



No. 847 storms up Freshfield Bank Photo: David Cable

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

October 2021

IN THIS ISSUE

Almost two and a half years since last being able to meet, the Bluebell Railway Preservation Society held its 61st AGM last week. Despite the worst effects of an autumn gale bringing drenching rain, and lingering petrol shortages across the South East, a good number of people were able to attend. Congratulations to Paul Churchman, who was elected as the Society's chairman, Ian Watson who takes over as treasurer, and a raft of new trustees. The meeting also authorised the Society Trustees to proceed with the conversion of the current unincorporated association into a Company Limited by Guarantee, a governance structure that is more fit-for-purpose in the 21st century.

With the formal business of the meeting completed, there were addresses from the company chairman and finance director. Although the Railway has been running more regularly this year – and the Christmas services are already almost sold out – it is clear that 2020 and 2021 should be taken together when looking at the Railway's finances and performance. 2022 promises to be something closer to normal, but it is clear that there is much rebuilding to do if we are to have the resources – people, locomotives, carriages and so on – to reliably obtain the level of service we need to run a sustainable railway. You can read the chairman's address on page 2 of this issue, as well as the Society Acting Chairman's annual review on page 5.

Finally, the Railway launched its 'Jewel in the Crown' appeal for the restoration of Horsted Keynes to coincide with the Society AGM. There was a welcome boost to the appeal with a donation of £2,000 from the Horsted Keynes carriage shop, but much more is still needed. There is a reminder of how you can donate on page 6 – remember, your donation can be match funded, so a £20 donation could be worth up to £45 to the Railway with reclaimed Gift Aid.

And now – onward to Giants of Steam!

Tom James, Editor

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From Mee to You

By Geoff Mee, chairman, Bluebell Railway plc

Dear Colleagues

This is going to be a different style of *From Mee to You* for this month as it is largely taken from the address that I gave to the AGM last Saturday which was well attended with more than 160 members. However, a lot of you could not attend as the weather was horrible and many would have struggled to get petrol. It was a good meeting with lots of new Trustee appointments and long service awards. It was also a chance for me to meet Paul Churchman, our new Chairman of the BRPS and we are both committed to the One Railway concept and will work together on our long-term plans for the Bluebell.

I wanted to share my first impressions with you all.

We have an enviable reputation for the brilliant standards for preservation on all fronts: locomotives, carriage and wagon, stations and infrastructure. It's something we all want to see continue.

Despite COVID-19 great things have been happening on the Bluebell.

- ➔ OP4 nearly complete
- ➔ The new shop completion
- ➔ Camelot back in service
- ➔ And only last Friday the launch of the appeal for 'The Jewel in the Crown' of Horsted Keynes

However, for me the biggest pleasure is seeing the Trust, BRPS and Plc working together as One Railway and the commitment to covering more of our operations and maintenance costs from income.

The One Railway team is working on a comprehensive plan for 2022 and preparing a ten-year asset management plan with a commitment **not to overpromise**. We have struggled this year because of the intense and condensed programme of events and many of the staff and volunteers are frankly knackered.

We have nearly 10,000 members but not enough volunteers. We depend heavily on volunteers to keep our heritage and operations alive, and we don't have

enough to do all we need to recover our financial position and run the railway.

I see our heritage railway as a living museum in the same vein as Beamish and the Ironbridge Gorge Museum, as well as other heritage railways. We may not be the biggest in terms of track length or visitor numbers, but we are undoubtedly the best!

Preservation is not just about restoring our valuable assets, but long-term success needs a rigorous approach to maintenance, safe and reliable operations, and really innovative marketing and communications to attract more visitors.

I want to major first on communications. We have two excellent and informative means of getting news out – *Bluebell News* and *The Bluebell Times* – as well as our web pages and social media which is great: but it's a bit of a one-way communication so we will be doing things a bit differently going forward.

We have instigated a new idea where the Board meets the managers every three months before the board meeting, but I see that as just a start.

I want to set up two-way conversations with the volunteers and the staff and to this end we are going to set up a series of interactive workshops in the winter shutdown.

I want members and volunteers to hear first-hand about the plans for next year and to contribute to the plans for a successful outcome, attracting more visitors for next year.

We will be circulating how we will manage bookings, venue and what you can expect on the day in advance of the Christmas break, of necessity it will be ticket only, probably at Sheffield Park.

On the subject of Christmas, there is some really good news. **Santa is sold out** and it's only just October (the great publicity in the press must have helped) and SteamLights is not far behind. From a commercial perspective it's a shame Christmas only comes once a year!

Our lifeblood is our volunteers across the whole range of our services but we need more. We are all getting older and as people leave we lose more of our expertise. We need to pass on the skills that you have learnt and to that end we need more, committed, younger members and volunteers. We intend to look at the possibility of volunteer apprenticeships to train in some of our specialist areas.

Early indications from volunteer co-ordinator Graham Aitken is that the new volunteer offer that he is managing is starting to pay off.

Our special days out (Road Meets Rail, Giants of Steam, etc.) always pull in the crowds and our catering trains are always really popular. The Beer Festival attracted new visitors and we are planning a repeat next year as it was so popular.

We need to look at ways of attracting more visitors to our regular offering and as said by some of the team, just having a ride behind a steam engine in beautiful carriages is not as compelling as it used to be for a changing audience. We need to make our offering more compelling. **Not** by turning our beautiful railway into a theme park but by utilising our heritage experience as a **Living Museum** to educate and entertain.

So what do I mean by that:-

To many people a train ticket just allows you to ride on a train between East Grinstead and Sheffield Park.

We spent a huge amount of time, effort and money getting to East Grinstead but it has not resulted in huge numbers of people travelling out of London on Southern to access the Bluebell. London represents 10 million potential customers and we need to sell a very special experience to get them to visit us.

So – forget about the ticket, think of it as a permit for Time Travel.

Time Travel accessed via a portal at East Grinstead station (with a proper station suitable for our northern terminus).

The Portal will transport people back 50 years, 100 years and even 150 years with a historical experience that only the Bluebell can offer.

Kingscote station goods yard and a historic kids play area (carousel, Punch and Judy and a woodland trail?) which will give an area where kids can let off steam after their journey from London. The goods yard will be our pick-up freight centre with exhibits to show what a rural branch line freight station would have been like.

At Horsted Keynes, we can mock up film sets and a photo record of what has been done there, proper static vehicle displays, OP4 gallery to show the brilliant restoration work that we do and the biggest preserved station in the country with authentic ambience, period dress etc. We can also explore the ability to change trains to coaches from an earlier era and so go on to ...

Sheffield Park, where we have our new improved Shop, main catering offer, Steam works, static exhibits in the carriage shed with curated tours through museum, it is also the starting point for our superb range of Dining Trains.

A new concept of "Honey I shrunk the Railway" can be explored showing Big Engine repairs, viewing gallery. Miniature railway in the picnic area, permanent model railway display at O and N gauge with link to shop and on-line sales.

These are just concepts at present and Time Travel is just a different way of selling the fantastic day out that is the Bluebell and we will need your help through the new year workshops to develop the concepts, marketing etc. to increase our visitor numbers.

In closing I just want to say thank you for giving me the opportunity to be the Chairman of this absolutely brilliant **not-for-profit living museum** and a huge thank you to you all for all your hard work and support in getting the Bluebell through this difficult and unprecedented period. Let's hope we can now get back to what we do best, running the Best Heritage Railway in Britain and providing a superb and informative day out for our visitors.

Remember if you have any questions write in to *The Bluebell Times* at bluebelltimes@bluebell-railway.com

I hope to meet more of you soon.

Best regards,

Geoff

Society News

By Gavin Bennett, BRPS General Secretary

The Bluebell Railway Preservation Society held an Extraordinary General Meeting, the deferred 60th Annual General Meeting, and the 61st Annual General Meeting on 2 October 2021.

The proposals relating to conversion of the Society to a Company Limited by Guarantee were carried at the Extraordinary General Meeting. This empowers the Trustees to proceed with the conversion.

At the 61st Annual General Meeting, the 2019 Long Term Plan was formally adopted. This will be updated on the Railway's website in due course.

Members also voted for a new Society Chairman and to fill six Trustee vacancies. Following those elections, the new Society Committee is as follows:



*New Bluebell Railway Preservation Society
Chairman Paul Churchman*

- ➔ Chairman – Paul Churchman *
- ➔ Vice-Chairman – Steve Bigg
- ➔ General Secretary – Gavin Bennett
- ➔ Membership Secretary – Don Brewer
- ➔ Treasurer – Ian Watson *

Trustees:

- ➔ Laurie Anderson *
- ➔ Richard Clark *
- ➔ Andrew Ellis *
- ➔ Mike Hopps *

- ➔ Roger Kelly †
 - ➔ John Knight
 - ➔ Mike Priestley
 - ➔ Chris Saunders
 - ➔ Reuben Smith *
 - ➔ James Young
- Society Trust Governor

- ➔ Colin Tyson
- * – Newly-elected
† – Re-elected

Our commiserations to all unelected candidates and thank you for standing for election. Having served as Trustee since 2014, Robert Hayward was not re-elected and our grateful thanks to him for his service to the Railway and Society during his in time in office.

BRPS Chairman's Annual Review

By Steve Bigg, Acting Chairman, Bluebell Railway Preservation Society

The agenda item 8 in the AGM booklet reads 'Acting Chairman's Report for 2020', and when I set about thinking how to report on such an extraordinary year, a vast array of diverse and conflicting thoughts and recollections came to mind. It was a year the like of which the vast majority of people, and no doubt most of us here, have never experienced before. There will have been hundreds of thousands of people in this country alone who lost loved ones or friends to this Covid pandemic, and I'm certain that those people will continue be in our thoughts as history recounts the ravages of the year 2020.

I covered quite a spread of detail of how the Bluebell was affected by the pandemic lockdowns and restrictions in the report within the AGM booklet, so I will concentrate now on more of a general overview of where the Railway is situated as we emerge into a what we all hope is the post-pandemic period.

So, for our beloved Railway it was an extremely challenging year, as indeed it was for countless other businesses large and small in the UK and beyond. For us, it seemed to me, it was a year which brought to mind the title of that well known 'spaghetti' western 'The Good, the Bad and the Ugly'!

If one were to take that title in reverse order, it was certainly an 'ugly' prospect that the government presented to the population in March 2020. A full lockdown for an indeterminate period, and for which there had been effectively no notice at all. For the Bluebell, it meant that virtually all revenue streams were cut off at a stroke, with no confidence as to when they would likely be permitted to return. An ugly prospect indeed, and one that hadn't faced the Railway on such a challenging scale in its 60-year history.

So, returning to the western title analogy, the outfall from these ugly prospects was looking very 'Bad' for our Railway just as for other businesses, some of which we know only too well didn't survive the onslaught. In our case the business lost

£2.2 million of revenue in 2020, or put another way a reduction of over 60% on the original estimate for the year. In the end we were permitted to operate for just about four months of the year, and then only with restrictions that reduced the volume of visitors we could have at the Railway. As a business, we were looking at a bad situation over which we had little or no control.

Now we come to the third part of the film title – the 'Good' – and this is the more positive aspect I want to focus on. It is all too easy to dwell on the negatives and lose sight of the positive outcomes and potential that can emerge from such bleak experiences. The more you think about it, the more examples emerge of how the challenging experiences of 2020, and indeed the nine months of this year also, have helped accelerate the necessary changes to the way the Railway needs to view its future opportunities and challenges, to develop plans to increase sustainability and achieve growth, and to this end identify opportunities to drive up revenues to increasingly cover its operating costs. If these key objectives are achieved, the Bluebell will be on the road to a very encouraging future.

By way of examples of some of these positive indicators, and in spite of Covid-related obstacles along the way, I would highlight just some:

- ➔ a continued development of better partnership working between the Society, PLC and the Trust to provide an increasingly coordinated approach to strategic decision-making.
- ➔ the adoption and implementation of more of the few remaining Governance Review recommendations from the original 52.
- ➔ the Society-instigated move to create a new role of Volunteer Coordinator to work with the H.R. Manager to review the whole aspect of volunteering policies and management on the Railway, from recruitment, through training to retention facilities and provisions.

- ➔ the work undertaken by the Society in collaboration with the PLC to review and formalise future clarity and focus for the strategic policies for the Railway's next stages of development.
- ➔ the Society's support for the PLC's development focus for new revenue generation initiatives utilising existing assets, some of which will be commencing very shortly.
- ➔ the collaboration between the Society, PLC and the Trust in delivering memorable celebration occasions to mark the Bluebell's Diamond Jubilee milestone in 2020, with a bigger follow-up event in August when Covid restrictions had been relaxed.
- ➔ the outstanding success of some of the PLC's new products to attract visitors, and its new retail facility at Sheffield Park; an example of the former is the new SteamLights services inaugurated last Christmas which were fully sold out, and the shop has seen substantial increases in turnover with excellent opportunities still available to expand the online business.
- ➔ and by way of a final example, the tremendous achievement of seeing the very near-completion and opening of the Heritage Skills Centre at Horsted Keynes will provide substantial facility improvements and opportunities, along with the electrical power supply upgrade at the same location which will ensure energy sustainability in the future.

So, these are just a few examples of achievements from 2020 and into 2021, which I think demonstrate just what can be achieved even in the teeth of a world pandemic. It's also important to recognise that these achievements are not peripheral or of limited relevance – far from it. They encompass many key aspects such as partnership and collaboration, refocused strategic planning, developments of asset potentials to drive up revenue streams, and renewed focus on the core principles and management processes that are fundamental to provide a high standard of engagement and support for our hugely important and valued volunteer workforce. We must

continually be aware that without them, there would not be a Bluebell Railway.

Why, some may ask, is all this attention on our business policies and performance so necessary and relevant? Well, I suggest it all boils down to a simple question. Do we want to see a Bluebell Railway that can look to the next 60 years with aspirations of increasing sustainability and growth, or an organisation that is simply striving to survive ... which effectively means managing a slow decline. I can't imagine that anyone in this room wants to see the latter, and that all our members would find huge encouragement and satisfaction in seeing Bluebell develop and flourish in the decades ahead.

I believe the Railway is now moving towards the right trajectory to increasingly achieve its core aims and objectives, but we still have much to do in order to reach these achievements. Covid influences are sadly going to be around for the foreseeable future, but with your support and the commitment of the Society Committee and our PLC and Trust board colleagues, we can I believe look forward to a flourishing Bluebell Railway for the next six decades and more. Most importantly, if we can do all this whilst keeping true to our core heritage ideals, we can increasingly provide the funding growth to support our most precious objective ... the preservation of railway heritage.

As I reassume my elected role of Society Vice-Chairman, I look forward to working with the new BRPS Chairman and Committee colleagues, some established and some new, to work towards taking the Railway to its next level of development in partnership with colleagues on the PLC and Trust boards. I would also like to reiterate my gratitude to all those I've just mentioned, and particularly to Roy Watts as my Acting Vice-Chairman, for their support during the rather challenging eighteen months of my role as Acting Chairman.

Thank you.

Volunteer Review Update

By Graham Aitken, Volunteer co-ordinator

The three-step process to becoming a volunteer went live, as planned on the 20 September and to date, 1 October, 36 potential volunteers have made contact and 16 of our Volunteer Champions from different departments are active in turning these potential volunteers into active volunteers.

Thanks are due to Sophie Matthews in the Marketing Dept for adding the list of roles that can be undertaken by volunteers to the Bluebell Railway website and also for launching this development on the website and on social media.

Further thanks are due to the 34 individuals in all of the departments where volunteers can work, for agreeing to become the relevant Volunteer Champion.

I am looking forward to another large influx of potential volunteers when the Autumn edition of Bluebell News hits the doormats of all our Society members but in the meantime why not mention Bluebell volunteering opportunities to your family, friends, and neighbours, as every one of our existing volunteers fits one, or more, of those categories. Think about it, we are all living near to a huge untapped resource of volunteers who are just waiting to be told what our Bluebell Railway can offer, not just in undertaking volunteer roles but also in making new friends, enjoying the camaraderie and, in some of the jobs, interfacing with our visitors. What's not to like?

It is now so easy for anyone to contact us by following these three steps:

- ➔ **Step 1** Potential volunteers should go to the [volunteering page](#) on the Bluebell Railway website and search the list of 50+ roles that volunteers can undertake.
- ➔ **Step 2** Email volunteer.coordinator@bluebell-railway.com giving details of the role(s) in which they would like to volunteer, their name and address and importantly, a phone number we can contact them on.
- ➔ **Step 3** I will then forward their email to the relevant Volunteer Champion who will phone them to discuss details of the role(s) they are interested in and agree a date and place for them to either visit us to learn more about those roles or to attend on their first day as a volunteer.

Next steps I will be looking at, will include:

- ➔ Review and develop our 'Find Out More' days programme which used to be held monthly by David Chappell with help from Martin Lawrence, until being scuppered by Covid.
- ➔ What do volunteers do for the railway?
- ➔ What does the railway do for volunteers?

STOP PRESS

The Booking Office at Sheffield Park urgently needs more Booking Clerks. Contact me at volunteer.coordinator@bluebell-railway.com if you are able to help.

Supporting the Jewel in the Crown Appeal

By Chris Wilson, Bluebell Carriage Shop

The Carriage Shop team are proud to be able to donate £2,000 to The Jewel in the Crown Appeal, to support the restoration of Horsted Keynes station. Thank you to all the visitors who came to the Carriage Shop during September and helped raise this superb amount.

Tim Baker, Senior Station Master Horsted Keynes said, "Over the years the Carriage Shop and its volunteers have raised many thousands of pounds towards various Bluebell projects.

Sitting on Platform 1 at Horsted Keynes it quietly goes about its business, but we at Horsted Keynes station are most grateful for this kind donation towards The Jewel in The Crown Appeal.

Thank you to those who donate books, railway artifacts and model railway items. It all goes to the volunteer team who give their time to help raise important funds."



The Carriage Shop has extended opening hours for Giants of Steam and is open all weekends when service trains are stopping at Horsted Keynes.

For the latest opening times please visit our [Facebook page](#) or contact: bluebellrailwaycarriageshop@gmail.com

HOW YOU CAN HELP



We need your help to put the sparkle back in Horsted Keynes – the Railway's 'Jewel in the Crown'. [Issue 25 of The Bluebell Times](#) carried the detailed information about the project, but as a reminder, here are the ways that you can help support this appeal. Remember, your donation will be match funded until 31 January 2022, so a £20 donation with Gift Aid could be worth up to £45 to the appeal.

- ➔ **By online payment** All such payments will be completely secure and no card details will be retained for payment processing. Simply go to our website at www.bluebell-railway.com/make-a-donation/
- ➔ **By cheque** Please ensure that you complete the donation form and return it with your cheque made payable to: The Bluebell Railway Trust at: Sheffield Park Station, Uckfield, East Sussex, TN22 3QL
- ➔ **By direct bank transfer** This is particularly helpful as it reduces bank charges on card payments. Please make sure that you quote reference JIC/& your surname when making the payment: Account No. 61059056 Sort Code 60-10-26 Reference JIC/[surname]. Please complete and return the donation form (see back page) for Gift Aid purposes.
- ➔ **By standing order** Please download the standing order form from our website www.bluebell-railway.com/donate/ and return to The Trust, together with the donation form. We will forward each form to the relevant bank.

Carriage and Wagon Update

Words and photos by Keith Leppard, Carriage and Wagon department volunteer

After a busy weekend, I thought I'd send a brief update on progress with Southern Railway Maunsell 'Restriction o' Corridor Brake Third [No. 3687](#).

On the exterior, preparation of the roof boards ready to receive the new canvas was completed by early August and the canvas laid out. It was bedded and fixed in place over the Bank Holiday weekend. The tank cover with canvas is also in place at the south end and painting of the roof has begun: the second coat of thinned-down paint was added this past weekend. After another coat or two, the various roof fittings need to be added. Undercoating of both sides commenced in earnest in autumn 2020 and three coats were completed and flatted back. The west side is now fully in at least one topcoat and has been mostly rubbed down for the next coat; the east side is mostly in first top coat – the accompanying picture shows it at close of play on Saturday 2 October; at least two more coats will be needed on both sides. The varnished exterior window mouldings and new droplights are ready to be fitted once the painting has progressed further. New timber for the footboards that run the length of the carriage on both sides is being machined for fitting. At the ends, work is continuing to refit the gangway plates; the north end is already in topcoat and the south end is ready for painting. Inside, all of the six compartments are essentially complete down to floor level, including trimming, and are awaiting the laying of the lino. The corridor mouldings, internal glass and blinds are all in place too, as are the sliding doors, but some further work is needed in places before final fixing. The refitting of the lavatory compartment is also largely complete. The one area still to be moved along is the guard/luggage compartment, which is in use for storage of materials at the moment.

LBSCR Third 328 now has all of its roof boards fixed in place and trimmed to length. More mouldings will now be added to the sides before the roof receives its canvas. Inside, all the partitions are in place and have been scumbled.

The team on this coach was working on refurbishing the lamps.

[LBSCR Brake Third 949](#) has been in the paint shop for the past few months, where successive layers of undercoat have been built up and the first topcoat is now being applied. The south end is currently in a rather striking pink, ready for the deep red topcoat of a brake end in this livery.

Apologies for the low-light pictures - there wasn't much coming through the skylights on Saturday (except some drips of rain in places)!



(Above) Maunsell 'Restriction o' Corridor Brake 3rd No. 3687, built 1931

(Below) Stroudley suburban brake 3rd No. 949, built 1881

Only fifty years separates these two carriages, yet they are a world apart in design.



Bestselling Author Visits the Railway

Words and photos by Ruth Rowatt, Marketing and Communications Manager

On Tuesday 14 September, The Bluebell Railway was proud to welcome a special appearance by bestselling author and legend of the children's book world Dame Jacqueline Wilson to celebrate her new book, *The Primrose Railway Children*.

Dame Jacqueline visited the railway when researching the book, which is a modern re-imagining of and tribute to the E. Nesbit classic. It seemed the perfect place to launch the new work in the heritage setting of the Bluebell Railway – film set for Carlton's 2000 TV film of Nesbit's *The Railway Children* – so alongside Puffin book publishers, we made it happen.

Children from St Giles Church of England Primary school in Horsted Keynes were brought down by steam train to Sheffield Park Station to meet the author. Dame Jaqueline gave the children a talk about her book in SteamWorks! the interactive exhibition in the locomotive running shed, and then visited the locomotive in steam on the platform before journeying by train to Horsted Keynes alongside the school children.

The children had a wonderful morning. Many of them had sample chapters from the new book, as they already subscribed to a Jacqueline Wilson magazine. They received a signed copy of her new book, and she took time to answer their questions.

The launch was covered that evening by BBC South East, ITV news and featured on CBBC Newsround later that week.

Jacqueline wrote her first 'novel' when she was nine years old, and she has been writing ever since. She is now one of Britain's bestselling and most beloved children's authors. She has written over 100 books and is the creator of characters such as Tracy Beaker and Hetty Feather. More than forty million copies of her books have been sold.

It was brilliant that Jacqueline Wilson chose to launch her wonderful new book at the Bluebell Railway. The steam heritage line has inspired generations of steam enthusiasts over the past 60 years, and we hope Ms. Wilson's book inspires more children to find adventure at their local preserved railway.



SIGNED COPIES EXCLUSIVE!

If you would like a signed copy of Dame Jaqueline's book, you can find a limited number in the model and gift shop at Sheffield Park Station. An exclusive Christmas present!

Horsted Keynes Memorial Garden

By Gordon Parry, custodian of memorials

It is a deep human instinct to create memorials for those whom we love and who have completed their lives' journeys on this earth. The Bluebell Railway has, for some time, tried to facilitate the creation of such memorials and now has an established Memorial Garden just north of Horsted Keynes Station. This, and the services offered in relation to it, have been in the care of Chris Saunders for a number of years but his responsibilities have now passed to me. Chris was a meticulous Custodian and I have much to live up to.

There are plans for the garden's enlargement over the next few years. It overlooks the trackside with

its sights and sounds of railway activity.

Surrounding a small central grassed area is a rectangular path made up of locally made small brick paviours. Names and short statements or messages can be engraved in gold or black on the surface of a paviour. This is then laid on the path. A small quantity of ash can be placed under the paviour if relatives wish.

The Railway also offers the facility to scatter ashes next to the Garden above the trackside. This and the paviour-laying is offered free of charge on the understanding that, in most cases, families wish to offer the Bluebell Railway a donation in memory of someone who loved the Railway and who often



gave very significant portions of their lives and expertise to working on it.

Both of these services can be accomplished without any additional ceremony or can include words that relatives would like to say or to be said at the time of the paviour-laying or ash scattering. Since I am also a minister of religion, such words can take a religious form if this is helpful to relatives. Equally, I can carry out non-religious ceremonies, probably the majority of such events.

Sometimes a memorial ceremony is preceded or followed by a journey on the Railway and I am available to discuss the logistics of this and to offer any further help and advice sought by relatives.

Rather than making enquiries by email or telephone through the general office at Sheffield Park, relatives are encouraged to contact me direct. My mobile is 07802 432398 and my email address is gordonmwparry@btinternet.com

Madge Bessemer Radio 4 Short Story Series

By Paul Bromley, communications director

The story of how Madge Bessemer fought the planned closure of the railway line is being serialised on BBC Radio 4.

The series of five episodes looks at her campaign to prevent the Lewes to East Grinstead line being closed by British Railways in the 1950s which led to the opening of the Bluebell Railway as a heritage line in 1960.

The programmes are narrated by Dame Penelope Keith and have been produced by Brighton-based Pier Productions.


Managing director Peter Hoare said: "The story of Madge Bessemer is one which the writer Roy Apps and I have been wanting to tell for some time. We are both great fans of the Bluebell Railway and have previously discussed various ideas including a film of the Miss Bessemer story.

"We are now marking the contribution this remarkable woman made to the railway preservation industry."

The next episode (the third in the series) is called 'Can I tempt you with a fondant fancy, Miss Bessemer ...?' and is due to be broadcast at 7.45pm on Sunday 10 October.

All previous episodes are available on the BBC Sounds app at <https://www.bbc.co.uk/sounds/series/m00101k>

4
Miss Bessemer Saves the Train



Penelope Keith is Miss Bessemer in Roy Apps's 5-part serial inspired by a true story.

Penelope Keith is Madge Bessemer in this 5-part serial inspired by the true story of one woman's fight to halt the closure of her local railway.

Village Guide Captain Madge Bessemer is not a particular fan of railways. Who needs trains when you've got a 1948 Austin Princess to tootle around in? However, when she discovers that, as part of their closure plans, British Rail are going to auction off the line side footpath, which holds precious memories for her, she determines to put a stop to proceedings.

Supported by The Lewes and East Grinstead Railway Fighting Committee - two Girl Guides, two train spotters, one pigswill man and a dog - Madge takes her battle right to the heart of government.

But the Prime Minister has just been humiliated by Colonel Nasser and has no intention of suffering a further humiliation at the hands of a village Girl Guide leader. John Profumo, Under Secretary of State to the Minister of Transport and a rising star in the government, is tasked with seeing that Miss Bessemer's plans are consigned to the dustbin of history.

All seems lost but, as Madge gains strength from the ghosts of her past, an unlikely idea for a railway of the future takes shape.

Everyone loves a fighter and Madge becomes a national hero, finding herself midwife not just to the birth of the world's first preserved standard gauge passenger railway - the Bluebell Line - but also to the UK's multi-million pound heritage railway industry.

Writer: Roy Apps
 Reader: Penelope Keith
 Director: Celia de Wolff
 Sound Design: Matt Bainbridge
 A Pier production for BBC Radio 4

‘Awake The Giant’

Words and photos by Tom Newble, 9F fundraising group member

In last month’s edition of *The Bluebell Times*, the ‘Awake the Giant’ team spoke about the group increasing in supporters and discussed that we had some exciting projects planned. The ‘Awake the Giant’ team have now had their first group meeting on the veranda overlooking the locomotive yard, where many of these ideas were discussed and a shortlist drawn up.

Firstly, we are pleased to announce the launch of a Photo Competition, allowing entrants of all ages to enter their best railway images, of preserved steam and from the Bluebell Railway. The competition officially launches on the opening day of the Giants of Steam Gala (Friday 8 October) and runs until 30 November 2021. There is a suggested donation of £3 per photo entered, with loads of fabulous prizes to be won. Full rules, terms and conditions can be found on the Bluebell Railway’s website on the ‘Awake the Giant’ webpage. For more information, please feel free to collect a leaflet from the team who will be based at both Horsted Keynes station and SteamWorks! at the Giants of Steam event or email Tom at awakethegiant@outlook.com

Secondly, we are looking into possible sponsorship of individual parts of 92240. We have identified some of the big-ticket items and are happy to talk to anybody who wishes to sponsor one of the following larger components: the front tube plate, front section of boiler barrel, smokebox, cladding, foundation ring or ashpan. Please contact Andy Taylor directly at awakethegiant@outlook.com. As soon as a full survey of the locomotive has taken place, a larger list of smaller components will be made available for individual sponsorship too.

Lastly, we will continue with sustainable funding, meaning the locomotive will always have funding readily available for future restorations. We are looking to reach the target of £500,000 for this coming restoration. You can help by giving as little as £3.75 per week (less than the cost of a pint of beer!)

The team look forward to meeting supporters and fans of the 9F at the Giants of Steam Gala, where we can be found with 92240 at Horsted Keynes (on Platform 1).

There will also be the opportunity to visit the footplate of 92240 (for a small donation). We look forward to meeting you all.

More information on how to support the planned restoration of 92240 can be found on the [Bluebell Railway’s website](http://www.bluebell-railway.com).



PHOTO COMPETITION RULES

Categories

Juniors (under 15) and Seniors (16 and over). Each entrant is able to submit up to three photos into each of these categories:

- 1) Best photo of preserved steam.
- 2) Best photo of the Bluebell or a Bluebell event.

Closing date is 30 November 2021.

How to submit

Emailed to awakethegiant@outlook.co.uk or posted to Bluebell Railway Trust Office, Awake the Giant Appeal, Tom Newble, Sheffield Park Station, East Sussex, TN22 3QL.

Suggested donation

Suggested donation is £3 per photo submitted.

Donations can be made online at

<https://www.bluebell-railway.com/make-a-donation/>

Questions

Any queries, speak to Tom at the ‘Giants of Steam’ event or email awakethegiant@outlook.com

Data Protection Act

All data collected will be used in accordance with the Bluebell Railway’s [privacy policy](#).

Railway Recollections

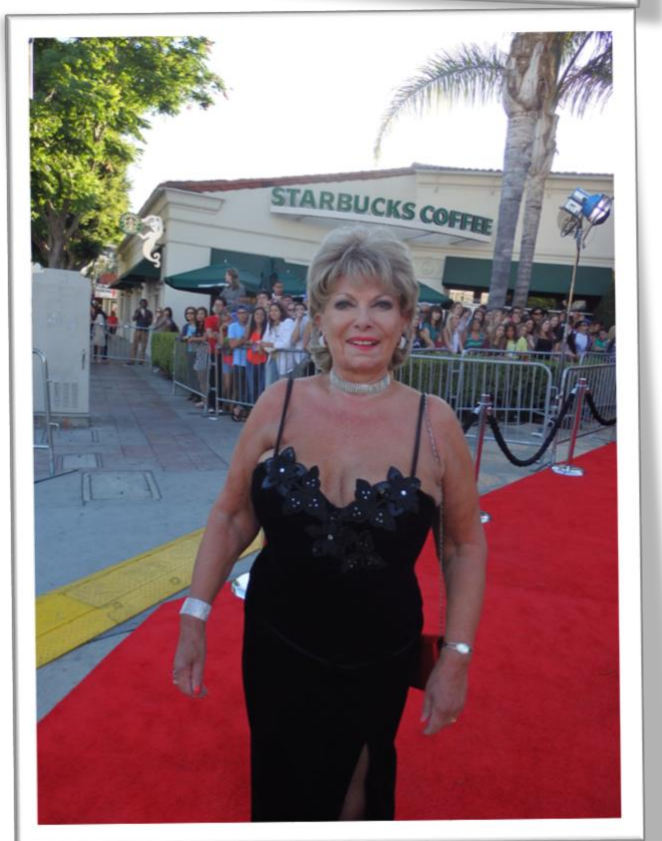
Words and photos by Nick Comfort, Booking Clerk / Leading Porter, East Grinstead and Kingscote

Many volunteers at the Bluebell other than me are shoehorning their time at the Railway into busy and often responsible lives. So they may understand – at least up to a point – that having produced an autobiography 493 pages long, I have allocated our beloved Railway just a single paragraph, plus a handful of other mentions.

In my defence, I started off with an entire chapter about my interest in railways, with plenty on the Bluebell. But in cutting the book down to a publishable length, most of it had to go, including my family's coincidental involvements with the rebirth of Beachy Head (see *The Bluebell Times* Issue 5, pages 19-20), my recollections of the arrival of Birch Grove at the Bluebell ... and being given a rocket as a 14-year-old by our first general manager Horace May. Also the moment my two careers collided: in April 2016, when the Telegraph staged its Travel Awards presentation in a marquee at Kingscote station. VIPs and guests travelled down in a Class 47-hauled Belmond Pullman, and the editor of the Sunday Telegraph was dumbfounded to be greeted by me in Bluebell porter's uniform. I could have added my turn on the East Grinstead ticket window just pre-Covid when an American visitor turned out, like me, to have been a White House correspondent.

Inescapably my book contains, for instance, a great deal more about the internal workings of the Labour Party and the Thatcher era, including my own dealings with her – but that was my day job. It's also the case that I myself would like to know more about the lives away from our Railway of Bluebell colleagues with interesting-sounding careers in the police, the BBC, airport management, the big railway, the Church or supermarket chains (East Grinstead senior station master and former Sainsbury's employee Roy Watts has dropped the odd taster – it's time he started writing).

Copy! A lifetime in print, Parliament and far-flung places is an account of my own rather disjointed



Top to bottom:
The Daily Telegraph Travel Awards train at Kingscote, April 2016
Fred Bailey talking to members of Nick's family about the recreation of Beachy Head
Nick's wife Jeanette on the red carpet in Hollywood

career, stretching from journalism north and south of the border into Whitehall, politics and broadcasting plus a fair amount of family stuff. Partly this latter is intended for the grandchildren, and partly to give a potted biography for those interested in my father Alex Comfort – gerontologist, anarchist, co-founder of CND, poet, novelist, author of *The Joy of Sex ...* and – as I discovered when I went through his things – a Bluebell shareholder.

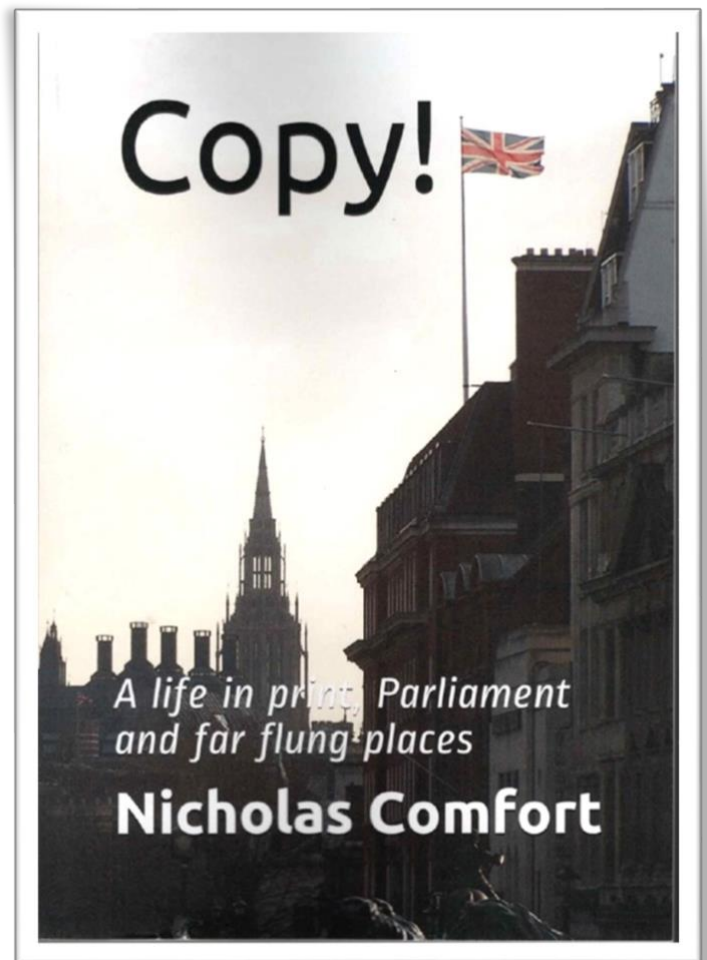
That doesn't mean there's nothing about railways, for they keep cropping up. There is a chapter on my involvement with the Channel Tunnel in various capacities. There's quite a lot about compiling the *The Regional Railways Story*, which I had the pleasure of co-authoring with BRPS president Gordon Pettitt. There are vignettes of steam on the Central Line, the Cavan & Leitrim where the engines had cowcatchers, Dad's search for a Great Central loco still with a Robinson whistle, Last Tram Night in Glasgow, and a luxurious transit on the Orient Express to Budapest. There are accounts of the last passenger train through Woodhead, lunch with the BR chairman Bob Reid, me working with Richard Branson on Virgin's West Coast bid ... and train crashes as a public spectacle in Ivory Coast.

As the project developed over twelve years or so, it steadily took up a broader canvas. I found myself writing about dodging bullets in Uganda after a coup; sharing a desk with the young Boris Johnson; being caught up in the Birmingham and Brighton IRA bombings; bumping into Muhammad Ali and getting a phone call out of the blue from Sean Connery; touring the original Harry Ramsden's with Margaret Thatcher and Africa with Neil Kinnock; interviewing the Labour leader John Smith having sat on discarded chewing gum on the Tube; being in the Commons the night a government was brought down on a vote of no-confidence and when a minister dropped dead at the Despatch Box; how Diana was reputedly buried in the coffin meant for the Queen Mother; the day I heard an Archbishop of Canterbury use an extremely naughty word; taking to the red carpet in Hollywood with my wife ... plus the art of writing obituaries for the Telegraph, and editorials

for that paper and the Sun by the only person regularly to have done both.

But if you want to cut to the chase, that Bluebell paragraph is on page 37 of the print edition. It's a few pages later on Kindle.

Copy! A lifetime in print, Parliament and far-flung places, by Nicholas Comfort is published and available through Amazon, price £14.99 as a paperback or £5.99 on Kindle.



On This Day ... 8 October

By Tony Hillman, assistant museum curator

Two pictures from the Bluebell Photographic Archive taken on 8 October. Thanks to Martin Elms, John Creed, Richard Peirce, Roger Merry-Price and Chris Wilson for finding the pictures and providing the notes.



Friday 8 October 1948, and LBSCR Class K 2-6-0 No. 32349 leaves Brighton with what the photographer describes as 'up empty stock'. The train is passing the former Pullman Car Works at Preston Park which closed in November 1963.

The leading two vehicles of the train are of interest as they are of SECR design, known as the 'Continental's'. Introduced in 1921 they were originally used on Dover and Folkestone boat trains. Following the Grouping in 1923 such was the demand for more boat train stock that the Southern Railway ordered another 51 vehicles between October 1923 and November 1926. As built, they all had inward opening doors, but following a fall from a moving train all had their doors rehung to open outwards in the late 1940s. The inclusion of these coaches in the formation could indicate this stock is from the Newhaven boat train.

Designed by L.B. Billinton, the K Class was arguably one of the most successful of LBSCR era locomotives. They first entered service in 1913, although due to wartime restrictions No. (32)349 was only completed in December 1920. The K Class was the first LBSCR design to feature a Belpaire firebox, and also the first with the 2-6-0 'Mogul' wheel arrangement. Although most of the seventeen Ks were still in good condition by 1962, all were withdrawn in the last two months of the year for what were said to be "book-keeping" reasons. No. 32349 was withdrawn in November 1962 and subsequently broken up at Eastleigh Works. So quick was the class's demise that the Bluebell had insufficient time to raise the funds to purchase an example. A matter of great regret.

Photo: Joe Kent



Three years later, on Monday 8 October 1951 and in almost the same location, 2-NOL electric multiple unit 1839 is, unusually, leaving Preston Park bound for Brighton. Why unusual, because it is a West Worthing to Brighton train which usually ran direct from Hove to Brighton. Due to a mishap it was re-routed from Hove via the Cliftonville Spur to Preston Park, along the line appearing at the far left of the picture, then on to Brighton after reversing in the Up Local Platform at Preston Park. The photographer was able to be at this interesting location by virtue of the fact that he worked at the Pullman Car Works, which was located behind where he stood, between the Cliftonville Spur and the Brighton Main Line.

2-NOL electric units (or 2 Car No Lavatory) were built in three batches using old L&SWR bodies on new underframes. The latter were made at Lancing, then sent to Eastleigh where the bodies and electrical gear etc. were added. They were

initially used from 1934 on Brighton to West Worthing services, and from July 1935 on Horsted Keynes to Seaford via Haywards Heath and Lewes services, also and between Brighton and Seaford, Eastbourne or Ore, via Lewes. They were withdrawn between 1956 and 1959, with the underframes being re-used for new build 2-HAP and 2-EPB units.

The rather attractive colour light signals were used extensively as part of the Brighton Line resignalling in 1932, between Coulsdon North and Brighton, in preparation for the opening of the electrification in 1933. The use of separate signals for diverging routes, as in the former semaphore practice, only lasted for a few more years, until replaced by the more familiar route indicator of inclined white lights. Despite this, some examples lasted until replaced as part of the Three Bridges Area Signalling Centre Scheme in the 1980s.

Photo: Joe Kent

Walking the Jungle Line

By Alan Postlethwaite

On 3 October 1959, I walked the Jungle Line from East Grinstead to Three Bridges. This was my second visit of the year to East Grinstead. My first walk, along the Bluebell Line, was described in issues 22 and 23 of The Bluebell Times.



(Above) Departing East Croydon at 8.29, I arrived at East Grinstead at 9.24 behind Fairburn Class 4P No. 42103.

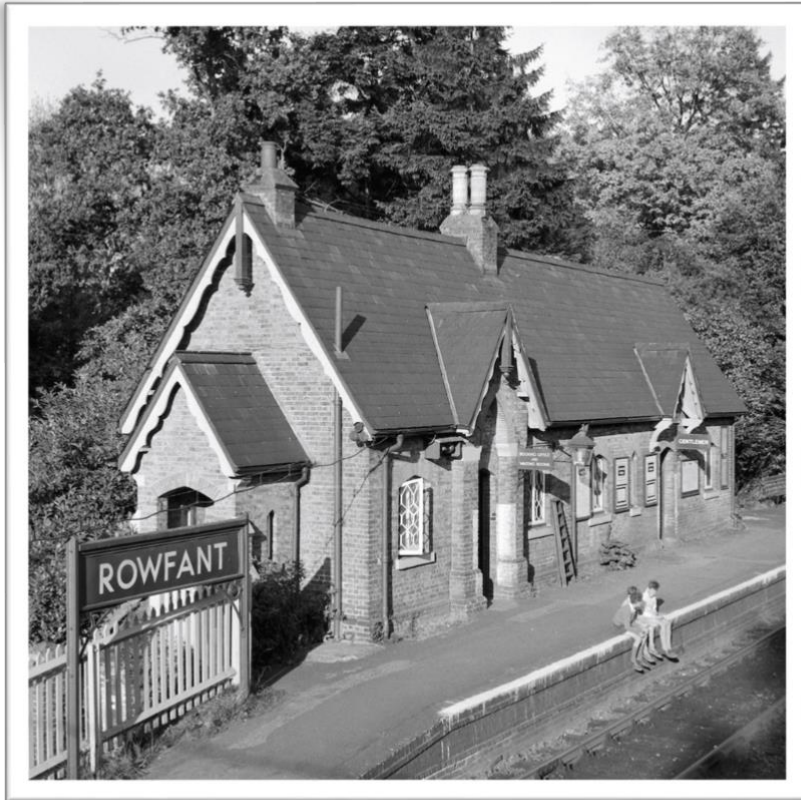
(Left) I next photographed a push-pull departure to Three Bridges – a hybrid set of Brighton and SE&CR coaches behind Class H tank No. 31161, eliciting a friendly wave from the crew. On the walk to Grange Road, I met a nice young lady who was using the trackside as an unofficial public footpath.



(Above) Grange Road was one of many rural LB&SCR stations built to last an eternity. The asymmetric pavilion layout was repeated at other stations but Grange Road was exceptional for its fine brickwork. Note especially the protruding bricks providing dentilation on the chimneys and just below the roofline, and the multicoloured or "polychrome" brickwork and window arches.



(Left) Class C2X No. 32535 shunts the pickup goods at Grange Road. The reinforced concrete loading gauge is SR but the crossing lamp is LB&SCR complete with a wooden ladder for attending to the oil lamp



(Left) There is no village at Rowfant; its station was built as a condition for building the line through the estate of Rowfant House. Handling few passengers, it is arguably the most picturesque station building on the Southern – almost Tudor but for the plain chimneys. It is being used here as a playground by three boys, further evidence of the line having been 'acquired' by the local population. Its nickname, 'The Jungle Line', referred to the rich Wealden vegetation to either side.

(Below) My walk finished at Three Bridges where I photographed Class H tank No. 31161 once again, with its hybrid push-pull set.

Shadows at Eventide

*Wainwright and wheelwright, carpenters few;
Blacksmith and foundry man, riveters too;
To fine railway company workshops they came,
'South Eastern and Chatham' and 'Brighton' by
name.
Fifty years on in a Three Bridges bay,
Their products are worked by the crew of the day
Filling the water tanks, damping the coal –
shadows at eventide, no other soul;
But the ghosts of the craftsmen who moulded this
train,
Give joy to the traveller time and again.*



What's On

Friday 8 October – Thursday 11 November

Information is correct at time of going to press but subject to change. Full details at <https://www.bluebell-railway.com/timetables-and-calendar/>

Please check the website for any updates.

REGULAR SERVICES

Timetabled train services [Autumn Tints](#) (11 – 21 October)

DINING TRAINS

Wednesday 13 October [Pie & Mash Lunch Train](#)

Thursday 14 October [The Blue Belle luncheon](#)

Friday 15 October [The Wealden Rambler Afternoon Tea](#)

Saturday 16 October [The Blue Belle Evening Dining](#)

Sunday 17 October [The Blue Belle luncheon](#)

Wednesday 20 October [The Wealden Rambler Afternoon Tea](#)

Thursday 21 October [The Blue Belle luncheon](#)

Saturday 23 October [The Blue Belle Evening Dining](#)

Sunday 24 October [The Blue Belle luncheon](#)

Saturday 30 October [The Blue Belle Evening Dining](#)

Sunday 31 October [The Blue Belle luncheon](#)

Saturday 6 November [The Wealden Rambler Chocolate Afternoon Tea](#)

Sunday 7 November [The Winter Warmer](#)

SPECIAL EVENTS

Friday 8 – Sunday 10 October [Giants of Steam](#) (See back page for latest timetables).

Friday 22 – Sunday 31 October [The BrickWorks! Adventure](#)

Friday 5 November – Saturday 8 January [SteamLights](#)



THE JEWEL IN THE CROWN

Putting the sparkle back into Horsted Keynes Station



BLUEBELL RAILWAY ANNIVERSARY APPEAL

The Bluebell Times

*A Newsletter for
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Members, Staff and
Supporters*

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*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://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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PLEASE COMPLETE THIS FORM AND SEND IT TO:

The Bluebell Railway Trust, Sheffield Park Station, East Sussex TN22 3QL

I enclose a gift of £.....for The Jewel in the Crown Appeal.

Cheques should be payable to *The Bluebell Railway Trust*. If you would like a receipt for your donation, either provide an email address or a stamped addressed envelope.

Boost your donation by 25p of Gift Aid for every £1 you donate.

Gift Aid is reclaimed by us from the tax you pay for the current tax year. Your address is needed to identify you as a current UK taxpayer.

In order to Gift Aid your donation, you must tick the boxes below as appropriate.

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Postcode

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- Change your name or home address
- No longer pay sufficient tax on your Income and/or Capital Gains

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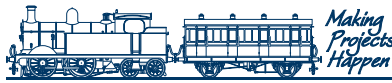
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FUNDRAISING
REGULATOR



Bluebell Railway Trust
Regd. Charity No: 292497. Regt. Office: The Bluebell Railway Trust, Sheffield Park Station, East Sussex TN22 3QL.

Giants of Steam – Friday 8th October 2021

Engine		35028	73082	30925	35028	73082	30925	35028
<i>Platform</i>		2	2	1	2	1	2	1
Sheffield Park	DEP	10:30	11:00	11:45	1:00	2:00	2:45	4:00
Horsted Keynes	ARR	10:45	11:15	12:00	1:15	2:15	3:00	4:15
<i>Platform</i>		3	3	3	3	3	3	3
Horsted Keynes	DEP	10:47	11:17	12:02	1:17	2:17	3:02	4:17
Kingscote	ARR	11:01	11:31	12:16	1:31	2:31	3:16	4:31
<i>Platform</i>		<i>M</i>	<i>M</i>	<i>M</i>	<i>M</i>	<i>M</i>	<i>M</i>	<i>M</i>
Kingscote	DEP	11:03	11:41	12:21	1:33	2:33	3:18	4:33
East Grinstead	ARR	11:10	11:50	12:30	1:40	2:40	3:25	4:40
Engine		35028	73082	30925	35028	73082	30925	35028
East Grinstead	DEP	11:30	12:10	12:45	2:15	3:00	3:45	5:00
Kingscote	ARR	11:38	12:18	12:53	2:23	3:08	3:53	5:08
<i>Platform</i>		<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>M</i>
Kingscote	DEP	11:40	12:20	12:55	2:35	3:20	3:55	5:09
Horsted Keynes	ARR	11:55	12:35	1:10	2:50	3:35	4:10	5:23
<i>Platform</i>		2	2	2	2	2	2	3
Horsted Keynes	DEP	12:05	12:40	1:20	3:05	3:40	4:20	5:25
Sheffield Park	ARR	12:20	12:55	1:35	3:20	3:55	4:35	5:40
<i>Platform</i>		2	1	2	1	2	1	2

Timetables correct at time of print. Bluebell Railway reserve the right to alter and cancel any service without prior notice.

Giants of Steam – Saturday 9th October 2021

Engine	35028	847 + (263)	30925	73082	35028	847	30925	73082	35028	847	30925	73082	
<i>Platform</i>	2	2	1	1	2	1	2	1	2	1	2	2	
Sheffield Park	DEP	09:00	09:45	10:30	11:15	12:00	12:45	1:30	2:15	3:00	3:45	4:30	5:15
Horsted Keynes	ARR	09:15	10:00	10:45	11:30	12:15	1:00	1:45	2:30	3:15	4:00	4:45	5:30
<i>Platform</i>	3	3	3	3	3	3	3	3	3	3	3	3	
Horsted Keynes	DEP	09:17	10:02	10:47	11:32	12:17	1:02	1:47	2:32	3:17	4:02	4:47	5:32
Kingscote	ARR	09:31	10:16	11:01	11:46	12:31	1:16	2:01	2:46	3:31	4:16	5:01	5:46
<i>Platform</i>	M	M	M	M	M	M	M	M	M	M	M	M	
Kingscote	DEP	09:33	10:18	11:03	11:48	12:33	1:18	2:03	2:48	3:33	4:18	5:03	5:48
East Grinstead	ARR	09:40	10:25	11:10	11:55	12:40	1:25	2:10	2:55	3:40	4:25	5:10	5:55
Engine	35028	847	30925	73082	35028	847	30925	(263) + 73082	35028	847	30925	73082	
East Grinstead	DEP	10:00	10:45	11:30	12:15	1:00	1:45	2:30	3:15	4:00	4:45	5:30	6:10
Kingscote	ARR	10:08	10:53	11:38	12:23	1:08	1:53	2:38	3:23	4:08	4:53	5:38	6:18
<i>Platform</i>	L	L	L	L	L	L	L	L	L	L	L	L	
Kingscote	DEP	10:20	11:05	11:50	12:35	1:20	2:05	2:50	3:35	4:20	5:05	5:50	6:20
Horsted Keynes	ARR	10:35	11:20	12:05	12:50	1:35	2:20	3:05	3:50	4:35	5:20	6:04	6:34
<i>Platform</i>	2	2	2	2	2	2	2	2	2	2	2	3	3
Horsted Keynes	DEP	10:50	11:35	12:20	1:05	1:50	2:35	3:20	4:05	4:50	5:35	6:05	6:35
Sheffield Park	ARR	11:05	11:50	12:35	01:20	2:05	02:50	3:35	4:20	5:05	5:50	6:20	6:50
<i>Platform</i>	2	1	2	1	2	1	2	1	2	2	2	2	2

Timetables correct at time of print. Bluebell Railway reserve the right to alter and cancel any service without prior notice.

Giants of Steam – Sunday 10th October 2021

Engine		30925	73082 + (263)	35028	847	30925	73082	35028	847	30925	70382	35028	30925
<i>Platform</i>		2	2	2	1	2	1	2	1	2	1	2	1
Sheffield Park	DEP	09:00	09:45	10:30	11:15	12:00	12:45	1:30	2:15	3:00	3:45	4:30	5:45
Horsted Keynes	ARR	09:15	10:00	10:45	11:30	12:15	1:00	1:45	2:30	3:15	4:00	4:45	6:00
<i>Platform</i>		3	3	3	3	3	3	3	3	3	3	3	3
Horsted Keynes	DEP	09:17	10:02	10:47	11:32	12:17	1:02	1:47	2:32	3:17	4:02	4:47	
Kingscote	ARR	09:31	10:16	11:01	11:46	12:31	1:16	2:01	2:46	3:31	4:16	5:01	
<i>Platform</i>		<i>M</i>	<i>M</i>	<i>M</i>	<i>M</i>	<i>M</i>	<i>M</i>	<i>M</i>	<i>M</i>	<i>M</i>	<i>M</i>	<i>M</i>	
Kingscote	DEP	09:33	10:18	11:03	11:48	12:33	1:18	2:03	2:48	3:33	4:18	5:03	
East Grinstead	ARR	09:40	10:25	11:10	11:55	12:40	1:25	2:10	2:55	3:40	4:25	5:10	
Engine		30925	73082	35028	847	30925	73082	35028	(263) + 847	30925	70382	35028	35028 + (30925)
East Grinstead	DEP	10:00	10:45	11:30	12:15	1:00	1:45	2:30	3:15	4:00	4:45	5:30	
Kingscote	ARR	10:08	10:53	11:38	12:23	1:08	1:53	2:38	3:23	4:08	4:53	5:38	
<i>Platform</i>		<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>L</i>	<i>M</i>	
Kingscote	DEP	10:20	11:05	11:50	12:35	1:20	2:05	2:50	3:35	4:20	5:05	5:40	
Horsted Keynes	ARR	10:35	11:20	12:05	12:50	1:35	2:20	3:05	3:50	4:35	5:19	5:55	
<i>Platform</i>		2	2	2	2	2	2	2	2	2	3	2	3
Horsted Keynes	DEP	10:50	11:35	12:20	1:05	1:50	2:35	3:20	4:05	4:50	5:20		6:10
Sheffield Park	ARR	11:05	11:50	12:35	1:20	2:05	2:50	3:35	4:20	5:05	5:35		6:25
<i>Platform</i>		2	1	2	1	2	1	2	1	2	1		1

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