



'Fenchurch' flying the Bluebell flag at Shildon in 1975 Photo: Bluebell Railway Museum Archive

# The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

July 2022

## IN THIS ISSUE

There are times when the ash is blowing round your face, or the rain is passing sideways through the cab halfway up Freshfield Bank when it might not seem so, but we should never forget what a privilege it is to work – or just ride behind – the vintage machinery that we do.

This year, *Fenchurch* reaches the grand old age of 150 years. A painting of similar age might only be visible in the darkened rooms of a gallery; a museum may have similarly aged objects in glass cabinets. But imminently we will be able to experience *Fenchurch*, and others of its type, doing the job for which they were built. In what other field do you get the chance to experience such machinery, not as a cold inanimate object, but working as intended, with all the visceral appeal of heat, smell and – above all else – motion?

So – do come along to [Fenchurch's 150<sup>th</sup> Birthday Bash](#) on 29 – 31 July. We'll be joined by two other surviving Terriers and an intensive service and programme of events is planned – see page 4 for details. But, beyond that weekend – we are fortunate to have locomotives, carriages and wagons – not to mention buildings and signals and other infrastructure – illustrating over eighty years of railway history, and rather than be tucked away in a darkened room, they are cleaned, polished, moved and fettled every day of the year. It is a privilege to work with them, and the staff and volunteers who bring them to life for our visitors.

Tom James, Editor

<i>From Mee to You</i> .....	2
<i>Celebrating 150 Years of the 'Terriers'</i> .....	4
<i>Jewel in the Crown – June Progress Report</i> .....	6
<i>Electric Works at Horsted Keynes</i> .....	7
<i>Carriage Shop Donates a Further £1,000</i> .....	8
<i>Stowe – Latest Update</i> .....	9
<i>Volunteering Update</i> .....	10
<i>News in Brief</i> .....	11
<i>The Stroudley Terriers – Part 1</i> .....	13
<i>New Additions to the Museum Website</i> .....	17
<i>On This Day, 8 July</i> .....	18
<i>Tail Lamp</i> .....	21

# From Mee to You

By Geoff Mee, chairman, Bluebell Railway Plc

It's official, summer has finally arrived, and the Bluebell is buzzing.

We have already experienced Road Meets Rail with some fantastic displays at Horsted Keynes, especially of the road rollers. The whole experience was great, well done to all who made it happen. Visitor numbers for the event were slightly down on last year but it was a super weekend packed with lots of things for visitors to see and do.

Last weekend was my first visit to a Model Railway Weekend at the Bluebell and I was really impressed with the way that we were able to create so much space for so many layouts and exhibitors. The car parks and the trains were busy with a really varied mix of people attending and judging by the smiles on the faces and the conversations that I had, showed a good time was had by all.

I was particularly pleased to see the first appearance of guest locomotive 6989 *Wightwick Hall* on the Railway, a fine-looking locomotive that will give us some resilience through the summer and through to Giants of Steam.

We will all be looking forward to the arrival of *Flying Scotsman* and all the activities that will be surrounding the visit. Advance ticket sales have been 'flying out of the door' with dining trains doing particularly well, selling out within days of going on the website: well done to the commercial and catering teams. The train service that we will be putting on for the event is pretty intensive and I want to thank everyone in advance for the extra efforts that will be needed to pull this off in true Bluebell style – a lot of work is going on in the background to ensure that it goes smoothly.

It's going to be a busy summer and we will continue to market our events hard and try to appeal to the broadest possible market. The Bluebell puts on magnificent events and does them really well and in general they attract good visitor numbers, but we are not so successful at increasing visitor numbers on our 'normal weekends'. We need to find new and alternative ways to attract more visitors.

We need your help to put into practice some of the ideas that came out of the Volunteer Workshops and to generate innovative ideas suggested by volunteers, visitors and staff. As well as the highly successful Footplate Experiences we are looking to expand that to Guards Experience and Signalling Experience days. We are also planning more about our incredible credentials for Filming and TV events: filming liaison office Mike Hopps has some great ideas for us to try in the coming months.

The midweek train service is tailored around demand, especially outside school holidays and given the high costs of coal we run a service that captures speciality markets for education and coach trips. I am pleased to say that coach trips seem to be making a comeback for midweek trips and there have been some notable corporate and personal hires including a 100-year birthday celebration on the GNR Directors' Saloon, Happy Birthday!

The Plc held its AGM last week and it was encouraging for the board to meet our shareholders face to face and to be able to get their feedback and encouragement for our future plans.

The board also met last week, and some significant decisions were made which I want to share.

We endorsed the hire of a reverse osmosis plant which will provide modified purified water for our locomotive boilers which can be damaged by chemicals in the normal water supply. If the trial is successful, we will purchase a plant to protect our fleet into the future.

We appointed two new managers, firstly personnel and admin manager Lisa Boyle was appointed as Head of Business Development to co-ordinate the work of all departments to deliver the agreed programme of work. Individual managers continue to report to the relevant Director with Lisa reporting to the board for overall delivery.

We also appointed Asa Griffiths to Retail and Catering Manager looking after the shop, on-train and on-station catering, working with catering manager

Megan Laughlin and our new Head Chef Niren D’Rozario who is settling in well whilst we look to recruit the rest of his team, our external catering team are doing well with catering on the Golden Arrow and preparing for Scotsman.

On the subject of the board, we still have vacancies for Directors of Finance, Safety and Personnel. I have to admit that I am very disappointed that no one has come forward to volunteer for these posts from our members and volunteers. We have 10,000 members and only about 700 active volunteers.

Whilst I understand that some of our older members perhaps do not want active participation, that still leaves more than 8,000 members that we need to be able to call on to help with the running of the Railway, as Directors or as volunteers across a range of skills.

Volunteer co-ordinator Graham Aitken is always looking for volunteers and with so many things happening we need people to help with events like Scotsman, Beer Festival (I am already signed up for that, it was a lot of fun last year) so please volunteer for whatever takes your fancy. Also, a plea for some

people who want to be trained as carriage painters, we have a lot of Rolling Stock that needs some TLC.

We have some VIP visitors coming up, notably local authority leaders and MPs for Scotsman and the newly appointed Head of Heritage Railways at the Office of Rail and Road (ORR) coming on 21 July.

It is not an easy time for Heritage Railways across the country with higher costs for coal and energy coupled with pressures on disposable income for our visitors and the cost of fuel which also affects our staff and volunteers some of whom travel long distances to help at the Bluebell. All I can say is that I hope that things will get easier and that we are able to attract more visitors by making a trip to the Bluebell a “Must See” destination as we improve the attractiveness of our offer.

Thank you for all your support and hard work in supporting our wonderful Railway. Have a great summer, stay safe and healthy.

Best regards,

*Geoff*



*No. 6989 Wightwick Hall climbs Freshfield Bank on the first day of the Model Railway Weekend*

*Photo: Peter Edwards*



# Celebrating 150 Years of the ‘Terriers’

By Ruth Rowatt, Marketing and Communications Manager

The Bluebell Railway is celebrating the 150th birthday of our ‘Terrier’ Class locomotive No. 72 Fenchurch on 29 – 31 July.

The celebrations kick-start with a special birthday bash event that celebrates the history of transport across the last 150 years. This will include all kinds of vintage transport from air, sea, land and rail plus special guest visiting locomotives. There will be STEM workshops, children’s authors and other science, technology, engineering, and maths-based activities – plus history of transport trails for children. It will be a real family event.

Little Bluebell engines, like Stepney and Fenchurch, have a great appeal to youngsters. Iconic ‘Terrier’ locomotive Stepney is already on display in the SteamWorks! exhibition at Sheffield Park Station where visitors can get on the historic little engine’s footplate. Now we are looking forward to Fenchurch steaming once more in 2022.

Bluebell Railway chairman Geoff Mee said “We are so excited about the overhaul of Fenchurch and that we will get to see it working up and down the Bluebell Railway line once again, and considering the locomotive is now in its 150th year – it’s amazing! The engineers in our workshops do a terrific job. That’s the difference between heritage railways and other museums, they are living museums, where heritage skills are kept alive, and visitors get to interact with their history and really experience the age of steam.”

Known for their distinctive ‘bark’ sound when running, this class of engine was very aptly named the ‘Terrier’ class. As part of the event, the Bluebell Railway are making all dogs welcome and is holding a fun dog show for terriers, non-terriers, and terriers in disguise!

Go to <https://www.bluebell-railway.com/terrier-150/> for more information and to book tickets.



*Frame from the Fenchurch Animation created by Max Davies for Bluebell Railway.*

## FABULOUS FENCHURCH SHORT ANIMATION

To celebrate the monumental event, the Bluebell Railway has commissioned a [superb stop-motion animation](#) by up-and-coming film-maker Max Davies. It follows the little locomotive from a cold and lifeless existence in storage, being shunted into the Bluebell Railway’s locomotive workshop at Sheffield Park Station, to emerging as a happy and steaming Brighton ‘Terrier’ once again.

“It was wonderful to work with Max, he has a great understanding of what the Bluebell Railway is all about, a superb eye for detail, plus a great sense of fun in his animation. Watch out Aardman Animations, Max is right behind you!”

## A STEAM LOCOMOTIVE BY SEA!

During the event, two other 'Terrier' locomotives will be visiting the Bluebell Railway. *Poplar* from The Kent and East Sussex Railway and *Newport* from the Isle of Wight Steam Railway.

Steve Backhouse, General Manager, Isle of Wight Steam Railway, said: "We're delighted that W11 *Newport* will be heading to our friends at the Bluebell Railway to help celebrate *Fenchurch's* 150th birthday celebrations. Our 'Terrier' locomotives have a popular following, and I am sure that many supporters will be keen to see her in action on the mainland."

It is planned that *Newport* will travel to the mainland from the Isle of Wight by ferry on Monday 25 July. Seeing locomotives moved by road is always an unusual experience, but one travelling by ferry is something else. This sight will be a great draw for enthusiasts and a real wonder for the general public.



W11 *Newport*.

Picture courtesy of The Isle of Wight Railway.

## THE BRIGHTON CONNECTION

*Fenchurch* was built at Brighton Works in 1872. It was built to work on the suburban branch lines around London and although it was not the first Terrier Class of that Victorian production line, it is likely that it was the first to go into service due to teething issues in the others. [See page 13 for the story of the Terriers – Ed.]

## QUIRKY FACTS

The Brighton Works plate on the 'Terrier' locomotives bear the quirky use of an upside-down 2 instead of a 7 in the built year.

After overhaul, *Fenchurch* will be painted in Stroudley's Improved Engine Green, which is the livery it would have worn in 1872. One theory on the name is that the Chief Mechanical Engineer, William Stroudley, was colour blind, as this colour is more like a yellow ochre and nothing like green. Another possibility for the name is that under J. C. Craven, LBSCR locomotives had been painted green, referred to as "engine green", and Stroudley's livery was proposed as an "improvement on engine green", becoming "improved engine green".

Brighton was dominated by its locomotive works for many years and much of the housing around the station and in all directions (for example much of Hanover) was built to accommodate its workforce.

## INVITATION TO PRESS

If you would like to follow *Newport's* journey on Monday 25 July to *Fenchurch's* 150<sup>th</sup> Birthday Bash, then you can do it in one of the following ways:

Contact [pr@bluebell-railway.com](mailto:pr@bluebell-railway.com) if you would like to be kept informed and up-to-date about its movements, get some soundbites with staff and volunteers, to be at the Isle of Wight Railway to see it loaded and leaving, or if you would like to see its arrival at the Bluebell Railway.

The Bluebell Railway will be making a time-lapse video of *Newport's* journey, let us know if you would like to access and use any of that film using the same email address.

If you would like to use part of or all the amazing stop-motion animation created by Max Davies for the Bluebell Railway, then please contact [pr@bluebell-railway.com](mailto:pr@bluebell-railway.com) and we can let you have a high-res copy.

Finally, if you would like to attend the event or would like any other further information, do get in contact.

# Jewel in the Crown - June Progress Report

Words and photo by Bob Darvill, Building Manager

On site this month has proven a learning curve. The pre-start planning, preparation and assumptions have been tested as the building itself has revealed a few of its own secrets and ideas. The Project Team has been settling into the task and facing its challenges. Headed by Infrastructure Director Barry Luck chairing the Steering group, the team is strategically guided by Project Manager Melissa Jordan. Melissa is supported technically and operationally by Building Manager Bob Darvill. Mark Padgham as the main contractor completes the team on site leading and managing the workforce.

Painting at the front of the station house and porch has progressed well. The early phase of scaffolding is now being removed and relocated enabling more of the freshly applied paintwork to be appreciated. The old cracked paint has been removed and woodwork meticulously prepared. This has been a slow but worthwhile process to obtain a high quality of finish appropriate to Southern Railway's heritage and moreover, to clarify my unintended mention of Southern "Region" last month.

In the last week, the first batches of restored gutters have been returned to site transformed

from the rusted scrap metal that was dispatched. A range of techniques to remove failing paint in the subway and prepare masonry for painting have been successfully trialled to be followed up next month. Elsewhere, infrastructure manager Matt Crawford's team are restoring platform hard surfaces in the dock area after excavations to reroute underground services.

Specialised tooling to form replacement zinc roofing sheets has been acquired and will shortly begin production of the bespoke profiled panels of zinc for later installation over the platform canopy. Meanwhile work to restore the timber canopy structure is under way. This may prove the most unpredictable part of the project. As timbers become accessible they each need to be evaluated for condition and adequacy including the integrity of joints and fixings. All will be appropriately replaced, improved or restored. The photo illustrates just one area that will require attention – note how the joint in the timbers is starting to pull apart.

These are early days but the project is off to a good start.





# Electric Works at Horsted Keynes

Words and photos by Mike Hopps, infrastructure department

Visitors to Horsted Keynes will have seen a lot of activity recently in the vicinity of Platform 5. Much of this is to do with the 'Jewel in the Crown' refurbishment, but there has also been a lot of underground works in laying ducts for the new electricity supply and the various circuits branching off this from the new switchroom which is located in a corner of OP4.

Digging trenches for several large diameter ducts is always going to be disruptive, but when there are railway tracks in the way and problems with different levels because of platforms, the task is even more complicated and challenging. Complicated and challenging is something that the Infrastructure Department takes in its stride as always, and work to renew and hide old visible cables and install new to different parts of the station is well under way.

The first duct connecting the substation in the upper car park to the switchroom was completed last year and explains why Station Approach is still a bit untidy. The electricity suppliers pulled the cable for that, but all the other cables have been installed in-house by teams comprising p/way, S & T and Electrical volunteers. The most difficult route which has already been completed was a main

cable to supply the west side of the station, signal box and relay room - a route of nearly 150 metres. The track had to be lifted in platform 5 for the ducts to be laid, but it has all been put back tidily again. Another duct route is progressing north on Platform 5 to the site of the old switchroom which feeds all the lights and everything else at the moment. Now that some track has been lifted in the Up Yard, there is access for another trench going north from the signal box to supply platforms 1 & 2 without the need for trenching along the platform, which was the only other option.

So long gone are the days when all the lights dimmed at the station when a train arrived because the only power was sourced from the 3<sup>rd</sup> rail and everything was plunged into darkness when too many kettles were switched on at once.



# Carriage Shop Donates a Further £1,000

By Chris Wilson, Bluebell Railway Carriage Shop



*James Young and Kevin Leggett representing the station staff at Horsted Keynes.*

The Carriage Shop team are pleased to have been able to donate a further £1,000 to the Jewel in the Crown appeal which is working on restoring Horsted Keynes station.

This donation comes from the sale of second-hand books from the two bookcases which sit at the end of the Kiosk on platforms 3 & 4 where the stock is regularly replenished.

Thank you to all the customers who have purchased books and posted their payment through the letterbox. All sales from the two bookcases will continue to support the station restoration fund.

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 Fenchurch's 150<sup>th</sup> Birthday Bash, the

latest news and opening times are available on our Facebook page:

[facebook.com/BluebellRailwayCarriageShop](https://www.facebook.com/BluebellRailwayCarriageShop)

To contact us regarding a donation or enquiry please email:

[bluebellrailwaycarriageshop@gmail.com](mailto:bluebellrailwaycarriageshop@gmail.com)



*The modest bookcases at the end of the Kiosk selling second hand books in support of the station restoration.*



# Stowe – Latest Update

By Steve Pilcher, Maunsell Locomotive Society Photo by David Jones

The Maunsell Locomotive Society's working party have been busy with the overhaul of *Stowe* since 2013.

The boiler is away with contractors HBSS, on Merseyside, who are currently undertaking major works to the firebox.

The chassis has been stripped down, the driving wheels sent away for tyre turning, axleboxes and journals refurbished and the bogie overhauled; the whole chassis was re-assembled in 2018.

Subsequently a new cab roof was fabricated and fitted by the working party, along with new cylinder claddings. Many boiler fittings have been stripped down and overhauled. The Covid pandemic inevitably delayed progress, and the gang has had to adapt to the loss of Chief Engineer Ray Bellingham in 2021 and Frank Glue, a very experienced fitter/engineer, in 2020.

Nevertheless the regular working party has re-grouped and made steady progress with rebuilding the cab floor, re-painting inside the frames, cleaning up some of the smaller motion parts and various other tasks. Incidentally, while cleaning up the motion parts, we found that the return cranks were stamped with the number 903, suggesting that they must have been swapped with *Stowe's* at a works visit.

A big step forward was taken on Thursday 23rd June when the chassis was taken by low loader to J M Steam Engineering Limited for work to the cylinders and valve chests, which will be followed by fitting of liners to the outer cylinders and installation of new piston heads and valve heads.

As a precursor to the chassis going away, Melvyn Frohnsdorff spent four days in the spring working on releasing the rear cylinder covers on the left hand and right hand cylinders, to facilitate machining of the cylinder bores to accept new liners. The rear covers had not been removed since BR days – i.e. over 60 years ago. It therefore required some careful work to heat and release the

nuts, without damaging the threads on the studs. Luckily both covers came off without any issues.

It is regrettable that the chassis has gone away for the work to be undertaken, but unfortunately there are just too many projects trying to use the limited workshop space at Sheffield Park; a radical solution like this is required if we are to conclude *Stowe's* overhaul. The work will be undertaken by Frank Boait, a very experienced engineer, who undertook some of the piston and valve overhaul work that was undertaken on 30541 this spring.

Looking forward, now that *Stowe's* chassis has gone away for work to its cylinders, there will still be plenty of jobs for the working party to address. These include sorting through the copper pipework to identify what can be kept, fettled up and re-used, and what needs to be replaced; checking over the boiler fittings etc. and making a start on sanding down the tender paintwork prior to getting it repainted. We are therefore seeking additional people to join our working party. If you're interested, please contact Steve Pilcher on [jstevepilcher@yahoo.co.uk](mailto:jstevepilcher@yahoo.co.uk)

We are indebted to Bluebell Workshop Manager Chris Shepherd and Locomotive Director Paul Russell for negotiating and agreeing this way forward. We are also grateful to the Society's working party, as well as members the 9F Club who have helped with various jobs including some cleaning and painting of the chassis.



# Volunteering Update

By Graham Aitken, Volunteer Co-ordinator

As well as being the Volunteer Co-ordinator I am also the Senior Station Master at Sheffield Park and a Guard so am in the privileged position of being able to talk to lots of our visitors, fellow members of staff – employees and volunteers – plus Society members. This allows me the opportunity to find out what they think about our Railway. Let me demonstrate this by describing my day when I was Station Master at Sheffield Park on Saturday 11 June.

Signed on at 0815 and met my youngest Porter, Alex who was going to run the station for the day as part of the final competency he needed to gain promotion to Leading Porter. The other rostered staff signed on and by 0920 the station had been cleaned and opened for our first visitors. The station staff briefing then took place reviewing the timetable for the day, allocating staff to despatch each train, noting that owing to a shortage of steam locos the 1145 and 1415 trains would be hauled by the Class 09 diesel shunter and formed of only three coaches. In addition, there was also a wedding train operating with the wedding taking place in the Birch Grove Suite. This made two round trips to East Grinstead at 1340 and 1615. The timetable required a Right Time railway attitude to be adopted if delays were to be avoided. Then we had our first cup of tea!

By 1015 it was apparent that this was not going to be a busy day with lots of empty seats on the 1030 departure and only 45 passengers on the short formed and diesel hauled 1145. These loadings set the scene for the rest of the day.

At 1100 I met with the six attendees of the Find Out More Day, that was being led by David Chappell and Martin Lawrence, and talked to them in the Station Master's Office about what becoming a member of Station Staff entailed, emphasising the camaraderie that existed amongst our team and the pride we took in making sure that our visitors enjoyed their visit.

I separately welcomed the bride and the groom to our Railway and along with the station staff talked to their guests, directing them to where the ceremony was taking place and at the same time getting ourselves in lots of photos. For obvious reasons the offers of joining them for a glass of fizz had to be (reluctantly) declined.

At various times during the day I spoke to Chris, Operations Supervisor, Julia, our Wedding Organiser, Megan and Sarah, Catering Manager and Supervisor, Nicky, Customer Services, shop assistants – including the volunteer in the Bulleid shop, various members of catering staff, including the steward staffing the on-train buffet, all three Guards, Drivers and footplate crews, the Signaller, Booking Clerk, Travelling Ticket Inspector, Museum and SteamWorks stewards. Oh, and also a number of non-volunteering Society members that I know.

During the afternoon myself and my Station Foreman found time to carry out staff training resulting in two more Porters becoming a step closer to promotion to Leading Porters. I was also able to confirm that Alex had successfully run the station and had demonstrated that he was competent to be promoted to Leading Porter, which he has been.

Signing off at 1810, after a further three cups of tea, two biscuits and an ice cream during the day, I judged that it had been enjoyable and successful.

So, you may be thinking, what has all of this got to do with being the Volunteer Co-ordinator. Everything!

It demonstrated that by working together, having a laugh, being caring and professional, respecting each other, we succeeded in making sure that all trains departed Sheffield Park on time and that they all arrived back on time, except for the last one which got back 2 minutes early!



In the process we also managed to delight the Wedding Party, our other visitors as we received many thank yous and well dones during the day and also obviously made a good impression on two of the six FOMD attendees as they decided that they wanted to join the ranks of SP station staff.

If that isn't what being the Volunteer Co-ordinator is all about perhaps someone else should take over the role.

## News in Brief

### WIGHTWICK HALL ARRIVES ...

As mentioned in From Mee to You, Hawksworth "Modified Hall" class locomotive No. 6989 'Wightwick Hall' has been taken on hire for the summer and autumn to ease the availability issues within the locomotive fleet.

The Locomotive was built at Swindon, being completed in March 1948 in the early days of British Railways. The "Modified Hall" name indicates that it is an updated version of the original GWR Hall class locomotives designed by C.B. Collett. Although superficially similar in appearance, the Modified Halls had considerable differences in design from the Collett originals, in particular with regard the frame layout, leading bogie and boiler design.

As with many locomotives built by BR, Wightwick Hall's service life was relatively short, being withdrawn after only 16 years in June 1964. Following withdrawal, the locomotive went to Woodhams scrapyard in Barry, from where it was purchased in 1978 and taken to the Buckinghamshire Railway Centre at Quainton for restoration. It first moved under its own power in 2018, being the 150<sup>th</sup> locomotive from Barry to be restored.

It is anticipated that the locomotive will remain on the Railway until 'Giants of Steam' in the autumn.

David Jones' photos shows the arrival of the locomotive at Sheffield Park. Schools class No. 928 'Stowe' formed a return load on the lorry – see page xx.

As I said at the beginning of this article, I feel very privileged to be able to work with many volunteers – and employees – from different departments to make our Railway as safe, popular, and profitable as it can be, and look forward to hearing from and subsequently meeting new volunteers who want to be the same. Bluebell is waiting for you at [volunteer.coordinator@bluebell-railway.com](mailto:volunteer.coordinator@bluebell-railway.com)

Don't let us down.



### ... WHILE THE YANKIE TANK DEPARTS

On 27 June we said goodbye to USA tank engine No. 30064 from the railway as it heads off to a private site.

## AWAKE THE GIANT AT EVERY STATION

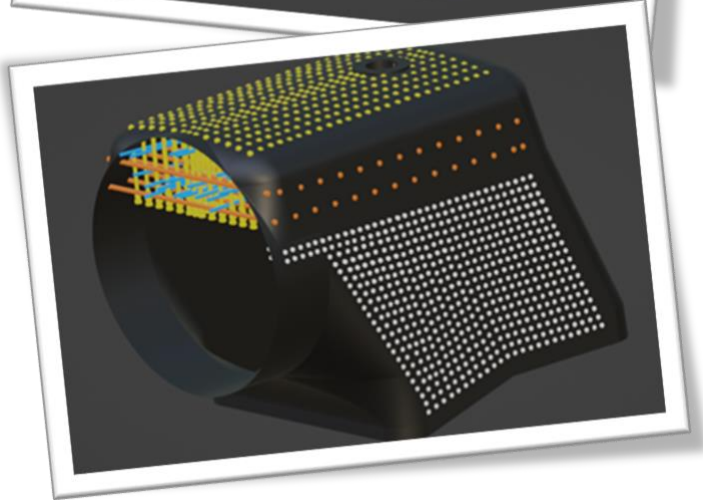
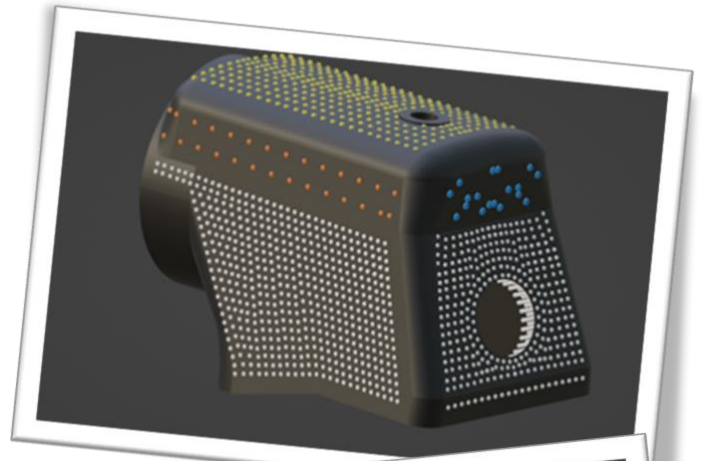
By Andy Taylor, Awake the Giant leader

We are pleased to announce that our brand new Awake the Giant leaflet is now available from all stations. These will be used to capture visitors who are not aware of our campaign to restore this giant once more.

An initial print run of 1,000 leaflets have been kindly sponsored. Many thanks also to John Sleight, Ken Upton and David Riviere for help with the design and content.

Please also look out for the team at one of the many events over the summer where you can also sign up to standing orders, purchase merchandise and see how you can get involved.

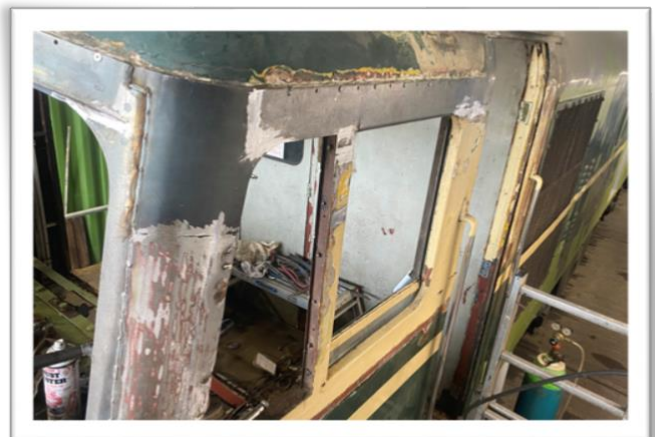
In other news we are very lucky to have Mark Wilson on our team who is currently creating a computer-aided design of 92240. Please see a sneak preview (right). These are being used to help with our detailed costing and planning document and will also be used to help with further fundraising in due course.



## D6570 PROGRESS

Words and Photos by Mike Hawkins

Over the last couple of months work has been focused on No. 1 end cab which has required extensive bodywork repairs. Both the driver's and second man window frames have had all the rotten plate work cut out and replaced. The internal ceiling and partitions have been removed allowing access to the floor and to ease the fabrication of the curved plate work. A new driver's desk has been fabricated replacing the rotten plate work. The audible warning system (AWS) is in the process of being rewired which will allow the floor ducts to be re-installed. The indicator box has been removed and wasted metalwork repaired and painted. Various components have been cleaned in preparation for re-fitting. The bodywork sides have also started to be rubbed down and filled in preparation for painting.





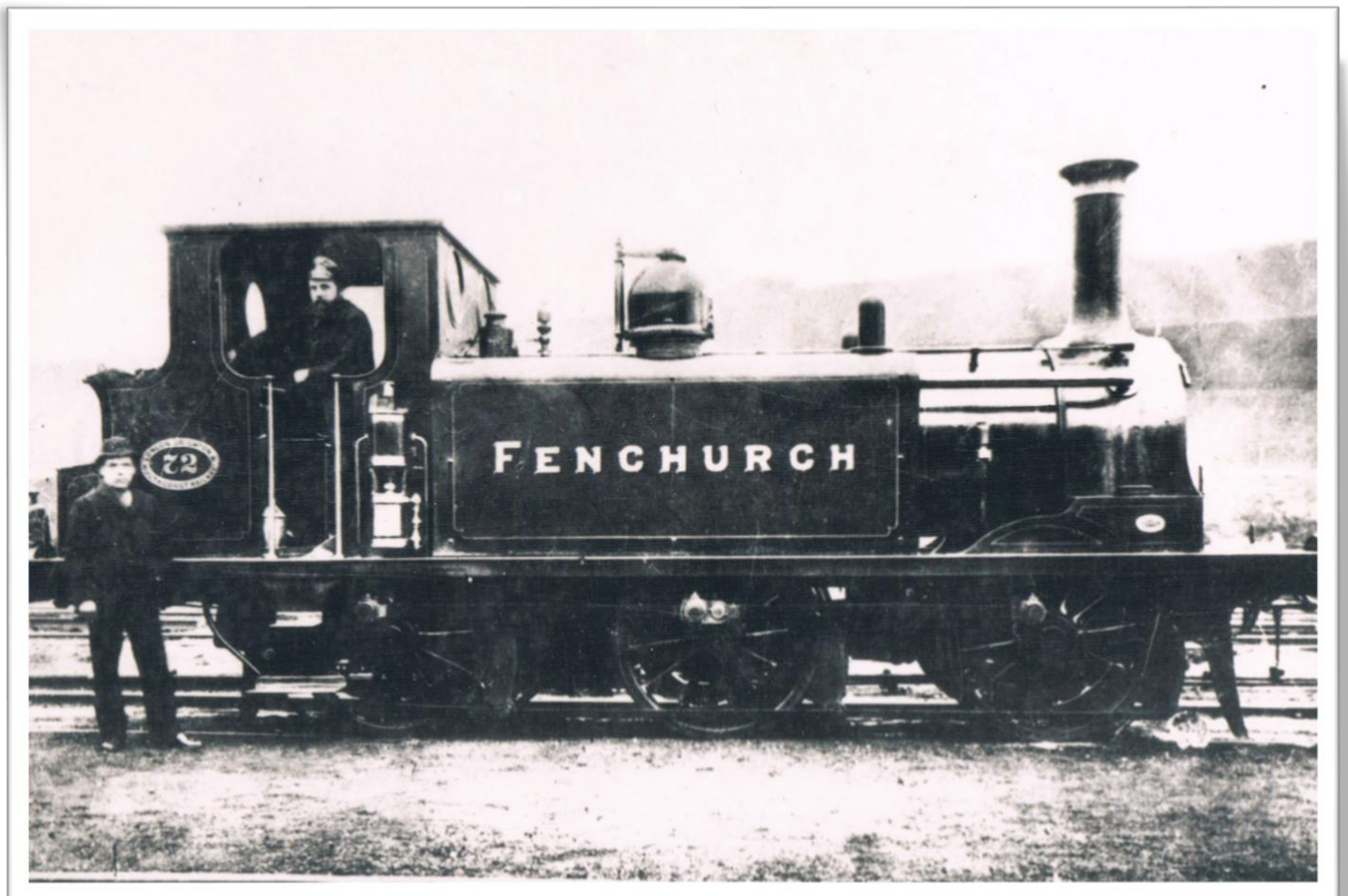
# The Stroudley Terriers - Part 1

By Tom James, Locomotive Department Photos by Bluebell Railway Museum Archive

*Was there ever a class of locomotive as justly celebrated as the diminutive Stroudley Terriers? When introduced, they revolutionised the burgeoning London suburban traffic on the LB&SCR. As increasing train weights outstripped their capabilities, they dispersed far and wide – with two even making it to South America – while ninety years after their introduction a handful were still in revenue service on British Railways. In this article we look at the history of the class, and No. 72 'Fenchurch', up to preservation; in Part 2 next month we will cover the history of 'Fenchurch' in preservation.*

It is little exaggeration to say that by the late 1860s, locomotive affairs on the LB&SCR were at a low ebb. The Locomotive Superintendent, John Chester Craven, had furnished the railway with a vast array of designs, which if nothing else, complicated repairs and overhauls, such that loco availability suffered. Eventually, Craven was forced out of office and into his place came the comparatively youthful William Stroudley, until then the Locomotive Superintendent of the Highland Railway.

Unlike his near contemporary James Stirling, who seemingly designed his first locomotive for the SER while still working out his notice on the G&SWR (see *The Bluebell Times* Issue 30), Stroudley took his time to understand the situation he was faced with. For his first two years in office, new locomotive construction was limited to completing a handful of locomotives ordered under Craven, though Stroudley made design improvements where he could. At the same time he also put in hand some improvements at Brighton Works and the LB&SCR's main running



No. 72 'Fenchurch' at Battersea in the late 1870s or early 1880s. By this stage in its life, the locomotive had acquired a Westinghouse brake, and lost the balance pipe in front of the cab, a feature of the first six locos only.

shed at New Cross. The most pressing operational problem faced was on the lightly-laid South London Line between Victoria and London Bridge stations, where, in the words of D.L. Bradley, “a varied selection of Craven relics was waging a losing battle with the rapidly increasing and heavier services”. A powerful yet lightly-constructed tank engine was called for. In this, Stroudley was not starting completely from scratch, for in 1869 he had constructed ‘*Balnain*’, the first of a series of three very small 0-6-0T locos for the Highland Railway: these ‘Lochgorm Tanks’ are widely considered to be the precursors of the Terriers. (The last of those locos survived into the 1930s on the LMS). Stroudley’s first design for the LB&SCR was similar in size to those Highland locomotives, before realising that something slightly larger was required. Two more iterations followed before construction of an initial batch of six started in March 1872 – even then a final drawing appeared in which the proposed domeless boiler was replaced by one with a dome, completing the design of the locos familiar to this day. As built, the locomotives were built with wooden brake shoes, steam brake on the locomotive (Westinghouse brakes were a later addition) and prominent steam condensing gear which ran from the blast pipe through a copper pipe into the left-hand water tank, then via a second balance pipe in front of the cab, and finally any uncondensed steam passing via the right-hand pipe back to the blast pipe.

Somewhat serendipitously, the Bluebell Railway’s own No. 72 ‘*Fenchurch*’ had the distinction of being the first of the class into traffic. That honour should perhaps have gone to No. 71 ‘*Wapping*’, but during construction, a fault was discovered in the latter locomotive’s cylinders. A replacement set originally destined for No. 70 ‘*Poplar*’ (also now preserved) was given to No. 71, setting construction back by a month or more. Thereafter, Nos. 71 and 72 raced each out of the works, the relevant dates for Fenchurch being:

- ➔ Trial steaming – 2 July 1872
- ➔ Painting completed – 28 August 1872
- ➔ Trial journey – 4 September 1872
- ➔ Entered traffic – 7 September 1872

No. 71 followed in traffic six days later on 13 September 1872. The next two locomotives in the series entered traffic in October 1872, while No. 70 – delayed by having given its cylinders to No. 71 – was the last of the batch into traffic, on 4 December 1872. Fenchurch is recorded as having cost £1,800 18s 11d to construct.

In traffic, the locomotives proved to be fully up to the task in hand, operating the South London and East London services affectively and at the incredibly low coal cost of under 20z of coal per seat per mile – in the words of E. L. Ahrons, they would “steam on the coal a Webb compound discarded up the chimney”. (Some of that economy must be laid at the door of the flyweight carriages comprising a close-coupled block set that seated around 300 passengers in only 50 tons tare weight, though what the passengers, jolting over the lightly-laid track on the South London line, thought of such conditions is not recorded!). The success was such that further batches of locos were built throughout the 1870s until by 1880, the class numbered 50 locomotives. 36 minutes were allowed for the 8 ½ mile journey on the South London Line, which may not sound especially quick, but with ten intermediate stops between Victoria and London Bridge, and only a handbrake with which to stop (most crews distrusting the steam brake which was prone to be erratic in use), the firemen in particular must have had their work cut out! Two shovels full of coal, release the hand brake, set the water feed pump going, then apply the brake for the next station: repeat ten times to the end of the line, then run round and do it all again, time after time. It was a pretty intense



*The distinctive works plate, with an upside down '2' acting in place of a '7'.*



operation, but the locomotives were complete masters of the work.

For most of the 1870s through to the 1890s, the class worked the South and East London lines, but a combination of factors saw their grip on the services weaken towards the turn of the century. *Fenchurch* was once again in the vanguard, for in 1898 it was sold – for £350 – to the Newhaven Harbour Company, becoming the first of Stroudley's locomotives to leave the LB&SCR stock. Major overhauls continued at Brighton under contract, but at that time, the Newhaven Harbour Company was a distinct entity from the LBS&SCR. Upon transfer, the cast brass number plate was removed – the plate being a physical signifier of the existence of the locomotive in the LB&SCR capital stock list – but the name and Stroudley livery initially remained. Over the next couple of decades up to the First World War, the remaining Terriers were dispersed: some to country sheds on the LB&SCR; some being sold to

other railway companies or contractors; a few were broken up. By this time, the remaining Terriers were all around thirty or more years old, and the then Locomotive Superintendent, Lawson Billinton, instigated a process of rebuilding to prolong their lives. New boilers were fitted – visually distinguishable by having the dome mounted somewhat further forward – along with cast iron chimneys, new cylinders, circular smokeboxes, movement of the sand boxes from above to below the running plate, provision of steam (rather than gravity) sanding, and cast iron brake shoes were amongst the major changes. The class designation changed from A1 to A1x, the "x" suffix being general Brighton practice for a rebuilt locomotive. Rebuilds proceeded as the old boilers were deemed not worth repairing; for *Fenchurch* – still owned by the Newhaven Harbour Company – that happened in February 1913, the new boiler costing £1,195. Just over forty years into its life, *Fenchurch* had by that time completed 797,374 miles.



As Southern Railway B636 at Newhaven in the 1930s, by now rebuilt as an A1x type.

By the Grouping in 1923, the newly-formed Southern Railway inherited four original A1 Terriers; 16 rebuilt A1x locomotives and three more with non-standard boilers. Further Terriers still existed in industrial or Government ownership, and even one that ultimately ended up on the GWR, via the Weston, Clevedon and Portishead Railway! The SR's inheritance increased by one in 1927 when the Newhaven Harbour Company was formally absorbed into the SR, along with *Fenchurch* – by then unnamed. Strangely, the SR numbered the locomotive using the lowest vacant number in the Terrier series – B636 – rather than reinstating its old number and making it B672. As a consequence, the “wrong” number followed it through subsequent renumberings to Southern Railway 2636 and then BR 32636.

Despite their considerable antiquity, the surviving Terriers lived on through the SR ownership and at Nationalisation, fifteen still survived into British Railways ownership – one A1 and 14 A1x. The combination of low weight but considerable capability for their size kept them in use particularly where weight restrictions precluded larger locomotives. In 1949 the allocation was thus two at Newhaven (including 2636, ex-*Fenchurch*); four at Ashford where they worked over the Kent and East Sussex Railway; six at Fratton (including 2655, ex-*Stepney*) for work on the Hayling Island Branch; one at Brighton Locomotive Works and two at Lancing Carriage Works, in Departmental use as work's pilots. The surviving locomotives attained a degree of celebrity, and when not rostered for their normal trains, were in demand for use on

railtours. Most of the final survivors ultimately reached preservation, including 32655 which, as “Stepney the Bluebell Engine”, was the Railway's first locomotive. Meanwhile, *Fenchurch* continued in service. It received a final overhaul at Eastleigh as late as April 1962, by which time it was the oldest locomotive still in service on BR. Its last revenue-earning service was on 3 November 1963, in the company of No. 32670 (ex-*Poplar*), it ran the LCGB Hayling Farewell Rail Tour. Thereafter, the locomotive – by now 91 years old – went into storage at Eastleigh; official withdrawal came on 4 January 1964. At that point, the locomotive had run 1,109,513 miles – rather lower than most of the other survivors, on account of the low (but hard) miles done shunting at Newhaven for many years. That might have been the end, but on 13 May 1964, the locomotive steamed once more and, in the company of milk and perishables van [No. 270](#), moved to the Bluebell Railway for a new life in preservation. Its story from that point on is the subject of Part 2 of this article, in the next issue of *The Bluebell Times*.



(Left)  
*Fenchurch on the LCGB Hayling Farewell Rail Tour, 3 November 1963*

(Above)  
*Just before the tracks were permanently lifted, Fenchurch propels the milk van through Ardingly, en route to Horsted Keynes and preservation on the Bluebell Railway.*



# New Additions to the Museum Website

By Chris Wilson, Bluebell Railway archive volunteer



[156440] View at Gomshall & Shere station on 31 July 1964. John Scrace

This month we have added a further 120 images to the museum website. These are all from the camera of John Scrace, the next in the series of his excellent

stations, signal boxes and infrastructure photographs that are catalogued under the letter 'G'.

## VIEWING AND ORDERING

To view and order go to [www.bluebell-railway-museum.co.uk](http://www.bluebell-railway-museum.co.uk) and click on the Archive tab. 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 of Fenchurch. 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.

# On This Day, 8 July

By Tony Hillman, assistant museum curator

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



The first post-war R.A.F. Pageant took place on 7 & 8 July 1950 at Farnborough (Hants); large crowds were expected to watch the flying display and special trains were laid on between Waterloo and Farnborough. This put the Southern Region under pressure as it coincided with heavy weekend holiday traffic and Ascot Races. To resource the special trains, six E.R. (GE Section) eight coach, high capacity, Gresley "Quad-art" suburban sets were borrowed, five for Waterloo – Farnborough and one used in two parts for Guildford – North Camp – Reading. As the sets were Westinghouse braked, they needed similarly fitted locomotives, so 13 were loaned from the Central Section to the Western Section – Classes H2 (2), K (3), B4X (5) and I3 (3). The I3s were used on Guildford – Reading services, the rest on the main line.

Here we see Class B4X No. 32071 on Saturday 8 July 1950, leaving Woking on the 1.38 pm Waterloo – Farnborough. This train ran as planned, though sadly others had to be replaced by Southern locos and coaches, as there were

problems with some of the borrowed stock. The E.R. sets had been in store since being made redundant by the Shenfield electrification in 1949 and many of the Central Section locos had also been out of regular use.

The original 33 Class B4s were R.J. Billinton's last passenger tender locomotives for the LBSCR, built between December 1899 and June 1902; twelve were rebuilt as Class B4X between August 1922 and May 1924. With longer frames to accommodate a larger boiler, now with a superheater, it is arguable these were really new engines; little but the motion, wheel centres and bogies remained from the original B4s. Unfortunately the performance of the new class proved mediocre – likely because the additional steam from the new boiler could not be fully exploited in the cramped layout of the piston valves and exhaust pipework. Eleven of the class survived into Southern Region stock but all were withdrawn between August and December 1951.

*Photo: John J Smith [40960]*



Friday 8 July 1955 and a view from the footbridge facing Stewarts Lane shed (73A). Propelling a freight into Stewarts Lane goods yard is LSWR Class T9 4 4 0 No. 30338 on Nine Elms Duty No. 48. It will be the first of two visitors from Nine Elms shed (70A) that day.

LSWR T9 No. 30338 was built at Nine Elms works in October 1901. It moved to Nine Elms shed, from Guildford (70C), in May 1954 before moving west to Exmouth Junction (72A) in June 1959. It was withdrawn from there in April 1961 and scrapped at Eastleigh Works in early June. Duty No. 48 entailed the T9 taking the 11.10am freight from Nine Elms goods yard to Stewarts Lane goods yard where it should have arrived at 11.52 am, returning to Nine Elms at 1.12pm. The wagon next to the T9 appears to be travelling gas tank No. 2054s. Originally numbered 294s it was built by the LBSCR in 1893 and reframed by the Southern Railway on former LSWR frames of either 30 or 33 feet length in 1929. Any further information on this vehicle would be welcome.

The footbridge at Stewarts Lane was a mecca for railway enthusiasts in the 1950s. From it you could see everything coming in and out of Waterloo, coming off the West London lines bound for Kent and of course the SECR line out of Victoria. However, those trying to bunk the shed would, if spotted by Fred Pankhurst, the Shed Foreman, be subject to somewhat colourful language!

Oh – the other Nine Elms locomotive that visited Stewarts Lane that day? That would have been an M7 on Nine Elms Duty No. 53 with the empty stock off the up Bournemouth Belle. At that time the Pullman cars were berthed at the Pullman depot at Stewarts Lane. On the following day (Saturday) a Stewarts Lane U1 was rostered to take the empty stock back to Clapham Junction at 11.05am, where it was handed over to an M7 to take the train on to Waterloo.

*Photo: Barry Fletcher [175566]*





The LBSCR line between Ford and Chichester opened in 1846, but it was only when the branch to Bognor was completed in 1864 that the first signal box was provided at Barnham. As usual at that time, contractor Saxby & Farmer was employed, and the box was a Type SF 1b, a wooden cabin supported on stilts. A similar box appears in the picture of Kemp Town Junction, on page 22 of *The Bluebell Times*, March 2021. This box only survived until 1876 when it was replaced by a second Saxby & Farmer box, a brick SF Type 5, on the Chichester end of the eastbound platform. A ground frame controlled the loop line points at the east end of the station. An example of a wooden SF Type 5 box at Crowhurst Junction South can be seen on page 20 of *The Bluebell Times*, February 2022.

In 1911, the third box, shown above, replaced these arrangements. This was because of improvements in point rodding, which reduced frictional issues, allowing a signalman's 'pull' to go farther and cover the whole station area without the need for the ground frame. The box was designed by the LBSCR, as opposed to outside

contractors, and classified as Type LB 3b. This was a common design widely used until after WW1; it contained a 75-lever frame of the LBSCRs "1905" pattern.

The box was situated on the island platform which served the Down Main line to Chichester, nearer to the camera, and the loop line to Bognor Regis, which curves away to the left, behind. It is seen here on 8 July 1958. The box closed in November 2008 and was replaced by a new brick-built structure with a control panel in place of levers. Instead of being demolished, the old box was bought by the Barnham Signal Box Trust for preservation. In December 2009, it was moved in one piece to Aldingbourne Community Centre grounds. It now forms part of the premises the [Bognor Regis Model Railway Club](#).

*Photo: John Scrace [80297]*



# The Bluebell Times

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Members, Staff and  
Supporters*

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

*The Bluebell Times editor  
Tom James*

*[bluebelltimes@bluebell-railway.com](mailto: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](#).

Contributors to this issue

- ➔ Graham Aitken
- ➔ Paul Bromley
- ➔ John Creed
- ➔ Bob Darvill
- ➔ Max Davies
- ➔ Peter Edwards
- ➔ Martin Elms
- ➔ Mike Hawkins
- ➔ Tony Hillman
- ➔ Mike Hopps
- ➔ Tom James
- ➔ David Jones
- ➔ Geoff Mee
- ➔ Roger Merry-Price
- ➔ Richard Peirce
- ➔ Steve Pilcher
- ➔ Ruth Rowatt
- ➔ Andy Taylor
- ➔ Chris Wilson