



Bluebell Standards at Horsted Keynes, 9 April 2022 Photo: Jon Bowers

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

May 2022

IN THIS ISSUE

Welcome to the May edition of *The Bluebell Times*, something of a *potpourri* this month.

As editor, my aim is always to try and show the breadth of what is happening at the Railway – subject of course to receiving suitable articles and photographs! The breadth of what we achieved is conventionally seen in terms of the outputs: locomotives, wagons and carriages restored, track relaid, buildings maintained and so on, all leading to the operation of trains for our visitors.

But it is the inputs where people make the difference, often in unseen or unappreciated roles. The roles available on the railway encompass far more than the obvious ones of waving a flag, shovelling coal or pulling a signal lever. Graham Flight provides an update on the Western Extension, requiring legal understanding and land management. Elsewhere, Jon Bowers – familiar to many as a leading light of the Sunday p/way gang – ticks off a “bucket list” photo charter, but how much behind-the-scenes organisation went on to get two locos, two sets of carriages and a couple of dozen photographers all in the right place (and crucially not in the wrong place!) at the right time? The charter took place at Horsted Keynes, already starting to see the first steps in its transformation thanks to the money raised in the “Jewel in the Crown” appeal, another mammoth organisational task.

The Railway runs on coal, water and steel; but more importantly, it runs on people (and tea!) There are vacancies literally from shop floor to board level – so why not take that step and [find out more](#)? You may just have the critical skills we need!

Tom James, Editor

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From Mee to You

By Geoff Mee, chairman, Bluebell Railway Plc

I am going to start this month's column in a different way. Rather than a euphoric start about how great the last month has been, I want to start on a serious note and talk about safety: safety of our assets, our people, and our visitors.

If any of you have been following the Heritage Railway Association newsletters of late, you will have noticed a thread about safety across the country both within the heritage sector and the broader railway community. This month's bulletin includes a report on the Bluebell and the accident that occurred with visiting S160 locomotive where the brake rigging became detached and damaged a significant amount of track. This could have had very serious consequences, but we were fortunate that it was contained early and the loco taken out of traffic.

This was not down to any lack of maintenance, nor is any blame attached to the owners or any of the maintenance crews that have managed its servicing over the years. It was a failed forged weld on the brake rigging that dated back to 1945. The investigation carried out by the Bluebell and submitted to the Office of Rail and Road recommended that all similar locomotives with similar rigging be checked by their owning groups for similar defects – all credit to the team that identified the root cause. We need to be mindful that we look after our engineering assets, locos, carriages and infrastructure as temporary custodians and need to recognise that they are getting older and more fragile as they age and we need to be constantly vigilant in the custodianship of our inheritance.

Regarding safety of our own people, there are two articles that are important to the Bluebell. Firstly about the use of Personal Protective Equipment (PPE): something that we should all pay attention to all the time we are about the running lines. Sometimes we are at times a bit lax about this so please protect yourselves and your families by making use of the correct equipment. Secondly there is also a good reminder about the risks of

working at height. I will ask the safety team to review our internal guidance on these subjects.

Lastly our visitors. We would not want any of our guests to be injured. We have an increasing number of very young children visiting who do not comprehend the dangers of a live steam railway and it is our responsibility alongside their parents to protect our youngest visitors. I was particularly pleased to witness this in action at Sheffield Park when some young families were at the end of Platform 1 watching the loco and getting excited when along came the station master and ushered them (very politely) into the viewing compound – well done! The kids had a great view of the loco starting up and the parents and children were moved out of potential harm. We all need to be constantly aware of the risks to our visitors in an environment that to them is entirely alien.

So, time for some good news!!

Tickets for the Flying Scotsman running days sold out within four days of issue. The dining train tickets are about to go on sale and we continue to sell tickets for the static display days.

We are busy gearing up for Road Meets Rail (28–30 May) and Model Railway Weekend (2–3 July) with many new and exciting things to see and do. The rest of the year is gearing up to be really exciting and I hope really busy. We will need lots of help with all the events and it would be good to get a commitment from lots of volunteers to help out for all the events so please register to volunteer where you can. I have a specific request for help in the Sales and Marketing team with so much going on. Selling tickets and helping to sort out bookings is vital to our success. Please let Lisa Boyle and Mags Cracroft know if you can help or know anybody that can help especially on a regular basis (one or two days a week would be great) – 01825 720800.

The Bluebell is so dependent on volunteers and without you we would not exist, so the board have decided to appoint a new post of Director of

Personnel to manage all aspects of recruitment, training and retention of staff – see advert on page 20. The post is being advertised alongside the two posts already announced for finance director and safety director. We are hoping to interview as soon as possible for these important posts and the supporting teams that work with them. So if you are keen to help the board and have the expertise for these posts, please apply.

It is not all plain sailing at present and the price of coal and energy is causing growing concerns as is the overall cost of living to our visitors and the competition from all sorts of other attractions. We will continue to investigate innovative ideas to attract people to visit the Bluebell, drawing on some of the ideas from the volunteers' workshops held in the early Spring.

We are continuing to recruit to the catering department and continue to grow the team. The interim arrangement with our local contractors has proved successful and popular with our visitors

whilst we train and grow our new in-house team. Megan Laughlin and Sarah Moss continue to manage all the conflicting needs of the business whilst we regain stability – thanks to all the team.

I also want to heap some praise on the filming team who continue to produce some fantastic results. They took over OP4 for a film crew to do an advert using a lot of our equipment and details will emerge as it goes live but I was fortunate to meet the producer at Horsted Keynes and have a chat about her experience of working with the Bluebell. I have to admit that we have a real fan and she was very complimentary about the support and helpfulness that she experienced from our team. The team would love to come back for other productions, so well done to our film team, a great source of publicity and additional income for the Bluebell.

Have a great month and keep well.

Geoff



No. 80151 heads south from Kingscote past some of the first bluebells of spring, 16 April 2022 – Photo: David Cable

A Busy Summer of Events

By James Vaisey, marketing and communications department

ROAD MEETS RAIL

Saturday 28 – Sunday 29 May

Step back in time for a [weekend of steam powered demonstrations](#) and vintage fairground fun!

Traction engines, road rollers, steam wagons, showman's engines, crane engines and more ... bringing Horsted Keynes station to life with recreations of a bygone age.

See how road building, wood sawing, timber haulage and lifting were carried out in the early 1900s. Experience fairground rides powered by a Showman's engine. Watch as deliveries are made to the station by steam wagon, traction engine and pantehnicon.

Monday 30 May – It's Miniature Monday!

When the small but mighty traction engines, road rollers and locomotives take over! See scale models of all sizes and marvel at these perfectly formed feats of engineering. Kids for a Quid for the May bank holiday will also start on the Monday.

All Three Days

Steam hauled passenger trains will be passing through the station and a goods train will be shunting in and out amid the activity! Musical entertainment will feature across the weekend providing a great atmosphere. It's steam at its best; both on and off the rails! Suitable for all ages.

Enjoy delicious food in the paddock or visit the beer tent to sample some popular Sussex ales. And if you fancy dressing up for the event, feel free to don some 1920's gear and immerse yourself fully in the vintage atmosphere of the weekend. We'll be keeping an eye out for the best outfits!

MODEL RAIL WEEKEND JULY 2ND - 3RD

Come and see a variety of layouts across the railway and experience unique access to non-public areas such as the Locomotive Maintenance

Shed at Sheffield Park Station and the Carriage and Wagon Workshop at Horsted Keynes Station.

We have a great selection of Model Railways featuring including N gauge, O gauge, double O gauge and gauge 1 layouts from across the country.

To complement our displays, we also have several trade stands offering a variety of modelling products including engines, rolling stock, and local produce. Don't forget you can also visit our railway shop at Sheffield Park where we have a great selection of products available from beginners sets to full layouts.

During this event, we will be running a busy steam hauled service from Sheffield Park to East Grinstead Stations across the weekend.

KIDS FOR A QUID

Our Kids for a Quid days are back on selected dates over the half term from 31 May – 5 June. That means children under 16 travel for just £1 when accompanied by a full fare-paying adult!

MORE DINING TICKETS MADE AVAILABLE

Tickets for all our popular dining services have now been released for May and part of June, with more to follow shortly.

FLYING SCOTSMAN TICKETS

We had an outstanding reaction to the release of The Flying Scotsman tickets, with the 'Travel on the Flying Scotsman' tickets selling out within a couple of days. However, there is still plenty of tickets available to see it both running, and up close and personal on static display at Sheffield Park.

Feedback from the Volunteer Workshops

By Gordon Dudman, Trevor Summerfield and Andrew Fairbank

Over three Saturdays earlier this year, volunteer workshops were held at Horsted Keynes. Feedback from the three sessions has been collated. Part 1 of this report was included in the April issue of The Bluebell Times – part 2 of the report is given below..

SESSION C - WHO ARE OUR VISITORS?

Main discussion points were:

- Focus on customer satisfaction which needs to be measurable. Use of "Meet and Greet" teams to canvas reaction from our visitors. Develop the idea of simply asking for some feedback on a random basis at all stations or when visitors are leaving.
- 'Value Added' can be a bit of a glib phrase but thought should be given to identifying gestures which are relatively cheap and easy for us to do but which customers would appreciate. Most frequent observation was the notion of "BOGOF – Buy one, get one free or even BOGOHP. Some suggestions:
 - Having 'meal deals' aimed at families, in all probability it is sometimes more cost effective to sell a family a meal at a discount, than end up throwing food away.
 - Activity packs for youngsters
 - As already noted, discount pricing for late afternoon services
 - Would it be beneficial to attract coach parties to afternoon trains with a simplified afternoon tea offer?
 - Are we competing against other attractions or are we trying to complement them? Much discussion about Sheffield Park Gardens but need to recognise the 'new' National Trust seems all a bit distant and remote. Noticeable during their peak autumn season their car park was full to overflowing with vehicles parked out on the A275.
 - Are there activities which we could offer something unique - on the footplate, visit a signal box, see a working railway, move the barrows. Can we take a leaf out of visits to other historic places where you have a guide who tells you about everything? Behind the scenes visits proved popular as part of the Diamond Jubilee celebrations. Need not necessarily be on the same scale but develop volunteer/visitor interaction rather than leaving it all to self-discovery.
- How do we make sure that we are getting the best use out of what we have? Our Gin Trains were perhaps not as successful as we had hoped but would it have worked better if the target market was from East Grinstead?
- On a two-train (5-service day) could we arrange a link up with Kingscote Wines for some tasting sessions?
- A regular theme throughout all 3 workshops, irrespective of what the topic was, was a desire that we should deliver what we advertise. Recognition that attracting and retaining catering staff is a real challenge in rural areas such as KC, HK and SP where easy access to car transport is a necessity.
- Need to be clear what the catering offer is (yes, it might mean some stock wastage!)
- Toilets must meet 'modern' customer requirements.
- Throughout all that we do we need to start developing an environmentally 'friendly' conscience; particularly with regard to waste management.
- Should we benchmark ourselves against competitors as well as other attractions? As well as relying on Trip Advisor should we have a varied panel of 'mystery shoppers' drawn from the membership and/or their own family and friends who can be used to canvass their

candid views of days out with us? Should we then use these 'mystery shoppers' to visit other similar attractions to give us their views?

- Do we do enough to tell potential visitors what we have on offer on days when trains are not running? What research have we done to understand the impact of our pricing of platform tickets? Does the cost of them get recovered through catering or gift shop sales?
- Although it was recognised that the UK coach holiday market has taken a significant hit during the pandemic, (the collapse of Wallace Arnold has greatly affected the market), are there offers we can develop to attract back traditional coach parties? Can we think of little 'extras' (such as on train talks or the offer of a cuppa?) that could be developed into a package we could sell to coach operators and/or hotels?
- Past STEM activities aimed at younger visitors have proven popular; is there more we can do? Suggested was linking up with Lewes and Crawley colleges. Quite possibly using the Duke of Edinburgh's Award to offer activities in support of 'Skills' and/or 'volunteering'. Need someone with experience of involvement to develop a series of programmes which can then be offered to local scout and guide groups? Also, many schools offer D of E as part of their curriculum.
- Why not offer free round trips on quieter trains to mall groups who might make use of us for D of E type activities. We have, in the past had groups using Blackland Farm Activity Centre (near Sharpthorne), are there links to develop with them? Also Broadstone Warren (Scouts UK) and Hindleap Warren (London Youth Clubs) both over at Wych Cross.
- Do we do enough to foster wider community/neighbour relationships? Can we, should we, offer use of the Stroudley Room for community meetings? What can we do to raise awareness of our presence such that local B&Bs/hotels and campsites are aware of our presence and the sorts of things we have on offer? One group suggested that we should

wine and dine all local hoteliers at the start of every season so they can (hopefully) enthuse, from personal experience, their guests, just what the railway has on offer.

- Why not offer free 'off-peak' mid-week tickets to anyone who has purchased a premium produce (Golden Arrow lunches and dinners).
- We have a large number of non-active society members just because it gets cheap travel. Can we not have a 'Family Railcard' type product which would achieve the same result but give us a target audience who may be receptive to special offers as opposed to never actually wanting to be an active society member.

SESSION D - OUR VOLUNTEERS

This session perhaps generated the most animated session of each of the three days.

- Engagement: how do departmental leaders ensure greater understanding of all our varying activities? Are there plans which set out how volunteers can:
 - Develop their skills
 - Identify at an early stage what training will be provided to assist them in how to work as part of a team and the skills they will need to acquire
 - Better understand how we plan for succession
 - How do front line staff get to know and appreciate what goes on in the background (Civil and S&T activities for example)
 - Can we develop a structured form of mentoring as opposed for formal assessment?
- Do we honestly do all we can to make volunteers welcome and appreciated? The feeling across several groups was that this is a bit like the proverbial Curates Egg; good in parts!
- Progression from Stepney Club, to 9F Club (which needs expanding) then into interest groups such as Friends of Sheffield Park

- There was a general belief that we need a formal introduction to the railway (induction) as quite separate from skills training.
- In the absence of on-site accommodation, are there any local B&Bs/small family run hotels who could be helped to support those who wish to stay locally so they can volunteer across a weekend?
- Social aspect needs greater recognition
- Initial co-ordination for new volunteers is thought to be 'good' but how do we know? Can we identify, through feedback where we have good departmental champions and mentors. Would feedback help these individuals to become even better?
- Provide a published list of volunteer roles (on our website?), to give a better understanding of what roles entail. Where we have an excess of volunteers for a particular role, are there learner roles that could be created to keep volunteers engaged? We need to do more to capture volunteers' individual skills; these may not be relevant to their existing volunteer activities but would allow us to find those with a particular skills which we could use but which that individual does not think we would be interested in.
- How do we develop links to local businesses with the aim of encouraging individual or group activities where organisation encourage their staff to participate in 'volunteer days'?
- Communication of volunteer opportunities – need to ensure that how we advertise on stations for volunteers does not look like an army recruiting poster!
- Promote learning opportunities e.g. schools and colleges. Need to develop links to activities like STEM and D of E which encourage those on volunteer programmes to stay and join us.
- Experience days where generally seen to be effective, many volunteers had become active volunteers via this route. How do we link these so that they are part of the new 'Volunteer'
- recruitment? Thought to be important where potential volunteers only have a vague idea what we have to offer.
- Should each department have a training co-ordinator; able to develop and share ideas on a collaborative basis across all parts of our railway
- As well as giving talks to local groups, such as WI, Lions, Probus, Round Table etc. Should we develop a cohort of volunteers who can develop their speaking styles and skills, using a library of images and leaflets to sell a coherent message about the railway?
- Can we institute a panel of retired railway employees who can talk at pre-retirement or company briefings for the likes of Southern, Thameslink, Southeastern, GB Railfreight (Tonbridge) and Siemens (Three Bridges), with a view to (a) encouraging potential volunteers or (b) to offer us as a possible venue for group 'away days'?
- Attract non rail people; especially important if we are to break away from late middle class white males. We have a small number of female volunteers, are we doing enough to capture their insights into volunteering?
- It might be beneficial to question a cross-section of volunteers to 'pulse-check' how they feel about volunteering.
- Can we please 'share' volunteers across all our stations so that volunteers on the front line can give helpful advice on things to do and see. How many platform staff at Sheffield Park know there is a delightful café, garden and children's' play area at Kingscote?
- Have volunteers share their volunteering journey as part of our 'enticement' to become an active volunteer; not everyone wants to be an engine driver!
- The provision of decent messing facilities is seen as an important retention factor.

➤ Can we please recognise that volunteers need feeding? If you need to be on the first train out of Sheffield Park it is a bit galling, if you have travelled 45+ minutes to get there, that all that's on offer in the Porters Room is a cup of tea. No chance of getting anything for breakfast.

➤ Can we use electronic media to record who is on duty across the railway? This would allow easy identification of any specific skills available (such as language or first aid).

Volunteering Update

By Graham Aitken, volunteer co-ordinator

I was delighted to be told by my manager, Chris Knibbs, that he was pleasantly surprised in the last couple of weeks by the number of new faces he saw in the Loco Shed busily cleaning locos and also the number of new members of station staff that he has been introduced to at Sheffield Park. Proof that in some areas we are attracting many new volunteers. However, this is not the case across all departments, or locations across the railway.

We desperately need volunteers in both of our Loco and Carriage workshops and if anyone reading this knows of anyone who might be interested in finding out what is involved, please

ask them to contact the Works Managers, Chris Shepherd - Loco and/or Rowan Millard - Carriage, to arrange a visit to see behind the scenes and to discuss what skills and qualifications may be needed.

Alternatively contact me at volunteer.coordinator@bluebell-railway.com and I will make the necessary arrangements for them.

Remember that without having suitable locos and coaches to run trains, there wouldn't be much need for the rest of us volunteers if we lost the main reason our visitors come and see us. Something to think about.

EVENT VOLUNTEERS SOUGHT

Road Meets Rail, the first steam fair in Sussex 2022 rolls into Horsted Keynes Station from 27 May and we need your help to make this year just as successful as in previous years.

Here's where we need extra helping hands:-

- Friday 27 May – site preparation, setting up chairs & tables; erecting gazebos
- Saturday 28 May – Ticket checkers; first aiders; event marshals; coal baggers
- Sunday 29 May – Ticket checkers; first aiders; event marshals; coal baggers
- Miniature Monday 30 May – Ticket checkers; first aiders; event marshals; site breakdown

Can you help? If you would like to join us in putting on this fabulous event, please email charlotte.parkinson@bluebell-railway.com advising which date(s) you are available and what duties you can cover.

Volunteers' briefings will be at 9am each day and event closes at 5pm, 7pm on the Monday to cover event breakdown. 1920s dress optional. More information can be found online at www.bluebell-railway.com/road-meets-rail/

Thank you in advance for your support – we look forward to seeing you

BRPS Annual General Meeting

By Gavin Bennett, BRPS General Secretary

A reminder that the Society AGM will be held on Saturday 28 May 2022 at the Burgess Hill Academy, Burgess Hill commencing at 7pm. AGM papers, including a proxy voting form for the resolutions, should be posted to members by the end of next week. I will ensure that copies are also



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available on the Society webpages*. I am sorry to say that that it is likely – but not impossible – that neither the Trust nor PLC accounts will be ready to be printed in the usual Combined Accounts Booklet in time to meet the deadline for printing. This is regrettable but entirely out of my hands and we may need to have a second mailing to send this out, at considerable cost, but this will not be until after the AGM. If possible, I will try to have the key information available for those attending the meeting. Those attending the AGM are reminded that they **MUST** bring their membership card and produce it to sign it. Members under 18 are entitled to attend but are not allowed to vote on the formal company resolutions.

* The AGM papers will be [available here](#) – Ed.

Reciprocal Travel

By Gavin Bennett, Chief Clerk

The railway has reciprocal travel agreements with the heritage listed below for working members only/paid staff only. Free travel should be granted to each person producing a valid grade/ID card as proof that they are a working member or member of the paid staff. Different arrangements apply on their special event days and a discount might not be offered.

- ➔ Dean Forest Railway
- ➔ Gloucestershire Warwickshire Steam Railway
- ➔ Great Central Railway
- ➔ East Lancs Railway
- ➔ Isle of Wight Steam Railway
- ➔ Keighley & Worth Valley Railway
- ➔ Kent & East Sussex Railway
- ➔ Llangollen Railway
- ➔ Mid Hants Railway

- ➔ North Yorkshire Moors Railway
- ➔ Peak Rail
- ➔ Ravensglass & Eskdale Railway
- ➔ Severn Valley Railway
- ➔ Spa Valley Railway
- ➔ Swanage Railway
- ➔ Stoomtram Hoorn-Medemblik (NL)

On the South Devon Railway, you will be offered Privilege rate. Please do not seek free travel for your partner or spouse unless they are also a working member. Our twinned railway the [Stoomtram Hoorn-Medemblik](#) in The Netherlands would be delighted to see you as always and you can be assured of a warm welcome (and the chance to buy some delicious [poffertjes](#) on the train!).

Western Extension Project Update

By Graham Flight, Chairman – Western Extension Project

ARDINGLY, HAYWARDS HEATH AND BEYOND?

On Saturday 23 April members of the Western Extension Committee (WEP) gave an update presentation at Sheffield Park to which all Directors and Trustees of the BRPS, Trust and Plc were invited.

The committee Chairman, Graham Flight, gave a short introduction to the history of the project going back to the 1970s with the start of the Northern Extension Project to East Grinstead (NEP), its completion in 2013 and the transfer of the committee and its specialist expertise to WEP. He reminded the meeting that the remit of WEP is to secure the trackbed and to apply for planning permission and a Transport and Works Act Order (TWAO) for the reinstatement of the Railway from Horsted Keynes to Ardingly and then to Haywards Heath and a connection to the main line.

This would put Bluebell in the position to consider in detail the operational and commercial options together with the construction costs for the future at each stage of the project.

Henry Clarke gave an update on land management, planning and the TWAO application including the need for public consultation and

multiple technical surveys before the formal planning application could be submitted. Specialist external consultants had been engaged to assist in this work and to meet regulatory requirements.

Dick Beckwith gave an update on the replacement viaduct on the Ardingly spur line including the proposed new bridge design and the deviation options for the line west of Avins Bridge at Ardingly and through the Hansons site and works to rejoin the existing track currently used for stone trains.

Although not within the remit of WEP, the Chairman then gave a short presentation prepared by Mike Hodson on the Operational and Commercial opportunities of the project including staged operations, timetables, motive power and potential stakeholders.

The Chairman concluded with a brief overview of the WEP finances and current expenditure requirements, primarily professional costs and surveys in relation to the planning application which it was now hoped would be submitted late summer or early autumn of 2022.

Loco Workshop News

PROGRESS ON FENCHURCH

At Sheffield Park, boilersmiths Simon Blaker and Henry Mowforth, assisted by Andy Kelly, are making great strides with Fenchurch's boiler, with all the side stays now in place.

Meanwhile, at Statfold Engineering, Locomotive Director Paul Russell reports that the loco is back on its wheels. It is expected back at Sheffield Park shortly after this issue of *The Bluebell Times* is published.

STANDARD CLASS 2 NEWSLETTER

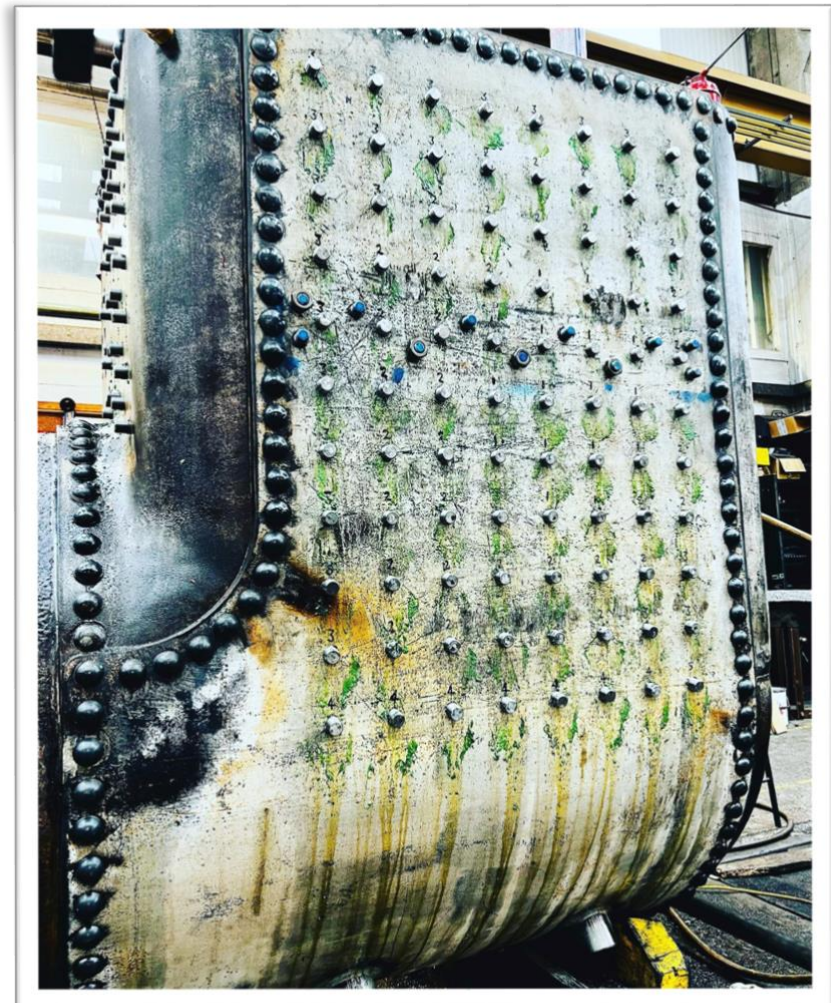
Current work on the Standard Class 2MT No. 84030 is concentrating on the bunker and side tanks. The project's latest newsletter is available online at www.bluebell-railway.com/brps/2mt-project/#latest

BRIGHTON ATLANTIC

The Brighton Atlantic project has also posted its latest update online, covering work on the boiler cladding, the front bogie and marking the completion of the tender, apart from final painting. See www.bluebell-railway.com/brps/atlantic-latest/ for the full report.

*(Top) – Fenchurch now back on its wheels.
Photo: Statfold Engineering Ltd.*

*(Bottom) – The boiler with all the side stays in place
Photo: Andy Kelly*



Carriage Shop Donates £4,000

Words and photos by Chris Wilson, Bluebell Railway Carriage Shop

In December 2019 Clive Poge generously donated his large collection of model railway items to the Carriage Shop. The intention at that time was to maximise all the opportunities and events planned for the coming year to sell the models and donate the funds to Clive's suggested Bluebell Railway projects. As we know 2020 didn't quite go as we all planned. Clive wanted the funds raised put to good use but sadly he passed away in May 2021 before the Carriage Shop reopened and before the donations could be made.

When we reopened on 17 July last year after the extended closure, we set about selling Clive's models. Following a successful period since last Summer we have now been able to donate £4,000 in Clive's memory and following his wishes we have presented £2,000 to the *Blackmoor Vale* restoration fund and £2,000 to the Maunsell Dining Saloon No.7864 restoration fund.

Representing the Bulleid Society David Foale said:

"Our Society would like to thank both Clive Poge for remembering us and the Carriage Shop for

their efforts in selling the items and raising the funds.

The funds raised by Groups across the Railway such as the Carriage Shop and ourselves are vital to meeting the high costs of restoring our rolling stock to the proper standards. At the moment a new inner firebox is being manufactured for *Blackmoor Vale*, and there will be many more costs to meet before it returns to service. As a past Bluebell Finance Director I am only too aware of the need for this additional funding, and thank all those who support us through their donations or purchases of railway and other items of interest."

Tony Clements Maunsell 7864 Group project leader said:

"This generous donation shows yet again the level of support from Bluebell members for this project, which brings the fund-raising for the carriage's rebuild up to £110,000, enough to enable the project to be started once Maunsell Brake 3687 is out-shopped."



David Foale from the Bulleid Society accepting the donation outside the Carriage Shop, with David Higgs (left) and David Cannings (right).



Tony Clements accepting the donation from the Maunsell Dining Saloon No.7864 restoration fund.

We would like to thank Dave Cannings, Life Member and Alf Brown Gang volunteer and David Higgs, Life Member, for their help in aiding Clive's models to come to the Carriage Shop. Thank you to all the customers who have visited the Carriage Shop and to the group of volunteers whose efforts keep the Carriage Shop going.

The Carriage Shop is on platform 1 at Horsted Keynes station and sells second-hand books, models, DVDs, bound magazines, jigsaw puzzles and other railway & transport collectibles.

Proceeds from these sales are donated to Bluebell Railway projects.

The Carriage Shop will have extended opening for the Road Meets Rail Weekend and all the latest news and further opening times are available on our Facebook page:

facebook.com/BluebellRailwayCarriageShop

To contact us regarding a donation or enquiry please email:

bluebellrailwaycarriageshop@gmail.com

New Additions to the Museum Website

By Chris Wilson, Bluebell Railway archive volunteer



Brighton station in the Summer of 1965. Class 40 D338 has arrived, the Brighton Belle and two 2-BIL electric units stand in the platform alongside.

Photo: Joe Kent / Bluebell Railway Museum Archive

For this month we have added 753 new images to the museum website, with a total of 15,672 now available. The latest set include over 500 from the camera of Joe Kent and consist of a number of photographs taken at Brighton and the Preston Park Pullman Works, there are Shed visits to Stewarts Lane and Stratford. Also shown are his travels further off the Southern around Radlett on the Midland Region, Oxford and Didcot to the Western Region and Cambridge and the Ongar branch on the Eastern Region

We have also added the next group of stations, signal boxes and infrastructure images taken by John Scrace, there are 235 'E' locations, with a number taken at East Grinstead including the two here.

The first shows East Grinstead (Low Level) station as the crowd wait for the last day of the Bluebell Line on 16 March 1958. We can only imagine the what the railwayman standing in the track is saying to the chap standing at the top of the signal. Lots of people here perhaps you were one of them?

The other shows how the front of East Grinstead station looked on the same day in 1958. The number 36 bus highlights how the former rail passenger might be expected to travel to Brighton after this day.



Both photos: John Scrace / Bluebell Railway Museum Archive

To view and order go to www.bluebell-railway-museum.co.uk and click on "Archive". There are various searching methods, including by locomotive number or class and location. The content key search allows you to see all the images of a particular type, for example, all the images taken at Sheds, Works & Motive Power Depots. Use the New key to see all the latest images including those mentioned and shown here and the Nearly New key to see what we added last month.

Life After Life on the BBC

Words by Paul Bromley, communications director Photos: BBC

Scenes shot at Horsted Keynes station have been shown over and over again on BBC TV.

But before anyone complains about yet more BBC repeats, the images broadcast more than once are all part of the storyline.

Filming took place last year at the station for a BBC adaptation of Kate Atkinson's 2013 novel 'Life After Life'.

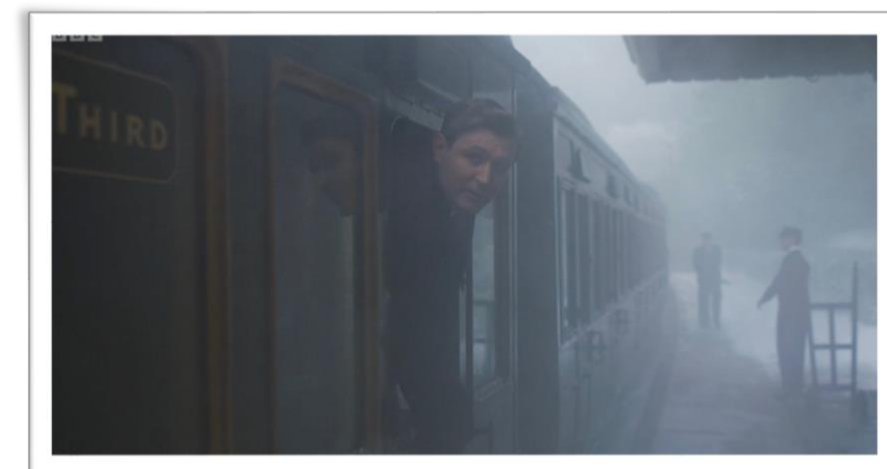
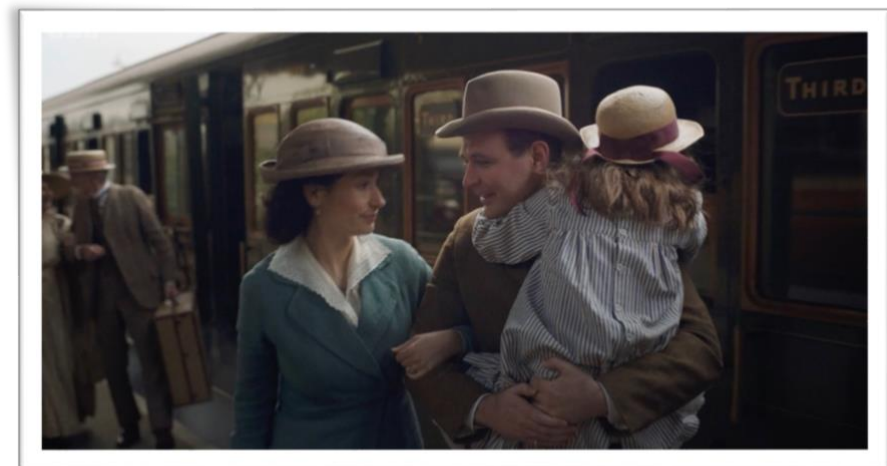
The plot centres on Ursula Todd who is born in February 1910 but who dies several times in different circumstances as the story loops back on itself.

The four-part BBC adaptation started on 19 April and stars Thomasin McKenzie and Sian Clifford alongside James McArdle, Jessica Brown Findlay and Jessica Hynes.

Horsted Keynes features as Ursula's father returns from World War I and also as the family travel to the seaside.

All episodes of 'Life After Life' are available on the [BBC iPlayer](https://www.bbc.com/iplayer)

More details about the filming and some behind-the-scenes photos were published in Bluebell News Autumn 2021 issue Vol. 63 No. 3 p14. Copies of Bluebell News are available in the Sheffield Park shop and back issues are online at www.bluebell-railway.com/bluebell-news/



Passing Shots

By Jon Bowers, charter organiser [Photo by David Cable](#)

My first attempt at arranging a "passing shots" charter at Horsted was back in 2010. Since then there have been various attempts but something has always gone wrong – points failure, unseasonably warm temperatures, short notice loco failure, Covid, and another short notice loco failure. However on the morning of 9 April everything finally came right, and even the weather obliged.

My huge thanks to everyone involved, both on the day and beforehand, for making the event such a success. From the van owners who put up with the disruption of moving their vehicles from the dock (twice), C&W for adjusting the Bulleid maintenance schedule to accommodate us, the Ops team for finding a way to rearrange the charter before the start of major surgery on the station, the Horsted Keynes station team, and of course all the Ops staff on the day who were as brilliant as ever.

Bucket list charter finally ticked off!

See Jon's own photo from this charter as the cover photo in this issue – Ed.



On This Day, 13 May

By Tony Hillman, assistant museum curator

Three pictures from the Bluebell Photographic Archive taken on 13 May. Thanks to Martin Elms, John Creed, Richard Peirce, Roger Merry-Price and Chris Wilson for finding the pictures and providing the notes



On Tuesday 13 May 1952, Britannia Class No. 70004 *William Shakespeare* is pictured accelerating through Folkestone Warren Halt, on the 5.55pm Dover Marine to Victoria – The *Golden Arrow*. The engine has the full regalia; headboard, flags and an arrow on each smoke deflector. The train behind consists of two baggage vans and nine Pullman coaches.

The *Golden Arrow* service started on 15 May 1929 and connected with the *Flèche d'Or* in Calais. The channel crossing was made in the best passenger ferry available, usually the railway-owned and purpose-built *TSS Canterbury*. The service was run in conjunction with the Chemins de fer du Nord company in France, and was the fastest and most luxurious way of travelling between London and Paris. Unlike the *Night Ferry*, the passenger vehicles did not cross the Channel.

At the outbreak of the war the service was suspended, and did not resume until 15 April 1946. During the war, the requisitioned *HMS Canterbury* saw active service both at Dunkirk and on Juno Beach on D-Day, but was returned by the Admiralty in 1945. The *Golden Arrow* service continued beyond the end of steam in 1961, usually behind an electric locomotive. By then most of the train consisted of ordinary carriages, with a limited number of Pullmans. The final *Golden Arrow* service ran on 30 September 1972.

70004 was built at Crewe and completed in March 1951. It was specially prepared to appear at the Festival of Britain in the summer of 1951. Afterwards, No. 70004 and No. 70014 *Iron Duke*, as the back-up engine, were allocated to Stewarts Lane Depot to operate the *Golden Arrow* service. The set of Pullmans in the

picture had entered service only two days previously; these were kept in superb condition by the Stewarts Lane staff as befitted such a prestigious train. Both engines were reallocated in June 1958 to the London

Midland Region and worked from a number of depots until withdrawal in December 1967.

Photo: John J. Smith



Old and New pass Harringay Park Junction signal box on Wednesday 13 May 1959. 0-6-0 Class C No. 31719 is towing new electric loco E5005 en route from Doncaster Works to the Southern Region. It has just gingerly descended the steeply-graded spur from the East Coast Main Line, having taken over from an Eastern Region engine at Ferme Park North Down. *The Railway Observer* records that E5005 was towed from Doncaster by LNER 4-6-0 Class B1 No. 61121 at a maximum speed of 25 mph.

The E5000 Class was part of the British Transport Commission's 1955 Modernisation Plan. A Mixed Traffic design with a "Bo-Bo" wheel arrangement (two powered axles on each of two bogies) for the Kent Coast Electrification, the 24 members of the class were built between 1958 and 1960. Taking current from the 3rd Rail at 650V DC, they were also fitted with pantographs, as some yards such as Hither Green and Snowdown Colliery were fitted with overhead wires, to avoid staff working on the ground running the risk of

contact with the conductor rail. Although used mainly on freight, they also worked the *Golden Arrow*, *Night Ferry* and newspaper trains. As freight traffic declined in the late 1960s, some were stored and in 1967/1968 ten of the by then Class 71 were rebuilt as Class 74 electro-diesels at Crewe. A further 13 were scrapped and one (E5001) preserved at the National Railway Museum. The Class C 0-6-0s were designed by Henry Wainwright for the South Eastern and Chatham Railway; a total of 109 were built between 1900 and 1908. Designed for freight, they saw occasional use on passenger trains. One was converted to a unique Class S shunter in 1917, but no more were withdrawn until 1947, after which annual losses were only in single figures until 1959, when 80 were still in service. But by the end of 1962 only three survived, retained as Ashford Works shunters until 1966. One of these, No. 31592, is preserved on the Bluebell Railway.

Photo: John J. Smith



Also on 13 May 1959, virtually new 4 CEP unit No. 7144 glides out of Platform 14 at London Bridge with the 9.00am semi-fast train to Brighton. Behind the leading 4 CEP ("Corridor Electro-Pneumatic [brake]") will be a 4 BEP (Buffet) with another 4 CEP trailing. Unit 7144 was built at Eastleigh Works, on underframes manufactured at Ashford, and entered service in March 1959. It was one of the 49 'production' 4 CEP units (Nos. 7105-7153) introduced for Phase 1 of the Kent Coast Electrification scheme which commenced in June 1959, four prototype units (Nos. 7101-7104) having entered service in 1956 and been trialled on the Central Section.

The original formation of 7144 was MBS 61371, TCK 70336, TSK 70293 and MBS 61370. In the mid-1970s owing to a lack of finance to replace the 4 CEP/BEP fleet, and the presence of blue asbestos insulation in all the production units, BR decided to refurbish the whole fleet. Unit 7153 went into Eastleigh Works in October 1974, re-entering service for evaluation in February 1976. It was deemed a success and the whole fleet was rebuilt

at Swindon Works from early 1979, although there were detail differences from the prototype 7153 (later 1500). No. 7144 was refurbished at Swindon between February and June 1983 but was flood damaged whilst in store at Richmond and had to return to Swindon for repair. Now renumbered 1556 it was formed of MSO 61371, TBC 70336, TSO 70293 and MSO 61370.

In August 1983 the unit lost its TSO temporarily, to be replaced by buffet car 69010. This was to substitute for 4 BIG units whilst they had their asbestos removed. The unit ran until February 1986 during which time it was renumbered 2701 and classified as a 4 TEP. In May 1993, No. 1556 lost its TSO permanently becoming a 3 CEP and was renumbered 1113. The unit was withdrawn in March 2003 and scrapped at Immingham whilst TSO 70293 was used for spares and scrapped in August 2011.

Photo: J. H. Aston

Vacancies

Applications are invited for the following posts:

FINANCE DIRECTOR

As a Plc Board member, the Finance Director has the professional responsibility for the management of the company's trading and to oversee the work of the Finance Manager and to assist the other departments where financial advice is required. This involves the management of the budgets together with provision of the year-end financial statements, to liaise with the auditors and to produce the annual cashflow budget for Board approval.

You would be required to attend Board meetings and to provide monthly board reports incorporating comparisons with budgets and recommend actions required to ensure the company's cashflow remains on budget; profit and loss accounts on special events and products; and oversee the company's insurance and banking relationships.

The applicant would be expected to have a current knowledge of UKGAAP and VAT legislation and will be required to correspond with outside governing bodies.

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

SAFETY & ASSURANCE DIRECTOR

As a Plc Board member, the Safety and Assurance Director has professional responsibility for ensuring implementation of the requirements of the safety management system across the Railway and for the strategic direction of the department.

A key function of the role is to Chair the Bluebell Operating and Safety Review Group and also to act as lead contact with regulatory authorities

The Safety Director delegates day-to-day management of the department to the Safety Compliance Officer.

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

PERSONNEL DIRECTOR

The successful applicant will be responsible for leading the organisation's HR function for paid staff and volunteers, designing and directing learning and development programmes and employee engagement.

To develop a strategy for the Bluebell Railway around Environmental, Social and Corporate Governance (ESG) working with the Board and managers.

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

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

HOW TO APPLY



If you believe you have the right qualifications and experience for any of these jobs, please send your CV to lisa.boyle@bluebell-railway.com

What's On

Friday 13 May – Thursday 9 June

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

Please check the website for any updates.

DINING TRAINS

Friday 20 May – [Fish and Chip Special](#)

Saturday 21 May – [Wealden Rambler Afternoon Tea](#)

Saturday 21 May – [Golden Arrow Evening Dining](#)

Sunday 22 May – [Golden Arrow Luncheon](#)

Friday 3 June – [Fish and Chip Special](#)

Saturday 4 June – [Golden Arrow Evening Dining](#)

Sunday 5 June – [Golden Arrow Luncheon](#)

EVENTS

Saturday 28 – Sunday 29 May – [Road Meets Rail](#)

Monday 30 May – [Miniature Monday](#)

Monday 30 May – Sunday 5 June – [Kids for a Quid](#)

ALL DAY ROVERS

[All Day Rover](#) tickets are available Wednesday – Sunday each week in May; and Tuesday – Sunday in June.

SOCIETY AGM

The Bluebell Railway Preservation Society AGM will be held on Saturday 28 May, starting at 7pm. See page 9 of this issue for more details.



The Bluebell Times

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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](#) or follow us on [Facebook](#), [Twitter](#) and [Instagram](#).

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