



*This time three years ago, Flying Scotsman Flew South Photo: Keith Leppard*

# The Bluebell Times

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

## Issue 3

### IN THIS ISSUE

This time three years ago, the railway played host to “Flying Scotsman”, the first locomotive to run at an authenticated 100 miles per hour. For a week, we ran an intensive service with six locomotives in steam each day and every train packed. The editor, in the company of the current company chairman who was driving, was privileged to be the locomotive’s fireman on the opening day of the “Flying Scotsman Flying South” event.

How different this month seems! Yet the Bluebell Railway is a resilient organisation. Throughout our sixty-year history, the railway has had highs – of which the visit of Flying Scotsman was one – but has also pulled through when times were tough, whether that was the financial sacrifice to secure the freehold of the line through to the race against time to complete the northern extension before changes to the landfill tax credit scheme made that objective unachievable.

So, while no trains have run for the last month, urgent planning has been under way to plot a strategy for the moment when we are able to run again. The core of that has to be to provide a financial and fundraising plan to keep the railway in business while nearly all income has dried up. In this issue, company chairman Chris Hunford introduces the railway’s four-part strategy to ensure that not only can we survive through a lockdown of uncertain duration but will also be operationally ready to run when it is safe to do so. Part of that strategy is a targeted appeal to cover the unexpected costs of re-opening: as the members, staff and supporters of the railway, please look out for the launch of that appeal. The railway has come through tough times before: with your help, we can survive again to enable “Steam to flourish” through our sixtieth year and beyond.

Tom James, Editor

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# Fundraising Strategy

By Christopher Hunford, Bluebell Railway Plc chairman

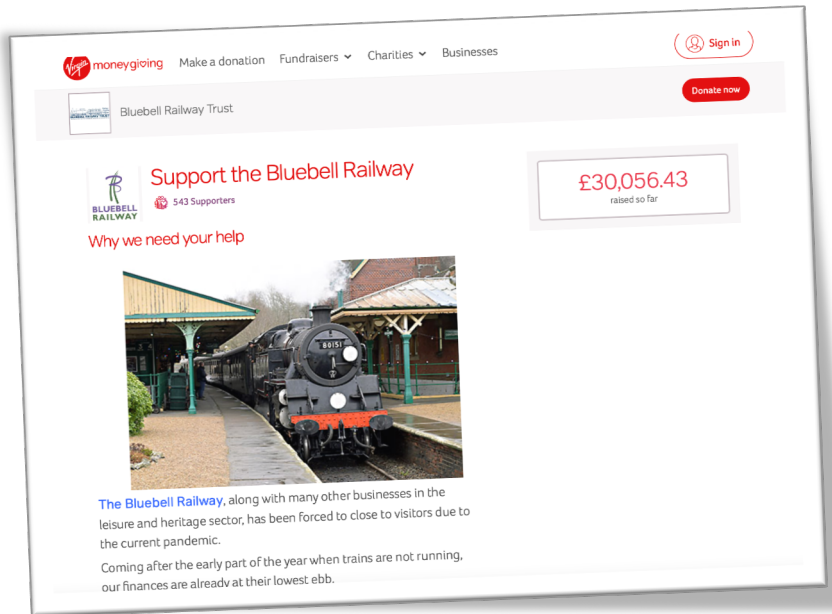
With the arrival of Covid-19 and the lockdown measures imposed across the country, the Bluebell Railway has, like other Railways, seen its income stream dry up overnight.

Individuals and families are not coming to buy tickets, secondary income through catering and the shop has disappeared and third-party income, such as filming and weddings, have been put on hold.

Without any income, the railway's cashflow has been squeezed and our means of paying wages, overheads and suppliers has been severely impacted. Fortunately, we have been able to place our permanent staff on the Government's Coronavirus Job Retention Scheme, scale back our overheads as far as possible and keep purchases to the bare minimum. These are all temporary measures however and when we do reopen - and we will reopen when the time is right - our income will be very uncertain and our expenditure must match.

Since the cessation of services and the countrywide lockdown began, the Board, the BRPS and the Trust have been working very hard on our financial models. We are cautiously assessing the situation that we might have to remain closed for six months, although we hope to reopen much sooner in either July or August.

Included in this is our current financial position (overheads, remaining staff costs, paying our suppliers etc.), how the potential six-month closure will affect our income (level of outgoings over the period) and what happens when we reopen (level of customers, staff costs, key expenditure needed). This closure could not have come at a worse time for the Bluebell Railway, with the closure spanning our highest revenue earning period outside of December.



Alongside the above, we have been exploring how to raise funds and the three entities of the Bluebell Railway have formulated a Fundraising Strategy.

Our four-point Fundraising Strategy is:

## BLUEBELL RAILWAY PLC RESOURCES

The first part of the strategy utilises the Plc's existing resources to close out current supplier payments due and to cover some of the continuing fixed costs.

## BLUEBELL RAILWAY TRUST

The second part of our strategy is aimed at funding the ongoing preservation of the Bluebell Railway, through using funds held within the Trust for current agreed projects, maintaining preservation standards and the maintenance of locomotives, rolling stock and infrastructure. This will be beyond reopening and Covid-19.

## BLUEBELL RAILWAY FUNDRAISING APPEAL

The third part of our strategy and the core part of our plan is a fundraising appeal to cover the immediate and unexpected costs.



There are two parts to this element: the immediate Virgin Money Giving Appeal and a new Targeted Appeal. Our immediate [Virgin Money Giving Appeal](#) has already raised more than £30,000 and I'm very grateful to those who have contributed. Thank you!

Our Targeted Appeal, which will 'go live' shortly and has a target of £250,000, is aimed at covering the immediate unexpected costs of reopening, re-engaging our volunteers, ensuring our locomotives, rolling stock and infrastructure are fit to run, covering the immediate unexpected costs incurred in mothballing our railway and, more importantly, retaining the safety critical and vital heritage skills staff.

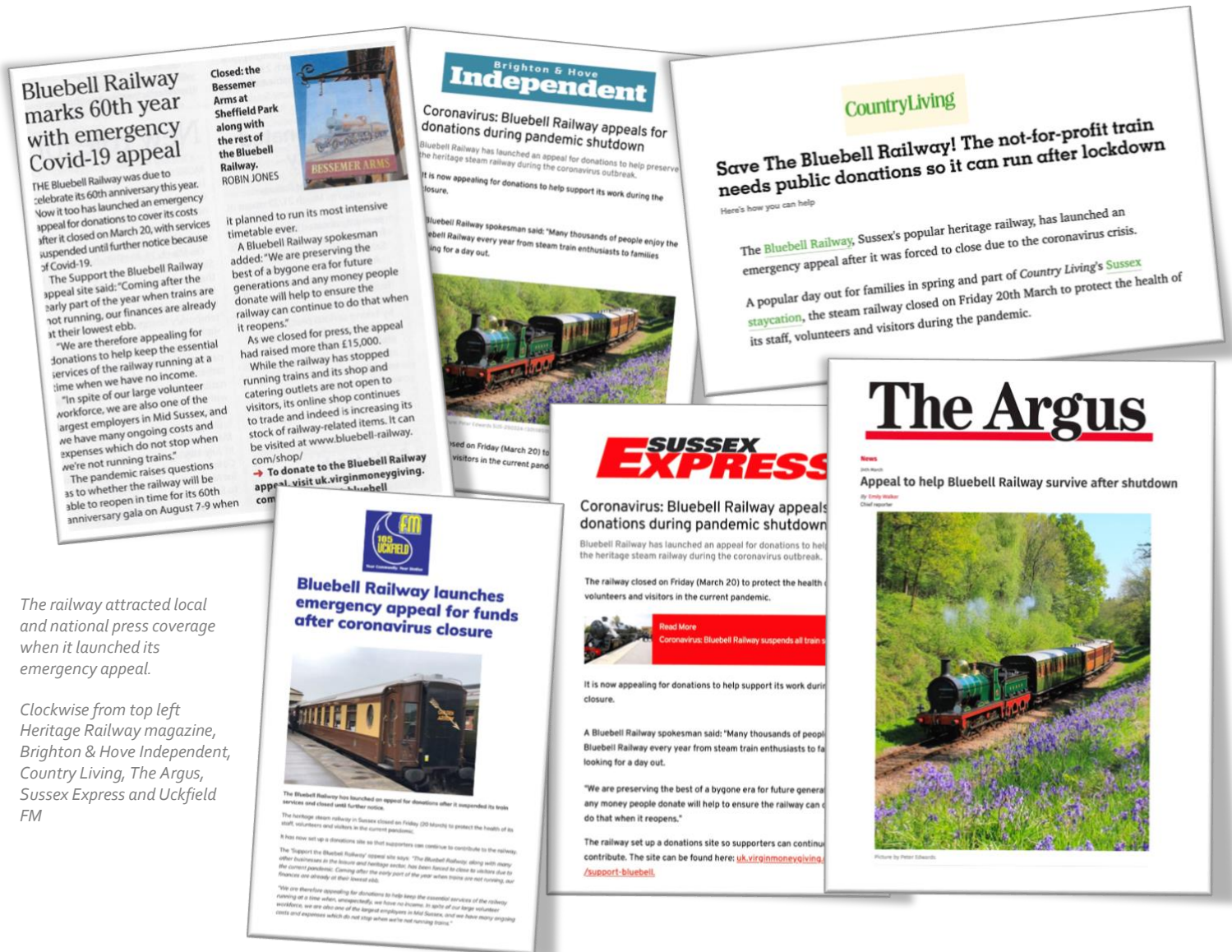
These costs are significant and are unavoidable if we want to reopen our railway.

## INCREASING AVAILABLE SHARES TO SUPPORTERS AND REVIEW OF OUR ASSETS

The fourth and final part of our strategy is to investigate increasing available shares to supporters and the generation of income through better use of our existing asset base. This is very much a longer-term objective but one which feeds into our overall strategy.

As you can see, a lot of work has already taken place and I'm grateful to the hours my Board colleagues, BRPS Trustees and Trust Governors have put in – thank you.

I hope this clearly sets out the work that has taken place to date and the agreed Fundraising Strategy for you. I hope you're able to contribute to ensure the continued survival of the Bluebell Railway and to make sure we're steaming past our 60th year! Please look out for details of our Fundraising Appeal.



The railway attracted local and national press coverage when it launched its emergency appeal.

Clockwise from top left Heritage Railway magazine, Brighton & Hove Independent, Country Living, The Argus, Sussex Express and Uckfield FM

# Message of Hope

By Fr David Murdoch, Bluebell Railway Chaplain

I offer this message of hope against a very difficult background.

Many people have suffered themselves or lost loved ones because of this terrible disease. NHS and other essential workers and volunteers are working incredibly hard to care for people and maintain services. Some of us may be starting to feel constrained by the necessary limitations, especially if we live alone or in difficult circumstances. Many organisations, including our wonderful railway, are struggling with the loss of income.

This Eastertide, the Christian message of hope seems even more needed than ever. It is in no way a denial of the very real suffering being experienced. Christians understand Jesus Christ to be God made human, sharing in every aspect of our human lives: the joyful ones but also the suffering, pain, loss and death which afflict us. It is only having experienced these things that Jesus rose again on the first Easter Day. That gives us hope of a hard-won journey through sorrow to joy, through darkness to light, through death to a new life, which begins here in this life and endures beyond it.

Two of the signs of this hope are, in our part of the world, how the beauty of Springtime seems to express the new life bursting through. On my dog walk yesterday, I saw the most wonderful carpet of bluebells, reminding me of the railway, of course. Secondly the care, concern and consideration for the wellbeing of others which most people have shown is itself a sign of hope.

Please do contact me if I can help or support you in any way at this time or if you would like a supportive telephone conversation, especially if you have been affected in any particular way. My telephone number and email address are below.



*Rev David Murdoch with his wife Christine and Barney, their black Labrador crossed with German shepherd.*

Let us indeed hope that things will get easier before too long, and that we can get out to enjoy activities, including working, volunteering and riding on the railway.

'May the God of hope fill you with all joy and peace ... so that you may abound in hope'. *Romans 15, 13*

Best wishes, Fr David

## CONTACT DETAILS

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Phone: 01825 790317



# Along the Commercial Road

By Paul Lelew, commercial director

Although the Bluebell Railway is currently in lockdown due to the Covid-19 crisis, one area of the Railway still working is the online shop which continues to take and process orders.

Since 23 March, the shop has averaged sales of £1,000 a week so far with internet and phone orders. These have come not only from the UK but also overseas. Items have now been posted to Australia, Canada, France, Norway and the USA.

Badges and the special Bluebell jewellery remain perennial favourites and new lines are constantly being added.

The [SteamWorks! Activity book](#) which was mentioned in the last issue of The Bluebell Times is also available for sale along with other children's games and activities in a [new section on the shop entitled Games](#). Jigsaw puzzles will also be added soon to keep families occupied and happy.

There is now a huge selection of railway and [transport books](#) and [DVDs](#), available through the shop both online and over the phone as well as our large selection of [railway modelling items](#) from track and scenery to carriages, wagons and locomotives.

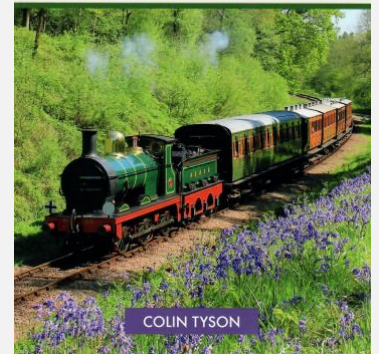
If there is something you are looking for which is not on the website, please email [retail@bluebell-railway.co.uk](mailto:retail@bluebell-railway.co.uk) and our team will be available to answer questions.

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

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

## TOP SELLERS

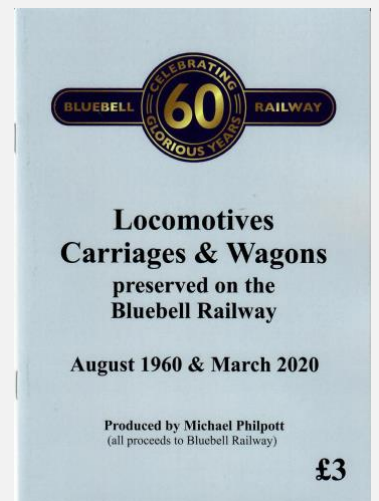
 **BLUEBELL RAILWAY**  
SIXTY YEARS OF PROGRESS  
1960-2020



['Bluebell Railway Sixty Years of Progress 1960-2020' book by Colin Tyson](#)



[60th Anniversary OO gauge Fireworks Wagon](#)



[60th Anniversary A5 stock book by Michael Philpott](#)

# The Virtual Branch Line Weekend

By Graham Aitken, Passenger Guard

*Our first major event of the year was scheduled to be Branch Line Weekend. It was due to take place from Friday 3 April to Sunday 5 April with visiting engines No. 85 built for the Taff Vale Railway and Ivatt Class 2 Tank Locomotive No. 41312 from the Mid Hants Railway.*

*The Bluebell's own engines Nos 263, 65, 178, 30541 and 80151 were also due to be in service with an intensive timetable on each of the three days.*

*Graham Aitken was rostered as the train guard on Set A on the Sunday of Branch Line Weekend.*

*Here he imagines how his day went ...*

Signing On for duty at 0750 as the Guard for the SPL A turn of duty on Sunday morning, 5 April 2020, the first person I met was Chris Haynes, Operations Supervisor for the day and, after exchanging our usual pleasantries, Chris told me how successful the event had been on the previous two days, but we both knew that today was going to be just the little bit more special.

After preparing my stock of 4 Bulleid coaches which were berthed in the Newick Siding, my loco, number 85 and visiting from the Keighley & Worth Valley Railway, coupled up and drew the train into Platform 2 at Sheffield Park, ready for departure at 0850 for East Grinstead. I was pleasantly surprised to see a good number of passengers waiting for us, a situation repeated on all trains throughout the day.

After my first Right Time departure of the day it was plain sailing all the way to EG and back to SP, with a Right Time arrival at 1035. As this was the first departure from East Grinstead, we were almost full and standing on departure, as was every other train I worked during the day.

Crowds had turned out to enjoy our traditional Branch Line event featuring frequent trains mostly operating only between SP/EG and Horsted Keynes where passengers had to change in order to travel further north or south. Five different train sets were used, formed by one of the following types of rolling stock: Bulleids, Blood and Custard



Photo: Martin Lawrence

Mark 1s, Green Mark 1s, Maunsells or by the Wealden Rambler. Each train was hauled by one of our four smaller locos or by one of the two visiting locos. Some trains were double headed or had a loco at the front and back, providing added interest - and a way of getting locos to and from where they were needed.

Whether it was the exciting timetable produced by Chris Knibbs (with a bit of assistance from me), or the interest in the visiting locos - 85 from the K&WVR and 41312 from the Mid Hants - or the excellent way the event was marketed, or the combination of all three, the result was a record number of visitors and revenue for all three days of the weekend.





TVR Tank No. 85

Photo: Keighley and Worth Valley Railway Archive / P Brunt



Ivatt 2MT No. 41312 Photo: Mid Hants Railway / Tim Beere



In addition to my first trip to EG and back I then worked a further four round trips between SP and HK, and was hauled by locos 65, 178 and 41312, in addition to 85.

A lasting memory will be the almost endless comments made to me by happy visitors congratulating Bluebell on producing such a wonderful event with such a variety of locos, coaches, friendly staff, with lots to see and do, whether an enthusiast or a family visitor. Many mentioned having enjoyed our catering outlets at all stations and also spending money in the SP shop!

As I mentioned in my opening paragraph, Sunday did indeed turn out to be a bit special, as Chris Haynes told me that the timetable had operated faultlessly with every single train running Right Time throughout the day. For a largely single line railway this was a fantastic achievement and congratulations to all members of the Operating Department for making this happen. Whether this had anything to do with Mike Ellis, our Operations Director, being out and about all day I will leave for you to decide!

Signing Off at 1750 after a 10-hour shift, I thought to myself just how much enjoyment I had got from the day, speaking to visitors, exchanging banter with staff all day and being so proud to have played a part in making Branch Line so special and profitable.

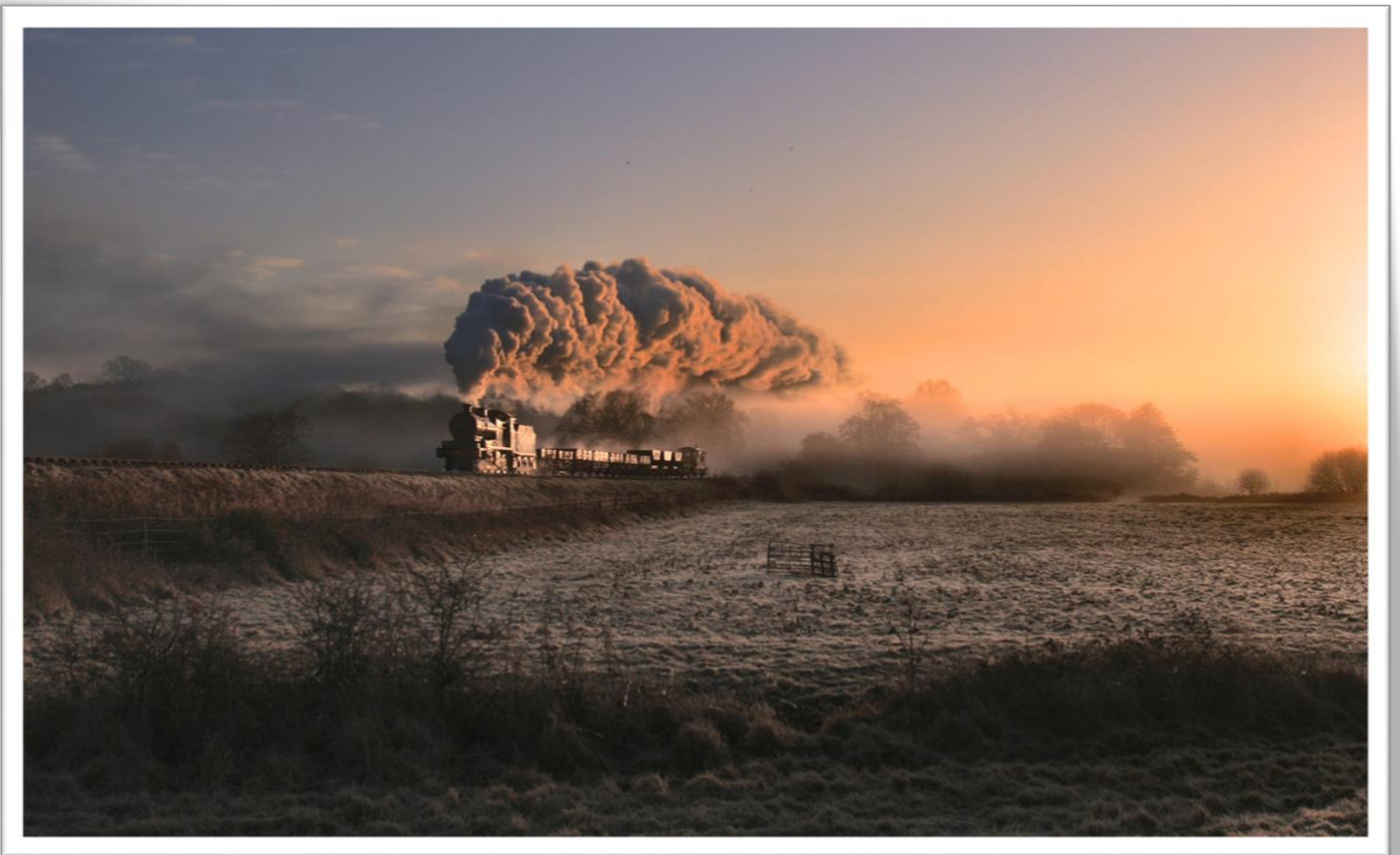
I just couldn't begin to imagine what it would have been like if I had been at home all day instead, effectively locked down and not allowed to be at the Bluebell. As if that would ever happen!!!

PS I am now looking forward to the real event happening at some time in the future and am confident that together, we can all either equal, or hopefully better, my virtual experience.

# A Picture's Worth

By Jon Bowers, authorised lineside photographer

*It's often said that "a picture is worth a thousand words" and in this feature one of the Bluebell Railway's authorised photographers chooses one of their pictures and explains how they achieved the shot. This time, it's Jon Bowers and his photo of a visiting engine.*



I have been involved with the Bluebell for about 20 years now, both as a photographer and a volunteer in the "Sunday gang" of the Permanent Way department. Although PW duties account for the vast majority of my visits, they also introduced me to a number of other volunteers who, like myself, had an interest in photography. These in turn introduced me to the concept of photo-charters, where a group of photographers hire a train and visit the best photographic spots along the line over the course of a day.

By late 2008 I'd organised and run a few photo-charters myself, when out of the blue I got a phone call from driver Mike Hawkins in the Loco department. He and a few other footplate staff had the idea of hiring out a locomotive that was visiting at the time, the Somerset

and Dorset Railway 7F No. 53809, to recreate an engineers' train. Hiring a train for the day doesn't come cheap though, so we agreed that the loco crews and photographers would split the costs between us so that they'd get the chance to operate the loco on the sort of goods train it was built for and we'd get the chance to photograph it.

As the charter was taking place in December, there was the possibility of some dramatic steam and lighting effects if the weather was amenable on the day of the charter. As we quite often have to go out early on a Sunday morning to fix various faults with the track before passenger services begin, I knew that the angle of the sunrise in relation to the line a mile or so north of Sheffield Park would be perfect for photography at that time of year if conditions were right.





Jon Bowers talking to the loco crew Dave Gillam and Stuart Marks later the same morning. Photo: Peter Zabek

Having obtained permission from the landowner to take pictures from his field, a few days before the charter I and another volunteer from the PW department cut back the grass along the embankment to give an unobstructed view of the train.

Obviously we would have to be very lucky to get the perfect mix of sunshine, frost and still air, but thankfully on this occasion our luck was in and there was a sense of anticipation among the 30 or so paying photographers as we walked down the line to get into position. Despite a very early and cold start for the loco crews preparing the locomotive, the train left exactly on time, and this was the memorable scene as the sun rose above the trees and the 7F appeared out of the mist to attack the climb up Freshfield Bank.

Many would say we're mad, but for me it is moments like this that are the reward for all the wet and cold days working on the track and part of the Bluebell spirit. From the camaraderie of loco crews and photographers working together to achieve a common goal; the opportunity to get a memorable sunrise photograph that would not otherwise not be possible; not to mention the extra revenue generated for the railway (who says that goods trains don't earn money!) - everyone's a winner. Now, can we please have a go at this with the S15 before it is retired...

It is hoped to resume photo-charters later in the year once Covid-19 restrictions are eased. If you would like to take part please contact me [jon.bowers@bluebell-railway.co.uk](mailto:jon.bowers@bluebell-railway.co.uk) for further details.

Main picture: Taken with a Canon EOS400D. 19 December 2008.

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

# Five Minutes With ... Roger Kelly

## Name

Roger Kelly

## Role

Bluebell Railway Preservation Society Trustee

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

Leading Porter at Horsted Keynes, and steward on the Great Northern Directors Saloon. In the past Plc Director, Signaller and TTI (Travelling Ticket Inspector).

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

Since 2003.

## How did you first become involved?

I joined to work on the platform but by accident became Funding Director in 2008. Unlike now, it was, I believe, unusual for someone to join the Board after less than five years as a volunteer.

## What was your professional career?

I was a Project Manager in I.T. and computer systems. I spent half my career with the BBC. During my time there I managed the installation of the first CEEFAX newsroom. Also I was part of the team that introduced and replaced the General Election night mechanical swingometer with digitally created graphics - although in 1979 and 1983 they were pretty basic by today's standards.

For a couple of years in the mid-eighties I had the wonderful title of Project Manager Domesday. Not as bad as it sounds and note the spelling. It was a project to create a 20<sup>th</sup> Century digital version of the Domesday Book to mark the 900<sup>th</sup> anniversary of when it was produced for William the Conqueror in 1086. We had schoolchildren all over the country to do the surveying and input the information on the BBC Microcomputer. To



*Roger Kelly and Maureen on the Great Northern Saloon*

assemble the data we processed several thousand floppy discs (remember those) the schools had sent in.

## What does your Bluebell Railway job involve?

Until 20 March as a BRPS Trustee it was being part of setting the strategic direction and oversight of the Railway. Since then it has been helping the Board in any way I can to ensure the organisation survives the current crisis.

## How often do you volunteer at the Railway?

As a member of station staff I go to the railway about once a week during the running season. However over the past ten years as Director and Trustee I have probably spent considerably more time sitting at my PC at home.

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

If I have, no one has dared tell me what it is. I was, of course, at one time the Railway's official beggar - that is prone to be misspelt!



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

In the past as Funding Director it was getting notice of the approval of a grant or seeing the success of an Appeal. The Railway is fortunate in having so many generous supporters. I would like to thank them now for the part they played in helping me raise £5 million during my ten years in the role.

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

In the past getting turned down for a grant having spent many hours on making the application.

### What so far were your best moments at the Railway?

Receiving an award for Fundraising from the Society in 2016 and the Terence Cuneo picture from the Board on retirement as a Director.

### What is your earliest train memory?

Not so much a memory but I was born in Charing Cross Hospital just across the road from the station, so the first sound I heard was probably a locomotive whistle!

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

Children have trains sets. Adults have model railways. I did have a garden railway and have a layout indoors, which, thanks to Covid-19, may get more attention in the future.

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

Hearing a parent tell his child the carriages were held together by magnetism in the buffers.

### Anything else you want to tell us?

Outside the Railway I have been involved in fundraising as a volunteer for over 25 years and for a time was a Trustee of a Grant Giving Trust. I am currently an advisor on fundraising to the Heritage Railway Association.

Despite being in our seventies my partner Maureen (Stansfield) and I planned to be married in May. That now has to wait until the government again permits weddings to take place. They are



Roger Kelly (right) with CEEFAX computer system, 1979

currently banned even with minimal number of people present.

### BLUEBELL BITES

#### Charing Cross or King's Cross

Charing Cross - apart from being born there, sometime later Maureen trained there as a nurse.

#### David Dimbleby or Jonathan Dimbleby

Richard - their Dad was better than the pair of them

#### Golden Arrow or Wealden Rambler

Golden Arrow

#### Lotto or Bingo

Lotto - National Lottery version as I have had £2million from them since 1996. Sadly not for me!!

#### Tea or coffee

Either if it's de-cafeinated

*The BBC's Domesday Project from 1986 is still available via The National Archives. There is a page for the Bluebell Railway at <https://webarchive.nationalarchives.gov.uk/20120321184110/http://www.bbc.co.uk/history/domesday/dblock/GB-540000-123000/page/19>*

*Many thanks to Roger for taking part. If you would like to feature in a future "Five Minutes With ..." or would like to suggest someone to take part, email me at [bluebelltimes@jamesquared.com](mailto:bluebelltimes@jamesquared.com)*

# A Closer Look at ... Stirling O1 No. 65



Photo: Michael Philpott

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

This time we're looking in detail at a regular sight at the Railway, particularly on the dining services.

This locomotive is something of a rarity in that it wasn't saved from the scrapyards at Barry in south Wales. The engine was withdrawn from service by British Railways in 1961 and had been condemned. It was stored at Ashford and brought to the Bluebell Railway for an overhaul and returned to steam for the centenary of the SECR in August 1999.

Here's everything you always wanted to know about the ... O1.

## THE O1 IN FACTS AND FIGURES

<b>Number</b>	<i>65, later A65, 1065 and 31065</i>
<b>Class</b>	<i>Originally class O, rebuilt as class O1</i>
<b>Wheel arrangement</b>	<i>0-6-0</i>
<b>Built</b>	<i>1896 in Ashford for South Eastern Railway (SER), rebuilt 1908</i>
<b>Designer</b>	<i>James Stirling, rebuilt by Harry Wainwright</i>
<b>Cylinders</b>	<i>Two, inside, 18" diameter x 26" stroke</i>
<b>Boiler pressure</b>	<i>150psi as built, 160 psi as rebuilt</i>
<b>Tractive Effort</b>	<i>17,324 lbf as built, increased to 18,478 lbf as rebuilt</i>
<b>Length</b>	<i>45 feet</i>
<b>Weight</b>	<i>65 tons</i>
<b>Driving wheel diameter</b>	<i>5' 2"</i>
<b>Tender capacity</b>	<i>2 ¾ tons of coal, 2,000 gallons of water</i>
<b>Valve gear</b>	<i>Stephenson</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



# An Evacuee's Story (Part 2)

By Malcolm Stroud, education guide and museum steward

*Malcolm Stroud was evacuated by train from his home in Surrey to Mid-Wales during World War II. He is one of the Bluebell Railway's education guides and takes part in the evacuation exercises for visiting school groups, recalling his experiences for younger generations.*

*He has now written about his wartime evacuation and we will be publishing his story over the next few issues of The Bluebell Times.*

*In the first part, Malcolm told us about the early days of the war and his departure on the evacuation train. He picks up the story as he disembarked.*

We left the train at a small market town called Talgarth that is in the Black Mountains in the eastern part of Wales. Here we were escorted to the town hall where we were fed and watered.

By this part of the war, billeting arrangements were much less formal. The locals were told how many evacuees they were expected to take into their homes - but it was left to them who they chose. As we came from a reasonably prosperous part of the Home Counties, we were all reasonably clean and well dressed for the time, but somewhat travel stained.

Chairs lined the walls of the town hall and we were told to sit on them while our prospective carers proceeded to choose who they would take into their homes.

In my case an elderly brother and sister called Mr and Miss Pugh liked the look of me. Instead of going to a house in the town, I was taken on what to a 9-year-old seemed like a very long walk in the countryside. We came to a tiny hamlet called Treffecca (the double f is pronounced as v). It consisted of a street at right angles to the main road in which there was a row of 14 terraced houses and a small group of lockups. On the opposite side of the road was a training college for Methodist ministers and a chapel standing in their own grounds.

There were also three farms in the area, the most important of which was the farm owned by Mr Davis and was on the opposite side of the main road to the rest of Treffecca. The training college management learned that when Mr Davis bought the farm the previous year he intended to install a generator as there was no electricity in the hamlet.



*Entrance to the living quarters of the college Photo: Malcolm Stroud*

He was persuaded to install a generator with enough capacity to serve all the houses and the college but not the chapel. The wiring of the hamlet was paid for by the college as the trainee ministers were lodged in the houses opposite.

Our address was 2 The Terrace, Treffecca, Breconshire. As there was also a younger married couple Mr and Mrs Price living in the house, it could get a little cramped during term time when the students were at the college.

When it was time to go to school, we had to walk into Talgarth across the river and turn right at the town hall. It was then up a steep hill to the school. Unlike the early part of the war where evacuees and the normal pupils shared the premises on a part-time basis, we were integrated into the school fully and became a part of the existing classes.

Before we got to the school, we heard horror stories about one of the teachers, Miss Price!



*A group of evacuees from Bristol arrive at Brent railway station near Kingsbridge in Devon during 1940. Photo © IWM (D 2587)*

It seemed that every adult that had been taught by her was still affected by the experience. The very mention of her name still scared them. So we went to school with fear in our hearts. There was no doubt she was a stickler for discipline in the classroom and on the playing field.

Every morning as we entered the classroom she would inspect our shoes, our fingernails and handkerchief. If she was not satisfied, we were sent home to put it right. Luckily it did not happen to me.

The other two farms in the area were owned by families by the name of Powell. We soon learned that they were not related, but due to some accident of history, there were not many family surnames. The first Powell farm was alongside the farm of Mr Davis and was nearer to Talgarth. Number two Powell farm was through The Terrace and past the training college where the tarmac road ceased and it became a rough track that could turn into a small stream in heavy rain. We were welcome on all three farms as long as we kept out of the way and did as we were told.

There was a large corrugated iron building on the main road that dominated the area. This was the workshop that was used to service all the farm machinery of the three farms. The only two items of transport were a Fordson tractor and an ancient Morris Commercial lorry. It was always an occasion to see the old lorry being started. It was run on tractor vaporising oil in order to get the engine to fire and it had to be towed by the tractor with the

lorry in gear until the engine was hot enough to come to life. Due to the oily nature of its fuel, if the engine stopped, the sparking plugs had to be removed and cleaned and the whole starting procedure repeated.

Mr Price kept a tandem in one of the lockup sheds at the top end of The Terrace. On looking at me he thought that I might be tall enough to ride on the back seat - much to our disappointment, I could not reach the pedals.

Both Mr Price and Mr Pugh took it on themselves to take all the children in the hamlet on nature walks and show us what paths we could use. This was where I was shown how to use my eyes properly. Even now while standing on the top of Ditchling Beacon I can spot a fox in a field at the foot of the Beacon. Also I learned how to recognise how rabbits kept to a regular run and left a clearly marked path in the grass.

In warm weather we would troop down to the stream at the bottom of the valley. To do this we had to cross the main road and take a path past the Powell farm. This was very steep and we had to be careful. Then we had to cross the railway line that ran from Talgarth to Brecon. Once at the stream there was a wooden bridge with the path hugging the bank towards Talgarth. There was an area where the stream widened out and we constructed a dam of stones to make a sort of swimming pool. It never was really deep enough, but we enjoyed it.

On Saturdays we were given a small amount of pocket money that enabled us to go into Brecon. One of the older children took charge of me and we walked into Talgarth where we could choose if we would take the train or the bus. Once in Brecon we would go to the cinema. I never recall a day when we were refused admittance no matter what was showing!

*(To be continued. In the next instalment, Malcolm tells us about harvest time on the farm and days out).*



# Spot the difference

Images taken and puzzle created by Mike Hopps

Can you spot 10 differences between the two pictures of C class locomotive No. 592? Answers in the next issue.



## Guess the Year



Photo: Bluebell Railway Museum Archive

We're going to help you out a little with the competition this time.

This picture was taken at Horsted Keynes station during filming for a TV series made by LWT.

Can you:

- ➔ Name the two characters portrayed here (their names are also the title of the TV series)?
- ➔ Name the two actors who played the title characters?
- ➔ Tell us the names of the two fictional stations which Horsted Keynes became for filming in two different episodes of the series?
- ➔ And name the year in which the series was first shown on British television?

Information from '[The Line to the Stars – Half a century of location filming at the famous Bluebell Railway](#)' by Heidi Mowforth, available from the Bluebell Railway's online shop.

Answers in the next issue.

## Guess the Year - Mr Pastry

We showed you this black and white photograph in the last issue and asked you a series of questions about it.

- ➔ The character played by the man in the white hat was 'Mr Pastry'
- ➔ The actor who played him was Richard Hearne
- ➔ The occasion was the unveiling of No. 323 Bluebell in new 'Bluebell Blue' lined livery
- ➔ The year was 1966

Information from '[Bluebell Railway: Sixty Years of Progress 1960-2020](#)' by Colin Tyson, available from the Bluebell Railway online shop.

Life member Andrew Waller was one of those who provided all the correct answers.







Photo: Andrew Waller

Andrew says: "The picture is of course 'Mr Pastry' (Richard Hearne) who was not an infrequent visitor to the line. I was given to understand he was a neighbour and friend of the then General Manager, Horace May.

"Here is a photo I took about the same time (I'm not sure if it was the same event). Bluebell had been repainted into her first proper Bluebell livery and a great event to celebrate this was organised (with Mr Pastry attending) in, I believe, September 1966. Unfortunately, Bluebell didn't behave in the preceding week (tube problems) but they managed to get her going well enough to cover the event on the Sunday. They hadn't spoken to the weather gods though and it tipped it down with rain (as you can see from the photo of Mr Pastry and Horace May at Sheffield Park) so everyone got a bit damp."

## Who's That Driver?

*You may recall that in the last issue Christine Beckley, whose husband Peter is a member of the Museum Photographic Archive team, asked who the driver was in the official music video for Sheena Easton's song '9 to 5 (My Baby Takes The Morning Train)'.*

Driver Mick Blackburn, who has been involved in organising filming at the Bluebell Railway along with his wife Heidi Mowforth, has come up trumps. Here's his answer.

"I have just watched the Sheena Easton video to remind me of it. It was nice to see 488 in steam in the good old days - who knows, one day?!"

The driver was an actor and nothing to do with the Bluebell. The actual driver was the late Freeland Eastwood, a man of few words who did not suffer fools gladly. I can only imagine his comments about riding in front of the smokebox etc.

Freeland was a true Sussex character, very much the driver and a turn with him could be quite daunting to a young fireman. I remember a turn with him and, upon arrival at Horsted Keynes, he turned to me and said, 'Do you want a biscuit, boy?' so I then knew that my firing must have been OK.

As an aside for those who did not know Freeland, he was a master builder and was responsible for

the brickwork on the loco running shed and rebuilding the loop platform facework at Kingscote. His brickwork was superb, but it was no good trying to hurry him up - he took his time and made a splendid job. His company was the Buxted Building Company and he was very much a one-man band."

Former fireman Roger Barton adds: "The driver shown was an extra. The actual driver was Freeland Eastwood and I was fireman. Bill Bird was guard. The first question the film crew asked was which one is Sheena Easton - she wasn't famous then unless you had watched the TV programme (The Big Time: Pop Singer)."

Loco department chief clerk Russell Pearce adds: "The driver was, I am certain, an actor. If you look carefully, you will note that you never actually see him doing anything."

*Many thanks to everyone who supplied information - Ed*

# Just the Ticket

By Malcolm Johnson, museum steward

*Part of the charm and period detail of travelling on the Bluebell Railway is the cardboard tickets issued at the booking offices. These Edmondson tickets are printed in the railway's print shop using a British Railways printing press dating from the 1940s.*

*We'll be taking a closer look at the history of these tickets and how they are printed and stamped.*

*In this first part, museum steward Malcolm Johnson explains how the Edmondson ticket system came to be used on the railways.*

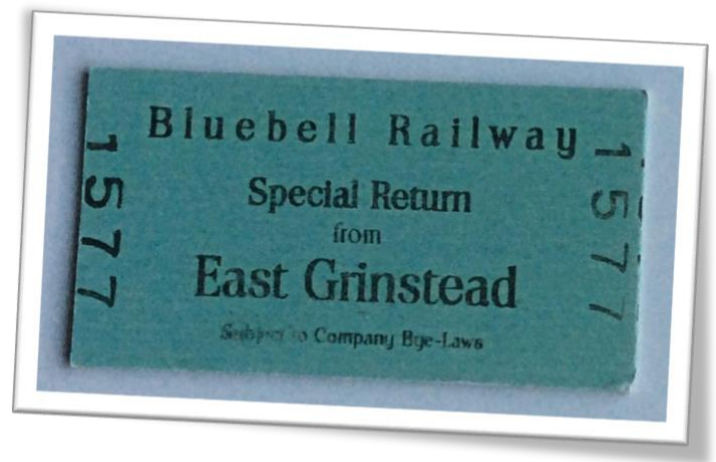
The first passenger railway operators continued the practice of stagecoach companies of issuing handwritten tickets. To limit fraud, a copy of the ticket was also made either on a separate sheet or in a ledger. With the interconnection of railway networks linking operating companies, the copies were also needed to agree the division between them of ticket income.

In 1842 the Railway Clearing House (RCH) was formed as the national forum for dividing ticket income. It later served an important role in technical standardisation including signalling and general safety.

A ticket system was needed that would better limit fraud and aid the railway clearing process. In about 1840 Thomas Edmondson, a station master with the Newcastle & Carlisle Railway, devised a ticket system that was to be used by railways across the world and continued in Britain until 1990. Before 1842 permits to travel were of many varied forms including re-usable brass and copper tokens.

Edmondson devised a system which provided pre-printed tickets for each fare price used. Each pre-printed ticket was then given a consecutive handwritten number that started at zero. This enabled the easy assessment of the number of tickets issued each day. The number on the first unsold ticket was multiplied by the ticket price. The summation of the calculations across all fare prices would give the amount of the day's sales.

Further development of the system included a machine that would print tickets that included the serial numbers. In 1841 Edmondson established a company to produce tickets, printing presses and dating machines. In that year the Paris & Rouen railway adopted the Edmondson system that was then in use by a dozen British companies. Each company paid an annual royalty of ten shillings (50p) per mile of routes upon which the tickets were used.



The Edmondson ticket became the standard ticket throughout Britain and many parts of the world. In Britain in 1990 it was discontinued and replaced by a point of sale printing system that is driven by a computer programme which also allocates the revenue to the correct parties. The Edmondson system is still used in many countries.

New developments in ticketing are still occurring. In some situations when buying a ticket online, a passenger can print it at home and in other countries QR codes are allocated to online ticket buyers which then can be easily scanned by ticket inspectors.

An Oyster card or contactless card can be used by passengers on London Underground and surrounding mainlines. It is a point of entry and exit transponder that automatically deducts the fare from their account. Southern Railway has introduced a smart card system called the "Key" which allows passengers to pay for travel online or from machines and then use the card for travel on their trains without a paper ticket.

*In the next part of the story, Malcolm and printing co-ordinator Gerry Brown explain how the printing press works to produce the Edmondson tickets.*

# Museum Morsel

By Tony Hillman, assistant curator, Bluebell Railway museum



As the appeal for help about the silver tankard (see issues 1 and 2) worked well, I wonder if I could ask for help again.

The Museum recently acquired what we believe to be a tender plate from the South Eastern & Chatham Railway (SECR). We cannot be sure as photographs of these plates in situ are rare and we have not found one of a plate that includes the words 'Ashford Works'.

The plate measures 13.25" x 8".

The plate would have been attached to the rear of the tender, not often photographed. If indeed it is a tender plate, then '31' was a Stirling F class built in 1894, rebuilt as a F1 in 1906 under designer Harry S. Wainwright.

If anyone has a photograph of a tender plate, especially if it includes the words 'Ashford Works', I would be very interested to see it.

I would like to record our thanks to the Carriage Shop at Horsted Keynes who sponsored the purchase of the plate.

You can contact me at [morsel@bluebell-railway-museum.co.uk](mailto:morsel@bluebell-railway-museum.co.uk) and use the subject Museum Morsel.



*This photo of Stirling B1 No. 449, in Southern Railway days, shows a similar tender number plate to that acquired by the museum. However, unlike the museum's plate, this one does not carry the words "Ashford Works".*

*Photo: Courtesy of Lens of Sutton Association – [lensofsutton.co.uk](http://lensofsutton.co.uk)*



# One to Watch, One to Read

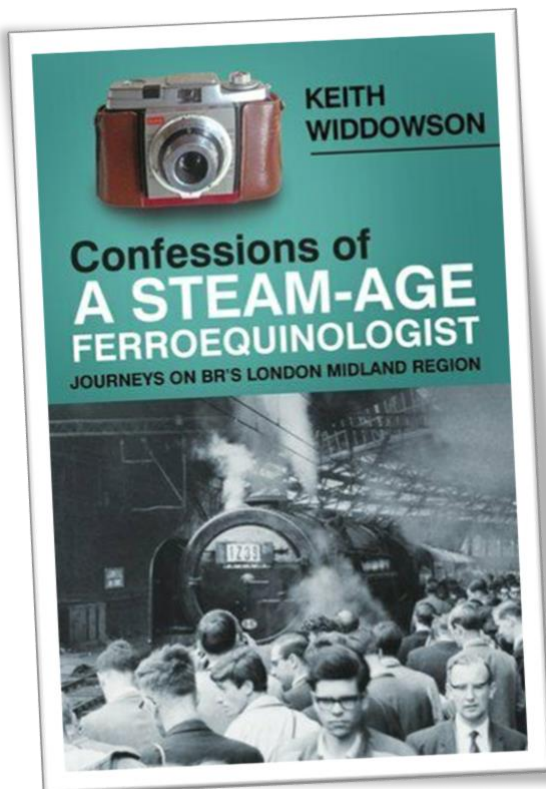
Here are some more of your recommendations for railway-related books, TV programmes and films which others might enjoy during the current closure. Thank you to everyone who has provided suggestions.

**Book:** "The Railway Detective" – a mystery series by Edward Marston set in Victorian times – Brilliant, read this you'll want the whole series

**TV:** "Endeavour" – season 5, episode 3 "Passenger" – set in and around the Mid-Hants, full of lovely errors!

**Film:** "The Blue Lamp" – 1950 thriller with the final chase scene in a working goods yard, real and exciting

*John Wood, Leading Porter & Booking Office Clerk, Sheffield Park*



**Book 1:** "Platform Souls: The Trainspotter as 20th Century Hero" by Nicholas Whittaker

**Book 2:** "Confessions of A Steam-Age Ferroequinologist: Journeys on BR's London Midland Region" by Keith Widdowson

**Book 3:** "Steam: The Mystic Harmony" (Railway Heritage) by W. Elgar Dickinson

*Bill Barwell, train guide*

**Book/film:** "Miss Potter" (very sad and moving story of Beatrix Potter's life - filmed at the Bluebell Railway)

**Film 1:** "Wonder Woman" (filmed with C class No. 592 and the crew had an amazing time going up to King's Cross with the engine on the main line)

**Film 2:** "The Woman in Black" (the creepiest play/film and book ever imaginable. It was also a thrill watching Daniel Radcliffe acting – I spent hours at Horsted Keynes freezing in the dark during February waiting to speak to him!)

*Lisa Boyle, personnel and admin manager*

**Book 1:** "Holding the Line - How Britain's Railways Were Saved" by Richard Faulkner & Chris Austin, which chronicles the fight for the survival of the rail network, in particular through the late 60s and the 70s.

**Book 2:** "The Hixon Railway Disaster: The Inside Story" by Richard Westwood, a damning expose of the Railway Inspectorate's role in automatic level crossing safety, or lack of it! "I couldn't put it down" is a regular cliché but really applies to these two (even more than "Red for Danger")!!

*Ron Platt, Museum Photographic Archive Volunteer*

**Book:** "Firing Days at Saltley" by Terry Essery

**TV:** "World's Busiest Railway" - Dan Snow

**Film:** "Paddington 2"

*David Tandy, Fireman and Loco Workshop Volunteer*

**Book:** "Mr Briggs' Hat" by Kate Colquhoun (a review of Britain's first railway murder and a fabulous trip through law, forensics, railway of course, extradition, the interface with the media and a gripping tale – all true).

*Ali Davies, fireman*

**Film:** "Bhowani Junction" (1956) - Stewart Granger and Ava Gardner on India's railways in the last days of the Raj - except for one lineside shot somewhere near Earlsfield.

**Music:** "Frankfurt Special"- Elvis Presley (1960). You can even hear the Kriegslok in the music.

**TV:** "Railway Roundabout" (1957-63). Great programme for the enthusiast; I'm sure there was some great Bluebell coverage.

**Book:** "The British Steam Railway Locomotive 1825-1925". The ultimate steam dream: a blockbuster crammed with fascinating text and technical drawings.

*Nick Comfort, Booking Clerk/Leading Porter, East Grinstead and Kingscote.*

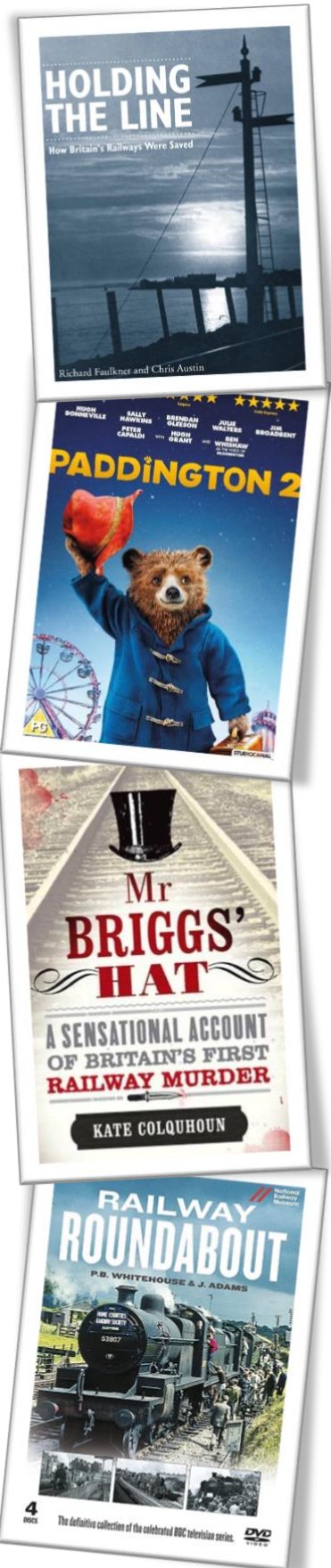
**Book 1:** "Steam in the Blood by Dick Hardy" - he used to enjoy being my fireman for the day on the H

**Book 2:** "Rapidly Round the Bend" by C. Hamilton Ellis - a light-hearted book, worth having for the intro alone.

*Bill Brophy, Bluebell Railway Trust Governor*

Some of these titles may be available in the [Bluebell Railway's shop](#) which is currently trading online only. If you register to use [easyfundraising](#) or [Amazon Smile](#), the railway will receive a donation with every purchase - at no cost to you.

If you have any recommended railway-related reading, watching or listening for fellow Bluebell Railway members or the general public, please email them to communications director Paul Bromley [paul.bromley@bluebell-railway.co.uk](mailto:paul.bromley@bluebell-railway.co.uk) and use the subject 'Recommended reading'.





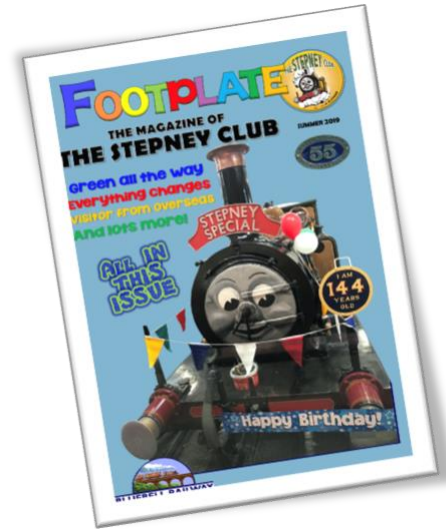


# Just for Kids

We've lots more fun to keep youngsters busy.

The signalman's game and the Mrs Molesworth story are from the Stepney Club magazine 'Footplate'.

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



**The signalman can't work out which lever he needs to pull to change the points. Can you help him?**



# Bunny Hunt

It's a busy day in Bluebell woods.  
The flowers are springing,  
the birds are singing  
and the bunnies are bringing  
Easter eggs to children.

How many can you see?  
**Butterflies?**

**Eggs?**

**Birds?**

**Bunnies?**





# MRS MOLESWORTH AT THE STEAM FAIR

Interesting things had been going on in the field for a few days, and Mrs Molesworth had been watching closely from her cottage. A very old fair-ground had turned up, and a roundabout and swing boats were already taking shape. Traction engines had been arriving and parking up on the field and stood ready and waiting. Mrs Molesworth took the dog for a walk around the field several times to keep up with what was going on.

The weekend arrived, and Mrs Molesworth was up and about early, she didn't want to miss anything. Mr and Mrs Molesworth set off from the cottage, Mrs Molesworth in her best summer dress and straw hat, carrying her handbag, and Mr Molesworth had the basket, in case Mrs Molesworth needed her knitting or they wanted to buy anything.

The fair was in full swing when they arrived – traction engines were chugging away as they powered the fairground rides using the electricity that they made with their steam. Mrs Molesworth had a go on the galloping horses first and rode happily round and round and up and down, whilst Mr Molesworth held the basket. Then she had a go on the flying chairoplanes, holding tight onto her handbag whilst Mr Molesworth, once again, held the basket.

Then Mrs Molesworth saw a sign. 'DRIVE A TRACTION ENGINE' it said.



“That sounds interesting” said Mrs Molesworth, “I think I will.”

There was no queue, as the traction engine steering hadn't yet started, and traction engine driver Liz was still oiling around her engine and getting ready. Mrs Molesworth was her first customer of the day. Driver Liz helped Mrs Molesworth up onto the engine behind the enormous steering wheel, leaving Mr Molesworth looking a little anxious and holding the basket. Mrs Molesworth hooked her handbag over her arm, took hold of the steering wheel, and they set off over the field, not exactly in a straight line! Steering a traction engine wasn't nearly as easy as she thought it would be. It was very heavy and she found it hard to see the front wheels. As they were steaming up the hill past the other traction engines, they turned a corner and Mrs Molesworth lost sight of the wheels completely! The next thing she knew, an old man was leaping out of a deckchair and there was a crunching sound from under the traction engine.

“My goodness me” said Mrs Molesworth, as Driver Liz stopped the engine and got down to investigate,

“I never would have expected that a man of his age could get out of a deckchair so quickly.”



It was a little later in the morning, and most of the fuss had died down. George, the old man in the deckchair, had gone to the beer tent with his friends to recover

and someone had given him a spare chair that they didn't need. Driver Liz had got her traction engine safely back to the fairground, and she had gone to join George and his friends in the beer tent.

“Well,” said Mrs Molesworth, as she met Mr Molesworth coming out of the beer tent, “I think the best thing to do is to go home for a nice cup of tea!”





## Tail Lamp

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

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

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## The Bluebell Times

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