictures and providing the notes.*



On Easter Saturday 9 April 1955, Southend United met Millwall at The Den in a Football League Division 3 match. Southend won 4-1 as they did again in the return match on 26 April, when the margin was reduced to 1-0 in favour of Southend.

A special train for the fans ran from Shoeburyness to New Cross Gate via Liverpool Street and the East London Line. Here we see the train nearly at journey's end between Deptford Road Jct and Canal Jct, hauled by two J67/J69 locos. Sadly only the first loco can be identified, as 68607, built in June 1901 as a J67/1 and converted to a J69/1 in April 1913. This and the second loco are two of 46 of the Class allocated to Stratford Shed at the time. The lack of a side window cab clearly distinguishes them from the similar Class J68.

The train will have travelled up the LT&S behind an LT&S loco, picking up along the way as far as Campbell Road Jct, where it took the spur to Bow Jct to join the Great Eastern Main Line into Liverpool Street. Here the train reversed, the LT&S loco giving way to the two J69s. This routeing was also used by excursion trains from Great Eastern Line stations to the South Coast which Southern locos took over at New Cross Gate.

A well-known J69 was 68619, one of the two Liverpool Street Station pilots kept in resplendent condition by Stratford staff, the other was N7 69614.



One of a class of seventy-five 0-6-2T locomotives built at Brighton between 1897 and 1903 under R J Billinton, 32499 and driver pose light engine on the single track Wharf Road Up Side, or "Chalk Road", viaduct between Deptford Lift Bridge and East London Up Jct, again on Saturday 9 April 1955. When originally turned out in June 1900, the loco was numbered 499 on a cab-side plaque, with the name "Woodendean" sign-written across the tanks. The livery at that time was "Stroudley's Improved Engine Green", a sort of dark mustard yellow. The name "Woodendean" was already going out of everyday use by 1900; the area now known as "Woodingdean" had been named thus on the 1898 Ordnance Survey, though perhaps the news had not travelled the three miles to Brighton Works by the turn of the century.

These class E4 engines were re-painted in 1906 into Marsh Umber livery, and the names were replaced with the letters "L B & S C R", then just "L B S C" from 1911. 499 went through the usual sequence of number changes for LBSCR locos, becoming B499, and later 2499, under Southern

Railway ownership, and finally 32499 in the BR period. By then it was allocated to Nine Elms, and in lined black livery as seen here, though many classmates were in plain black. 32499 was withdrawn a couple of years after this photo was taken; the only surviving member of the class is now Bluebell's (32)473 Birch Grove.

The ornate clocktower seen to the right of the locomotive is, as the partly visible lettering suggests, on the Mazawattee Tea warehouse behind the viaduct. This was largely destroyed during the war, but the façade fronting on to the Surrey Canal, along with the tower, survived.





The Up Newhaven Boat train, photographed on Thursday 9 April 1964 near Salfords. The unusual mixture of motive power was apparently due to a shortage of electric locomotives with steam heat boilers, as two of the three regular Co-Co units on this duty, 20002 and 20003, were both in Eastleigh works at the time. As the Bulleid coaches in the train were not fitted with electric heating (ETH), and the electric Bo-Bo locos had no steam heat boiler, an alternative source of steam had to be found. 73115 'King Pellinore', a BR Standard 5 allocated to Nine Elms shed, was rostered for the task.

The identity of the electric loco in the picture is uncertain. Photographer John J Smith recorded it as E5008, as also reported in the June 1964 issue of the *Railway Observer*. The same month's issue of *Trains Illustrated*, however, claims it was E5018. A photograph exists of the corresponding Down boat train, passing through East Croydon with E5018 piloting 73115; it is undated, but thought also to have been taken on 9 April. Unfortunately the Salfords picture was taken at some distance, and there is insufficient definition to confirm

either number, even at high magnification. Unless perhaps someone reading this can clear up the confusion?

In these days of concern over global warming and climate change, one would hope a train operator would think twice before adding a second locomotive to a train, just to keep the passengers warm. Although self-propelled, 'King Pellinore' added about 150 tons gross weight to be hauled up and down between Victoria and Newhaven Harbour, when the electric loco could have coped with the load very well on its own. But despite the conductor rail here having been laid over thirty years previously, the only Southern Region passenger coaches with ETH at the time were the post-war BR Standard Mk1s.



# Issue 18 - Follow-up

By Tony Hillman, assistant museum curator

A couple of items in the March edition of The Bluebell Times prompted some follow-up from readers. The editor is always pleased to receive correspondence about the contents of each edition.

## ON THIS DAY - WATFORD PICTURE

I am grateful to Bluebell Times reader Graham Floyd for correcting a statement in the caption I put together for the lower picture on Page 22 of Issue No. 18. It was included after reading a piece in the March/April 2021 issue of Traction entitled "Seen one - seen them all", written by a member of staff based at Wembley Yard. The comments Graham supplied are repeated in full below and the Editor of Traction contacted with a view to setting the record straight.

“ I wish to correct a statement made in the March newsletter in which the statement was made that Mk3 sleepers were not permitted to run over the Watford DC Lines, this is not correct, there was a 20mph speed restriction in place between Watford Junction and South Hampstead for non tripcock fitted stock which from 1988 was relaxed to between Harrow and Wealdstone and Kilburn High Road following the resignalling to conventional 2 and 3 aspect signalling but there was no other restriction on any loco hauled train.

## LB&SCR TRESPASS SIGN

The mystery sign recovered during work at Vaux End (Issue No. 18, page 6) is the standard LB&SCR Trespass sign. There is a restored one on display in the Museum.



Photo: Tim Crump



As a shift supervisor in Watford Power Signal Box from 1985 to 1990 I can tell you that the sleepers ran over the DC lines on a small number of occasions. At the time of the accident mentioned in the article I was shift Manager at Euston PSB on the night shift and that night it was decided that the sleepers would not run as they would have required to run over the DC whilst the DC and Bakerloo services were still running and the line did not have the capacity for that. ”

In 1923, when the LB&SCR became part of the Southern Railway, it became part of an organisation whose Chairman, Sir Hugh Drummond, and General Manager, Sir Herbert Walker, came from the London & South Western Railway. There was no love lost between the LB&SCR and L&SWR and it would seem that effort was made to remove traces of the LB&SCR. Signs were removed or the LB&SCR name plated over.

The sign mentioned was almost certainly removed in that way. The signs were destroyed which explains why LB&SCR signs are the rarest of the company's signs which are around today. This is also shown in the fact that at auction an LB&SCR Trespass could make ten times the equivalent L&SWR sign.

# Word Search

Compiled by Paul Bromley, communications director

There’s a special Easter theme to the puzzle for this issue.

All the words relate to traditional Easter items ranging from chocolate Easter eggs to hot cross buns and from bunnies to bonnets.

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

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

EGGS  
 HUNT  
 CHOCOLATE  
 BUNNY  
 HOT  
 CROSS  
 BUN  
 DAFFODIL  
 PARADE  
 BONNET

## SOLUTION TO WORD SEARCH IN ISSUE 18

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

SIGNAL  
 BOX  
 FRAME  
 MECHANICAL  
 LEVER  
 INTERLOCKING  
 POINTS  
 BLOCK  
 HOME  
 DISTANT



# The Bluebell Times

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Members, Staff and  
Supporters*

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## Tail Lamp

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

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).

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