



Maunsell Q class No. 541 on Freshfield Bank, 17 September 2022 Photo: Peter Edwards

# The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

## October 2022

### IN THIS ISSUE

By time this issue of *The Bluebell Times* is read on Friday morning, the editor is likely to be firing 'Camelot' somewhere between Sheffield Park and East Grinstead on day 1 of our Giants of Steam gala.

Despite a summer that has been challenging – often for reasons outside our direct control – the Railway has a justified reputation for staging good events, and Giants of Steam this year promises to follow that pattern. But how many have stopped to consider what is involved in promoting such an event. Four locos are in steam on Friday; six on each of Saturday and Sunday, in most cases requiring (due to the length of duties) two crews. Add in running foremen each day (early and late shifts on Saturday and Sunday), spare crew and yard cleaners, and over the three days, 30 drivers, 25 firemen and 33 cleaning duties have been rostered – not all of which, at the time of writing, have been filled. Quite likely there is a similar picture in the other operational grades amongst guards, signalmen, station staff and so on.

No doubt, in true Bluebell style, we will deliver a great event – a metaphorical swan gliding above the surface while there is furious paddling unseen beneath. When the last loco has been safely berthed on Sunday evening, thoughts will turn to the Christmas season of Steam Lights and Santa Specials, with our popular footplate courses in the gap between. All of which put further pressure on our operational and engineering resources. Given the pressing financial situation, the Railway needs to operate as many of the most remunerative services it can – but always remembering that railways are systems: to cut back too hard on the regular "three trip days" also cuts back on the opportunities for essential crew training of tomorrow's drivers and firemen.

So please come and enjoy the event this weekend. But as you listen to the bark of your loco on the long climb north, remember that while we are always aspiring to be "raising the standards", those standards are dependent on slender resources.

Tom James, Editor

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# From Mee to You

By Geoff Mee, chairman, Bluebell Railway Plc

A sombre start to this month as I want to talk about accidents. Your safety as paid staff and volunteers as well as the safety of our visitors has to be our top priority.

There have been some well-publicised accidents in the heritage railway sector and it is a timely reminder to us all of our responsibilities. There was a fatality involving a maintenance contractor at the Babbacombe Cliff Railway in Torquay who was struck by a moving vehicle whilst maintaining the track. In another incident at the Mid-Suffolk Light Railway an unbraked runaway vehicle collided with a train which resulted in a prohibition notice being issued by the Office of Rail and Road.

The Heritage Railway Association's annual management conference at the start of November will have a lot of representation from the new team at the ORR and I expect their message to be a concern over safety on heritage railways.

So my message to all is: please observe the rules, look out for each other in the course of your duties and stay safe.

Our new Safety and Assurance director George Barclay has now taken up his post and there is an article in this edition (page 8) outlining George's background and his objectives.

Interviews have been held for the new post of Personnel Director as well as a Finance Director to replace David Burch who wishes to stand down due to other work commitments. At the time of going to press, we have appointed a Personnel Director and are finalising the details with the prospective Finance Director. News about the successful applicants will be in next month's *The Bluebell Times*. My personal thanks – and that of the rest of the Railway – for David's help in keeping the finance function on track through a very difficult time.

It is with regret that I have to tell you that Rolling Stock Director Bob Pamment has decided to retire from the board. I want to place on record my thanks

to Bob for his input into board meetings and his engineering expertise for both Loco and Carriage & Wagon over the years. I hope that he will continue to support the Bluebell in whatever role he wishes to play. Chris Shepherd has also decided to retire from the post of Loco Workshop manager for personal reasons but will, I am sure, be playing an active part in helping the Bluebell with his expertise and experience. We are reviewing the structure of the Traction and Rolling Stock departments and will advertise the emerging vacancies as soon as possible.

Our financial position is still causing serious concern. Having had Flying Scotsman's visit postponed to 2023, the commercial team put their heads together and have produced some new short-term initiatives like the Golden Arrow Wine Train and additional services around the Christmas period. The centrepiece of these initiatives was to be a re-run of the ice-skating rink over October half-term coupled with 'Kids for a Quid'. Unfortunately, the company that was to supply the ice making equipment went into administration a couple of weeks ago. Despite our best efforts, there was no hope of a replacement at such short notice so the ice-skating has been postponed until half-term in February 2023. This means there is an additional pressure on our finances.

I have always tried to be honest with you about the state of our finances. This pressure means that we will have to draw down significantly on our reserves to keep the doors open for next year. The consequence of that is that only essential spending will be possible for the foreseeable future and that some significant projects will have to be pushed back or abandoned. However, the numerous projects for which funds are available in the Trust, such as locomotive overhauls, the replacement of track and the conservation work going on at Horsted Keynes, will be unaffected.

The Boards will have to consider some drastic action if there is not a rapid turnaround of our fortunes and

that may involve a review of assets that could be disposed of to raise cash if necessary.

We have already reduced the number of carriages on the trains and whilst we retain our basic service pattern, options to make diagrams more streamlined are being investigated. A few of our services are costing more to fill the tender with coal than they generate in revenue, and we need to keep this under constant review.

It's not all doom and gloom however. Santa Specials are already sold out and [SteamLights](#) is selling strongly. The Beer Festival was a raging success with many more visitors than last year, many accessing the Bluebell from East Grinstead main line station and from the local campsites. It was so successful that at some locations we even ran out of beer! Thanks to the teams that made this possible: late nights and early starts were all worth it on the day.

The preparations for [Giants of Steam](#) this weekend are well under way with a good array of locomotives going to be in steam. It should be a great weekend and I hope to see you there.

We are trying to promote more Footplate Tasters, which seem to sell out as soon as we put them up for sale but we need to match this with the availability of train crew which is under immense pressure in the run-up to Christmas so we don't want to overpromise. I would like a review of how we get more crews promoted to Driver and Firemen (women) and attract more cleaners to fill in from the bottom of the links. I have asked Operations Director Mike Ellis to review and, if possible, streamline the process, without compromising our standards.

Other decisions made at the recent Board meeting include the go-ahead for the design of a new purpose-built Signal Box for Sheffield Park (in traditional style of course) at the North End of the Up platform. Despite the financial position, a failure of the existing box would be catastrophic for our future.

The new IT connection to Horsted Keynes is on the last part of the journey and will be linked up with a fibre solution very soon which will be great for the

station, the workshops and the Heritage Skills Centre, as well as our visitors.

The renaissance of Horsted Keynes station following the 'Jewel in the Crown' appeal is really coming on at a pace thanks to the team under Infrastructure Director Barry Luck. The next phase will be really important and I have been talking to Tim Baker, Senior Station Master at Horsted Keynes, to see what we can do to make the whole area in and around the station more of a destination than just a very large passing loop for trains that people don't get off to explore this amazing junction station.

It is unthinkable that, having raised through the Trust over £700,000 from generous supporters and benefactors for the first phase of the conservation work at the station, we then allow it to revert to "Tumbleweed Connection". We will be putting together some ideas to be implemented when the building works are complete. These may include footplate experiences, freight train demonstrations, branch line shuttles to Sheffield Park and some innovative and exciting use of the platform buildings.

Sometimes as Chairman you think that we go from one crisis to another with no respite but then something happens that restores your faith in what we trying to do. I had one of those moments recently when I visited the Archive Centre at Beare Green and met the team and saw what they have achieved. Quite remarkable!!

We usually think of preservation being about locos, carriages and stations but the Bluebell is the custodian of the archive for the Southern Railway, its successors and its component parts. It is a remarkable undertaking and soon it will be able, by appointment, to have visitors. We are trying to get more records from the Plan Arch at Waterloo, which will enhance the collection. I am so impressed with what the team have achieved that I have asked them to write an article for a future edition of *The Bluebell Times*.

*Geoff*



# BRPS AGM 2023

By Gavin Bennett, BRPS General Secretary

Plans are being firmed up for next year's Society AGM to be held on Saturday 3 June 2023 as part of a Members' Day, with the formal business meeting starting at 2pm. During the day, Trustees and officers will be around to talk about various projects as well as the usual fund-raising stands for various projects. There will be a hog roast and bar (not free!) in the evening with an evening train to get members back to East Grinstead or Sheffield Park.

There will be elections for the Membership Trustee and Finance Trustee (these posts having been reinstated at this year's AGM) and for FIVE Trustees – John Knight and James Young retiring by rotation – and three Trustee vacancies. The formal notice of the meeting will be sent out with the Winter *Bluebell News*.



*An unusual operational scenario at Horsted Keynes during the weekend of the beer festival, with three trains simultaneously at the station.*

*The view is through the guards van door of [carriage 3363](#), which was attached to the southbound train, standing in platform 3. In platform 2, No. 80151 has the road to depart with a northbound service to East Grinstead, via the "loop" line. In the distance, No. 30541 is standing on the "main" line; after the departure of the southbound service it will draw forward into Platform 3 to form a second down service, forming a shuttle between Sheffield Park and Horsted Keynes.*

*Photo: Jack Lamb*

# Jewel in the Crown - September Report

Words and Photos by Bob Darvill, Buildings Manager

The reduced footfall following a busy summer season for trains, traffic, holidays and events has provided space for construction work to expand and accelerate during September. The on-site team has grown and the secure site area has since fully enveloped the station building. Station closure on weekdays has meant more safe space for construction and enabled the work to accelerate.

The scaffold has largely disappeared from the front of the station, but grown to give access to the higher levels above the platform canopy. An incursion of safety fencing and a blossoming of site signage on the platform serve to obscure most of the activity. Removal of the old zinc roofing has enabled the condition of the structure to be more completely evaluated. A lot of woodwork is affected by long-standing wet rot and decay weakening joints and reducing strength. Wherever possible, this is being skilfully repaired but a lot of new timber is also being introduced where rafters and beams have been found irreparable.

Following up this work, the painting team has been particularly energetic. Multiple layers of old paint have needed to be removed before surfaces can be restored and painted. It is good to see some of the first coats of colour, returning to the platform.

The rerouting of electrical and data services has been continuing with the installation of discrete

high level trunking. Works to pull through cables have followed alongside some temporary alterations to switching. Further ducts have been laid between the coal store and the buffet cellar. These create a supply route for lighting and power to the other platforms, buildings and book shop. This will improve services and eventually enable the obsolete aluminium ducted supplies to be removed from the subway.

Below the platform, the grit blasters have now completed their series of night-time sorties into the subway. The original brickwork is now exposed in much better condition than envisaged at the outset.

We have been pleased with the return of the restored coloured leaded glass window above the booking hall doors. All the cracked and missing glass has been replaced and the panel is once again straight and secure providing a colourful welcome to visitors.

The project is now under significant pressure to get as much completed before the Christmas events season and against shortening days and deteriorating weather conditions. Certain aspects of the work are being prioritised so that the station can be returned to use as soon as possible, and new plans are being made for continuing the project into the winter.





# No. 65 Goes Mainline

Words and photos by Roy Watts, East Grinstead Senior Station Master

So, how did the O1 escape Bluebell metals for a brief foray onto the main line?

If I told you it began with a conversation on a beach in Antigua, you would find that rather difficult to accept but in fact, that's the truth.

I was abroad on holiday when this URGENT email arrived – "they're taking our disabled car parking!" – from Paul Marlon, one of my leading porters arrived in the in box.

Now being 4,084 miles away with a five-hour time difference, it was somewhat difficult to immediately respond.

However, through the medium of modern technology, contact was made with Network Rail who very amicably agreed to meet up and discuss the problem.

It was opportune because over the years, all sorts of equipment used in maintenance and repair of the East Grinstead line has been dumped on our property without any consultation or permission and despite previous protestations, no reparation was made to repair the damage caused.

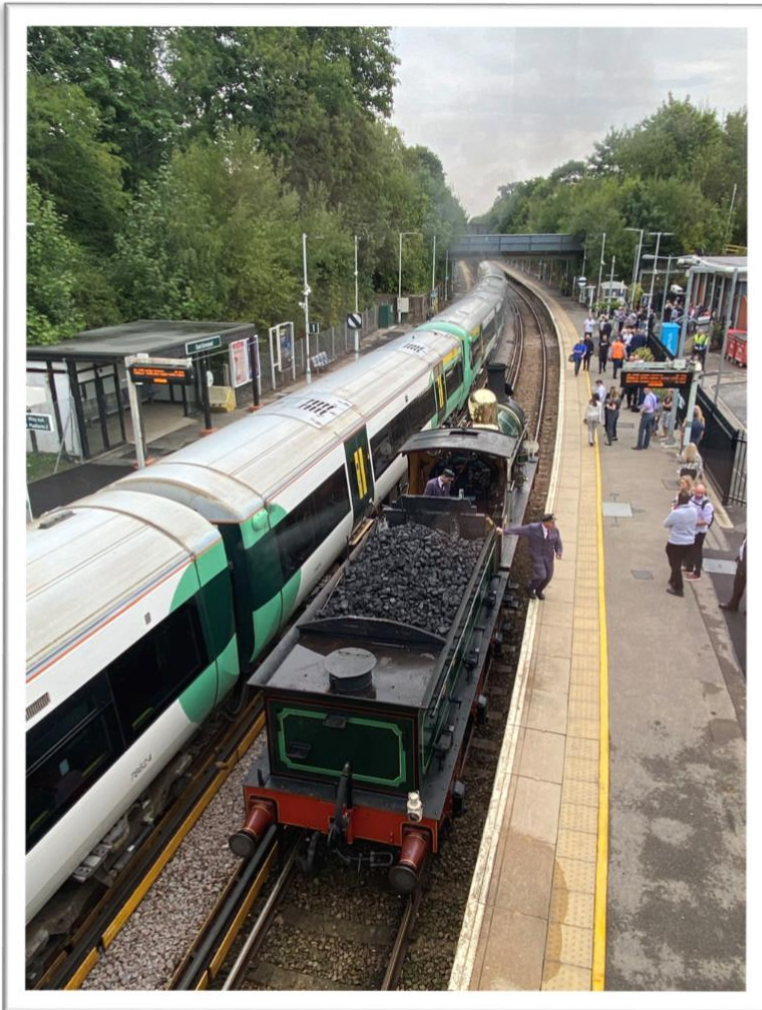
I was introduced to Hodan Hassan who is the Network Rail sponsor and Kevin Trusdale, the leader of the contractor BAM Nuttall.

Great consideration was given to any problems the Bluebell raised particularly as we were approaching the all important "Santa season" and the importance of us providing car parking for our less able passengers. To begin with Southern allowed us to use their disabled parking, the provision of a safe walking route and at the conclusion of the project, our car park would be cleaned, tidied and fully re-lined.

At a Zoom conference call to discuss the correct colours for the re-lining, the subject of the opening celebrations was discussed and as a throwaway comment, I suggested the







Bluebell provide a steam locomotive as a colourful backdrop, a comment somewhat very eagerly received but I quickly tempered it with all the requirements of putting a private locomotive on the mainline! But approved it was and thanks to some very high-level intervention and approval, effectively keeping it simple to operate, our very own class O1 No. 65 passed through the boundary gates into platform 2 and stopped by the steps of the new footbridge attracting a great deal of attention and a very colourful background for the event. All movement covered by an MoM, Manager of Movement, working alongside Oxted signal box following an agreed set of instructions.

After its two-hour escape, the loco returned to Bluebell metals having attracted much interest and publicity for the Railway and to the amazement of the heritage movement!

The other opportunity the Bluebell was instrumental in achieving was to have the efforts of local resident, Eric Mackie MBE, recognised for all his hard work for the local community with the unveiling of a plaque in the ticket hall by his wife Anne and their daughter.

The Bluebell played a big part in making the whole project and official opening a great success and thanks go to the East Grinstead station colleagues for everything they did during the construction period helping our customers and to Paul Marlon for the work he did with the Mackie family.

It's important to recognise the help the Bluebell Railway received from Hodan and Keith throughout the installation and they were good to their word in ensuring our disabled car parking was returned to us in excellent condition.

If there was one picture that should have been captured, it was the face of the driver of the incoming Southern train as he pulled into platform 1 just as the O1 rounded the corner into platform 2!



# New Safety and Assurance Director Appointed

By George Barclay, Safety and Assurance Director

*George Barclay has been appointed as the Bluebell Railway's new safety and assurance director. He replaces Martin Cresswell who has stood down from the board after 3 years following his retirement from his role of operational safety adviser to one of Network Rail's key engineering suppliers. George has many years' experience in the rail and roads sector. Here, he introduces himself to the Bluebell membership.*

I was born and bred in the East End of Glasgow. I joined the railway straight from St Mungo Academy at the age of 16 years as a Train Register Boy at High Street Junction. This was a two-signaller operation just outside Queen Street Station Glasgow.

I then became a Signaller myself at Whifflet North Junction, near Coatbridge. In order to enter the salaried grades, I was appointed to a Clerical Officer Grade 1 position at Garrowhill station, a busy commuter station on the Helensburgh/Balloch to Airdrie line. Promotion to Clerical Officer Grade 2 happened when appointed to the Rules and Accidents section at Regional HQ (Buchanan House). The section served the General Manager and Outdoor Superintendents Glasgow & North and Glasgow & South. The role included reporting and analysis of all occupational and operational incidents, administration of regional inquiries and inquests and report writing to the British Rail Board. During this time, I passed Schedule A Rules & Regulations and entered the Operations Inspectorate as an ODR (Operating Department Representative).

Progression continued through Glasgow North and South as Area Operations Inspector, Senior Area Inspector to Chief Operations Inspector Inverness & Highlands. All modes of operation were encountered from normal, abnormal, degraded to emergency. In these front-line positions, I have dealt first hand with derailments, collisions, fatalities, 25Kv O/head power loss, severe infrastructure failures, snow clearance using independent plough configuration and snow blowers, serious rules and regulations irregularities/disregard and violations. Extensive knowledge was gained in the principles and



application of signalling systems from semaphore to multiple aspect zones controlled from mechanical signal boxes to Signalling Centres, RETB (Radio Electronic Token Block) and IECC (Integrated Electronic Control Centre). I have always worked closely with colleagues in the Permanent Way Department, especially as a Chief Inspector when I was responsible for all engineering work liaison through my territory. At this time, I was elected Associate Fellow of the Permanent Way Institution on 11 January 1984. I was, of course a member of the Institution of Railway Operators.



My first management appointment was to Operations Manager West Highlands. The highlight was, with Area Manager Colin Shearer, re-introducing steam trains between Fort William and Mallaig. A more gloomy development was early preparation for RETB signalling resulting in signal box closures. Although, the line would have probably not been survivable without RETB. I was then promoted to Relief Manager Aberdeen, at that time at the height of Scotland's oil exploration, providing coverage for the Area Manager, Operations Manager, Train Crew Manager, Train Crew Supervisors, Traffic Manager and Area Operations Inspectors.

At the request of the Area Manager Glasgow Queen Street, I was promoted to Commercial Manager Glasgow Queen Street which included the station Travel Centre, surrounding commuter stations, parcels business and customer interface.

British Rail, and especially Scotrail, was adopting TQM (Total Quality Management) and I was approached to form and manage a 'System Audit Group' tasked with conducting and reporting on a cross functional audit protocol. The basis was ISRS (International Safety Rating System). I appointed four auditors from four different railway disciplines and included myself as operations and commercial input. After training and examination, we all achieved status as International Society of Accredited Safety Auditor. Alongside this accreditation I achieved the National Diploma in Occupational Safety & Health, was admitted as a member to The Institution of Occupational Safety & Health and accepted as a member of the International Institute of Risk & Safety Management. It was at this time that I became enmeshed with the concept of loss control and the gap between what a controlling system thinks is happening and what is actually happening at the work face.

Then I was transferred to Station Manager Edinburgh Waverley, with responsibility for the effective operation of the station, train preparation, Travel Centre and all customer supporting operations. To be Station Manager of the principal station in the capital city of Scotland was an honour, and never more so than when the

Area Manager relinquished to me the duty to lay the wreath on Remembrance Day at the plaque to the fallen.

During this time, we collected members of the Royal household in the summer as they transferred from Edinburgh Waverley for the next stage of their journey to Balmoral.

Then British Rail was to be broken up, firstly with the creation of Railtrack Scotland Zone. The person appointed as Managing Director asked me to take the appointment of Safety Case Manager Railtrack Scotland Zone. I researched and drafted the Zone's Safety Case. This project was an intense iterative development process. Mainstays of the process was understanding and application of maintaining or bettering current levels of risk control, vertical integration and interface management. Railtrack Zone Safety Case was successfully achieved. As a result, I was invited by the Managing Director Network South Central to achieve the same result in producing, and have accepted, the emerging TOC (Train Operating Company) Safety Case. So ... to the South.

My role was to be Strategic Safety Manager Network South Central. First objective was to build and produce a TOC Safety Case. The Safety Case was duly accepted by the infrastructure Controller and HSE (Health & Safety Executive) owing to a LUL (London Underground Ltd) interface. Thereafter, the Safety Department was re-modelled to better reflect the organisation. Further re-structuring saw me become responsible for the direction of the Traction and Guards Inspectors. Owing to my particular history I was appointed Professional Head of Occupational and Operational Safety.

As the organisation progressed and Connex came into being, three autonomous units were created to better reflect customer needs and demands. This required an Operations Manager and a Commercial Manager to work closely together in each unit. I was appointed Operations Manager Surrey & Weald, based with my commercial colleague at Crawley. My main depot and drivers were at Redhill and others at satellite depots such as Horsham, Three Bridges and Epsom. Apart from being responsible for my drivers and guards, I

had responsibility for Depot Supervisors, rostering arrangements, train cleaning and Driver and Guard Inspectors.

My last position in Britain's Railway was Head of Transport training, Connex UK. A large training department turning out, mostly, productive drivers to negotiate some of the most densely signalled areas of the UK. During my time we put a converted unit into service as 'training train'. It had staggered seating that allowed trainee drivers to sit behind the trainee who was practically handling under instruction. This resulted in significantly increasing trainee practical handling opportunity. Also, a specialist computer company in Grenoble in France was engaged to develop desktop driving simulators. These simulators offer trainees the opportunity to experience situations and failures in a controlled environment. I developed a training package for Senior Drivers, Driver Instructors and Inspectors titled 'the driver as part of the Signalling System'. The driver is the principal part of the system – and its most vulnerable part. This represents the final pillar of the system – situational awareness. My own personal development saw the awarding of various City & Guilds and Competency Assessment achievement certificates.

I retired, and pretty much immediately was approached by the General Manager Rail at Bechtel with the offer of Rail Specialist, Bechtel. I accepted and was responsible for strategic oversight of safety advisers/managers and their

outputs on Bechtel input at Thameslink 2000, West Coast Main Line Route Modernisation, Channel Tunnel Rail Link (CTRL) and LUL station and track refurbishment. During this time my remit was broadened to include Bechtel Croatian Motorway (Zagreb to borders), Romania's Autostrada Transilvania and Jorge Chavez airport in Lima, Peru. As CTRL reached the stage of morphing from a major construction project into a merged railway operation, I took office at King's Cross as Bechtel Safety Manager CTRL.

As CTRL was drawing to a close, I was recruited by the Chief Executive Officer Veolia (who I knew from Connex days) to take the post of Strategic Safety Director (Veolia) Transdev North America. The responsibility was to drive Loss Control at five diverse rail operations in Massachusetts, Florida, Texas and California (2). Standards were harmonised between the operations and robust reporting achieved and provided to each of the businesses' executive teams. Using the pillars of loss and risk control, identification of system gap, vertical integration and situational awareness, I was able to move thinking from 'compliance' to 'continuous improvement'. I undertook research on operations' pursuits and provided strategic input to proposals. I interacted at all levels in the organisation from front line to joint venture partner and parent company executives.

So ended my career with rail. However, I was then invited into road major projects – but that's another story!



# Ale Awake the Giant!

By Andy Taylor, Awake the Giant project leader

We have had a busy summer period attending many open days.

The new donation leaflet is proving to be very popular indeed. An initial print run of 1,000 were ordered and we expected these to last until Christmas, but all went within 2 months! Another 1,000 have now been purchased through a kind donation. We have had good conversion rate and can expect approximately 60 new donors per year through this route, with the leaflet targeting a new group of people who are not aware of the fundraising.

## ALE AWAKENING FROM THE SUMMER

Harvey's Brewery is no stranger to the Bluebell Railway and they have very kindly supported the railway over many years. Miles Jenner, head brewer of Harvey's Brewery, was contacted to see if the brewery were able to support 92240 in some way. This was to be in the form of 'Awake the Giant Ale' using Harvey's branded "Old Ale" on pump. Old Ale is a dark, warming brew, with burnt sugars and roasted malts complimenting the premium Maris Otter barley.

Two Ferkins were donated free of charge.

With the help of Marketing Manager Ruth Rowatt and Retail Manager Asa Griffiths, the King George V buffet was taken over at the beer festival, being a base to sell the ale with all proceeds going to help restore 92240. Merchandise and donations were also sold and collected from the buffet.

The weekend was a huge success!!! A special thank you to Martin Lawrence, the Bluebell Locomotive department and members of the Awake the Giant team for helping to staff the buffet over the 3 days. Very special thanks must go to Miles Jenner and the team for the kind donation of "Old Ale" and we look forward to working with Harveys in the future.



## BRANDED MERCHANDISE

Three new items are now on sale:

- A bright orange t-shirt, aimed at the younger generation.
- A bottle opener.
- A hoodie.

Other items to follow soon along with a 2024 calendar!

## THE MOVE SOUTH

There has been a slight delay in the move to Sheffield Park, although the engine has been fully oiled round and will be again before any move takes place. Please keep an eye out on social media.

## PHOTO COMPETITION

There is still plenty of time to enter this (closing date 4 November).

If you wish to enter the competition or have any questions, then please speak to Tom Newble at [awakethegiant@outlook.com](mailto:awakethegiant@outlook.com)

Come and visit us at our stall at the upcoming Giants of Steam event.

If you can help in any small way with either fundraising or the restoration, please do not



hesitate in getting in contact. Please visit <https://www.bluebell-railway.com/brps/awake-the-giant/> or contact myself Andy Taylor at [andy.taylor@bluebell-railway.com](mailto:andy.taylor@bluebell-railway.com) for further information.

Thank you for all your support. Let's Awake this Giant Again!

# Volunteering Update

By Graham Aitken, Volunteer Co-ordinator

I have seen the light, or at least have been told about it.

I have it on very good authority that most people these days do not read (even slightly) long articles and are tuned in to Social Media type of posts/reports only.

So here goes:

### URGENT - VOLUNTEER HELP IS NEEDED FOR:

1. An assistant membership secretary to deal with Society membership issues. Can be done remotely or at the Railway.

2. An IT competent assistant to help develop and maintain the Bluebell Railway Museum website. Can be done remotely or at the Railway.
3. Booking Clerks at Sheffield Park station. Can only be done in the Booking Office.

IN THE FIRST INSTANCE CONTACT ME at [volunteer.coordinator@bluebell-railway.com](mailto:volunteer.coordinator@bluebell-railway.com) and I will arrange for the relevant person to get in touch with you to discuss details.



# New Sheffield Park Entrance Gates

By Infrastructure director Barry Luck and Tim Preston

Some of you may have noticed that the planning permission to install the miniature railway at Sheffield Park included the following: “the erection of security gates at the main motor driveway entrance to the east of the site to be locked in the open position at all times of operation but affording property site security out of hours”.

The planning permission summarises the objective of the proposal well. The gates are to provide a greater level of security for our Sheffield Park station site out of operating hours but, during the working day, they will be permanently open. We also wanted the gates to be easy to use for staff and volunteers, and the use of technology will enable access plus the opening and closing the gates to be straightforward straight forward for those that need out-of-hours access. Key operating staff have been involved in the development of the operating specification.

Over the last 18 months, a number of people having been working to develop both the design and installation strategy for the gates. There has been a conscious decision to move away from industrial style palisade fencing for the two metre high gates. The location will be east of the bridge over the brook under Station Approach and includes a short run of fencing up to the bridge. We have chosen a 20mm square railing with a rail head narrowing to a point and painted black.

Preparatory enabling works have taken place in readiness for an agreed window for installation in the week commencing 31 October. This will involve a co-ordinated operation between the Railway’s staff on civils and electrical matters, and Frontline Automation, which will install the gate and the operating system. The Railway is closed to the public that week, and while there will be some temporary closures of Station Approach during installation, these will be kept to a minimum.

## News in Brief

### 84030 PROGRESSES

Information supplied by Chris Wren

Tucked away in a corner of the locomotive yard between Atlantic House (home to ‘Beachy Head’) and Wainwright Villas (home to the Fenchurch Fund / Little Loco Group and No. 27), work is quietly progressing on the construction of BR Standard class 2MT tank engine No. 84030. The latest progress report is that the rear of the bunker has been erected, giving a newly dramatic appearance to the locomotive. [Progress reports](#) are published on the Bluebell website; a new update is imminent.



## CARTERS STEAM FAYRE

Words and photos by Roy Watts

On the 3/4 September, the 3 Bluebell "Routemasters" were invited to attend Carters Steam Fair at Croxley Green in Watford as part of the vintage car rally.

This was the first time the 3 had attended an event for 3 years due to the pandemic but sadly it would be for the last time with Carters Steam Fair as those who follow their progress will know that they will cease touring at the conclusion of the 2022 season pending the set-up of a permanent exhibition site.

Indeed, as this edition of *The Bluebell Times* is being read, their last "pull on" at Prospect Park in Reading is taking place.



## COMMUNITY RAIL EDUCATION TEAM HELP WITH SCHOOL VISIT

Words and photos by Paul Bromley,  
Community Rail line officer and Bluebell  
Railway communications director

Two former teachers who now work as Community Rail education officers visited the Railway to observe how our team conduct a World War II-themed school trip.

The education officers from Southeast Communities Rail Partnership watched the Bluebell Railway's education volunteers when Year 6 pupils and teachers from St Mary's primary school in Horsham came for a special day of activities on Friday 30 September.

Community Rail education officers Cath Reed and Sharon Hunt work with train operators GTR and GWR to teach youngsters at schools in Sussex and on the North Downs Line from Gatwick to Reading about rail safety.

They watched the safety briefing for pupils at Sheffield Park station and toured SteamWorks! before travelling on the train to Kingscote then back to Horsted Keynes for special WWII activities. These included writing postcards home, hearing first-hand from wartime evacuees and learning about billeting arrangements. Cath and Sharon joined in some of the role-play events for the pupils.

When the air-raid siren sounded, all the pupils, staff and volunteers gathered in the subway where Cath led a sing-song of 'Heads, Shoulders, Knees and Toes' to keep everyone warm and to maintain spirits.

The education officers also had a chance to meet the footplate crew on Maunsell Q class locomotive No. 30541 when the train returned to Sheffield Park.

This was the third collaboration between the Bluebell Railway and Southeast Communities Rail Partnership in the last few months. Community Rail education officers visited Sheffield Park in August to promote their anti-trespassing campaign then our O1 locomotive No. 65 went to



East Grinstead mainline station at the start of September to support the opening of the accessible footbridge.



*Left:  
Some of the unseen and largely unheralded volunteers who keep the line running: the Wednesday lineside clearance gang. Not only do they maintain the clean and tidy appearance of the line to the benefit of our visitors, but – by keeping dead vegetation to a minimum – they play an important role in minimising the risk of lineside fires.*

*Photo: David Cable*

# 5 Minutes With ... Laurie Anderson

## Name:

Laurie Iain Anderson

## Role:

Fireman, Guard, Wagon Fitter and Locomotive Engineering Trustee

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

I have been involved with the Bluebell Railway since May 2013 so between then and when this is published is how long I have been at the Bluebell Railway.

## How did you first become involved?

I did my Year 10 Work Experience week in the Loco Works at Sheffield Park. I enjoyed it so much that I continued on after my week's placement was complete. After that point, I use to catch the first bus from Haywards Heath to North Chailey and walk to Sheffield Park and the last bus in reverse every Saturday.

## What is your professional career?

I work for Southern Rail as a Traction & Rolling Stock Engineer at Stewarts Lane. I trained as an apprentice and was based at Redhill, Selhurst, Brighton and Stewarts Lane for the duration.

## What does your Bluebell Railway job involve?

Well as a Fireman it's a bit self-explanatory what's involved. I shovel tons of coal and keep the boiler under control. I get a real thrill when going up the line on an engine. Every trip is different.

As a Guard, I wave flags, shunt carriages and watch over the safety of passengers and the train. It's a relaxing job being hauled through the beautiful Sussex countryside. I'm hoping to become a Goods Guard once we start running Goods Trains again.

As a Wagon Fitter, I am involved in the restoration, repairs and maintenance of goods wagons on the



Bluebell. The job varies day to day depending what needs doing. One day I could be doing metalwork to rebuild a wagon and the next time I could be painting away enjoying the peaceful atmosphere of Horsted Keynes on a summer's day.

Finally, as Locomotive Engineering Trustee, I get involved in the planning of preservation strategies with Locomotives to ensure that there is a heritage balance as laid out by the BRPS Plans. I also look into ensuring the transfer of heritage skills to new generations.

## How often do you volunteer at the Railway?

Whenever I have a spare moment currently. I tend to do a couple of days a week minimum however this will possibly change as I plan to start learning to horse ride.



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

Yes, a number of departments. I am a Fireman, Guard, Trainee Shunter and Social Sub Committee Organiser.

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

Chubbs is my nickname for an obvious reason. It's not in malicious way and I find it endearing that people are comfortable calling me it knowing it won't affect any relation I have with them. Other nicknames I have are LIA, as a shorted version of my name, and King, due to a Number Plate on my first car.

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

There's a lot but I would have to say that it's the satisfaction of achievement at the end of the day.

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

I can't do it every day.

### What is your earliest train memory?

It was a beautiful Spring afternoon at Tremaines Riding School I seem to remember. I was sitting out the back watching my sister do her riding lessons in the outdoor arena on a beautiful summer's day and it was at this point my first train memory was made. There was a faint whistle in the distance and next moment down the hill, over the long grass, I saw a tiny red tank engine scurrying along with some wagon clanging away behind it. I think that memory has shaped the two things I love: railways and horses.

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

I do however it is rarely used these days. It was started as a Father & Son project when I was 7 years old. I built quite a bit of it. However as I left school and started working, I found I had less and less time to do it. I imagine one day me Dad and I will finish it when time comes.

### What was the most frustrating aspect of not being able to visit the Railway during the lockdowns?

Having so much free time and not having anything practical to do. I like keeping busy and lockdown was stopping me from doing so.

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

Other than I like horses, country music, pickup trucks and I support on the down low, Sunderland AFC. Was once a model engineer but the real thing is way better!



# New Museum Curator

By Malcolm Johnson, Museum Curator

*Malcolm Johnson has been appointed by the Museum Management Committee to be the new curator of the Bluebell Railway's museum. Malcolm is an existing steward at the museum on Platform 2 at Sheffield Park station. He replaces Tony Drake who is retiring formally from the role at the end of the year. Here Malcolm sets out what he hopes to achieve.*

I am delighted to be taking on the role of Museum Curator. It was more than eleven years ago that I first visited the museum. I found it very impressive and like all good museums it told interesting stories. I decided on that first visit to volunteer at the museum and have enjoyed more than a decade of working in the museum and archives.

When I speak to visitors to the museum, so many tell me that we have a very good museum. It is very rewarding to know that we exceed the expectation of so many people.

The museum has continued to improve since its opening thanks to the dedication and skills of Tony Drake and those who have worked with him from the start. They created what we have today and should be very proud. I wish Tony a long and well-earned retirement.

I take on this role knowing I shall be working with a great team of people as we continue the challenge of running a now mature museum. Our railway needs us more than ever to enhance the experience of a visit to the Bluebell and that is what we shall strive to achieve.

Entering the museum can feel like a step into Doctor Who's Tardis but it definitely has finite physical limits. An aim I have is to see how we can grow the museum by the use of technology and making use of the "wider museum" concept. The very best museums appeal to a wide age range and visitor outlook and also are not restricted to the physical boundaries of their four walls. I shall try to learn from leading-edge museums.

With my wife Marion, who is a fellow Bluebell volunteer, I live within the sound of our railway on the site of Newick and Chailey Station. I am a Chartered Engineer and have been a manager of technology throughout my career. I look forward



to putting my experience to good use working with my very able colleagues to take the museum forward in these challenging times.

*You can read more about Malcolm and Marion Johnson's life at the former Newick and Chailey station site in issues 7 and 8 of The Bluebell Times available from the [BT page on the Railway's website](#).*



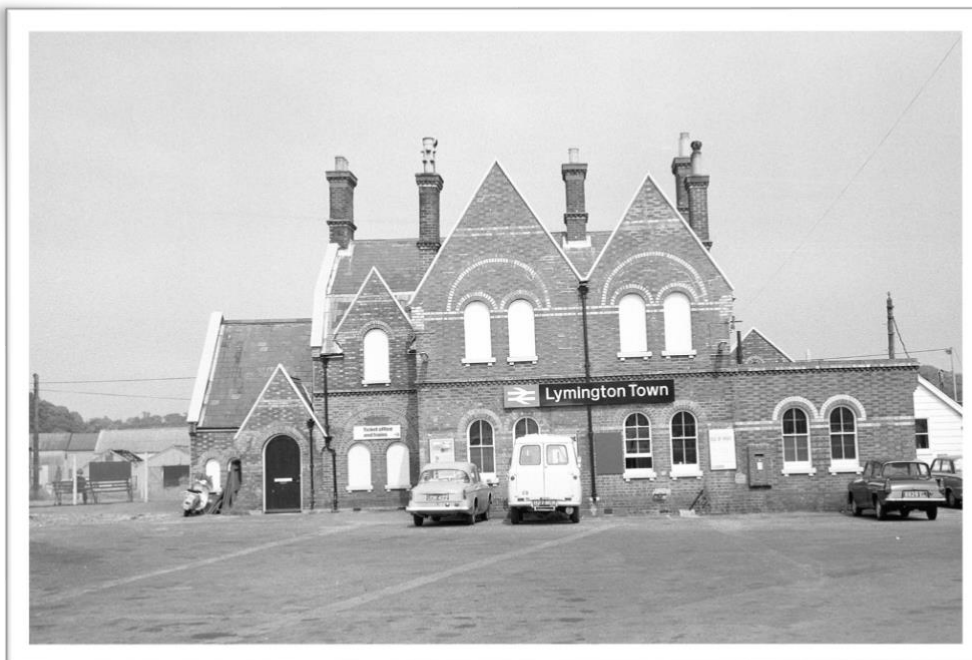
# New Additions to the Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

The Museum Archive team are pleased to announce that the next instalment of John Scrace's stations, signal boxes and infrastructure photographs have been added to the Museum website. October's update includes 175 images with the locations beginning with the letter 'L'.



*Above:  
View of Littlehampton Signal  
Box on 12 June 1968.  
John Scrace [082084]*



*Left:  
Lymington Town Station  
building frontage on 24 July  
1972.  
John Scrace [082157]*

## 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, 14 October

By Tony Hillman, assistant museum curator

*Three pictures from the Bluebell Photographic Archive taken on 14 October. Thanks to Martin Elms, John Creed, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and providing the notes..*



Saturday 14 October 1950 and virtually brand-new Fairburn Class 4 2-6-4T No. 42105 leaves Brighton station with the 3.05pm to Tunbridge Wells West, the train formation being a Maunsell 3-car set No. 955 (R4) formed of two third brakes (4237 and 4238) and a composite (5695) still in SR malachite green.

By 1948 the Southern Region Traffic Department were desperate to find more modern motive power to replace the aging LBSCR tanks such as the 11X and 13 classes. The London Midland Region agreed to lend the Southern two Fairburn tanks, Nos. 42198 and 42199, which arrived in April that year. No. 42198 first operated from Nine Elms on 19 April and after working both ECS and Basingstoke locals went to Bricklayers Arms on 2 May 1948 from where it worked local passenger trains throughout Kent. No. 42199 first operated from Stewarts Lane shed, also on 19 April, and was mainly used on trains to and from Tunbridge Wells West with the occasional trip to Ashford and to Lewes. The trial was regarded as a great success

resulting in 41 examples (Nos. 42066-42106) being built at Brighton Works in 1950 for use on the SR although later, between 1952 and 1954, seven were transferred to the North Eastern Region. The remaining 34 stayed on the SR until late 1959 when they were exchanged with BR Standard 4 2-6-4Ts from the LMR.

No. 42105 was the penultimate Fairburn built at Brighton in late September 1950. After service at Tunbridge Wells West it went to Exmouth Junction in October 1951 where it saw use on the Plymouth route. It returned east to Brighton in January 1952 and then to Tunbridge Wells West again in June 1956. Transferred to the LMR in late 1959 it was then allocated to Bletchley, Carnforth and finally Lostock Hall sheds. Withdrawn in December 1966 it was scrapped in April 1967. Nos. 42073 and 42085, both Brighton built, survive on the Lakeside and Haverthwaite Railway.

*Photo: Joe Kent [90922]*





Moving forward to 14 October 1961, and ex-SECR H Class tank No. 31530 is taking water at Westerham. Designed by Harry Wainwright and entering service in 1905, the locomotive was one of 66 built at Ashford. 31530 was first allocated to Orpington but moving sheds several times in the ensuing 48 years, it was fitted with push-pull equipment in 1953; one of many of the class to be so modified after 1949. Having worked on London (Central) District branch lines for several years, it was then transferred to Tonbridge (73J) in March 1961 to work push-pull services on the Hawkhurst and Westerham branches. It was finally withdrawn in March 1962 and cut up two weeks later. The push-pull coach set in the photograph is probably number 610, one of a small number of sets allocated to the South Eastern Division at the time. Using Maunsell coaches from the 1930s, it comprised of a driving brake composite (DBC), converted from a brake composite (BCK), and a trailer second open (TSO).

The Westerham branch itself closed on 30 October 1961, two weeks after the photograph was taken. Just over 4 miles long, it had opened back in 1881

and linked Westerham with Dunton Green on the SER main line just north of Sevenoaks. There was a single intermediate station at Brasted, with a railmotor halt at Chevening added later. In the early 1950s there was still a passenger service of 20 trains a day, but the branch began to decline quickly in the face of local bus competition: closure for both passenger and freight traffic was announced in 1960. The Westerham Valley Railway Association was formed in 1962 and attempted to save the line. Sadly, its efforts, which included the purchase of H Class No. 31263, now at the Bluebell, came to nothing. By 1966 the track had been lifted and Westerham station demolished. Part of the route is now covered by the M25.

*Photo: John J Smith [46031]*



Another view taken on 14 October 1961 shows the Up Starting signal at Clock House, located at the London end of the Up platform. The upper arm is the Starting signal proper, operated by the Clock House signalman, and enamelled red with the familiar white stripe. This controls admission of trains to the block section ahead towards New Beckenham. Beneath this is a Distant signal arm, yellow with a black chevron. This can only be cleared by the New Beckenham signalman once all his other Up Mid Kent line running signals are cleared. Even then this arm will not fall unless the Clock House Starting arm above is also "off", in other words it is "slotted" by the upper arm. This function is achieved by the assembly of levers and balance weights seen directly behind the handrail. (\*)

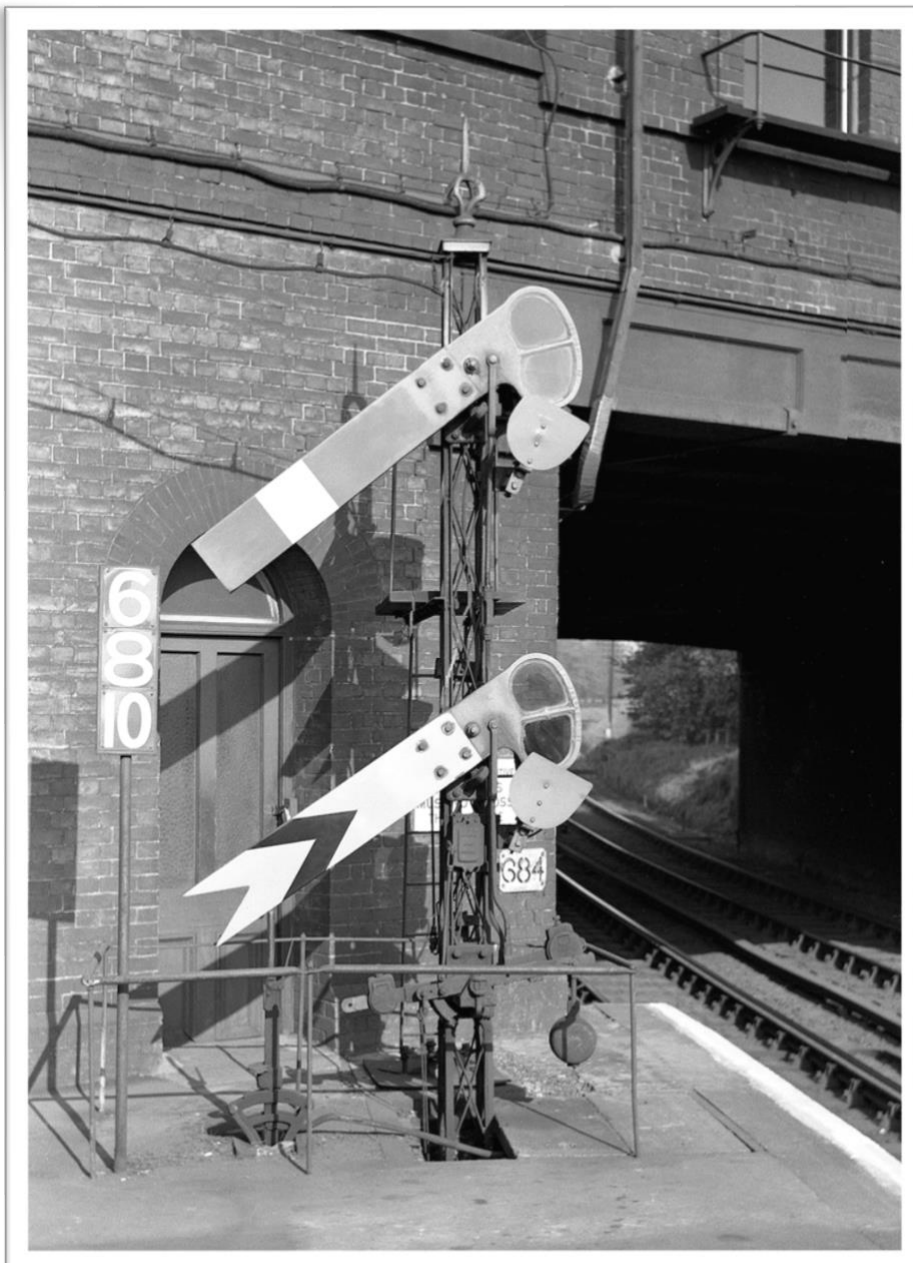
Since mid-1929 the Southern Railway had used upper quadrant semaphore signals, but those seen here are the older lower quadrant variety, installed with the new lattice post on 10 March in the same

year. Both signal spectacles have what is sometimes known as an "Annett's Shield", the inverted D-shaped piece of sheet metal positioned so that when the arms are horizontal, sunlight cannot reflect from the lower glass, giving a false green aspect in the upper arm, or yellow in the lower. Just below the pivot of the Distant arm is a rectangular box housing a circuit controller, which electrically repeats the position of that arm to the signalman in New Beckenham box.

The enclosure also contains a small lever, padlocked near the quadrant. This is for use during fog by the fogsignalman, to place or withdraw a detonator from the rail at the signal. There is no room here for the lever at track level, where these were more usually located. The sign to the left indicates to a motorman where he should stop with a 6-, 8- or 10-car train, while the number "684" is the serial number of the bridge behind the signal, which carries the station building and Beckenham Road.

*Photo: John Scrace [80720]*

*(\*) An example of such "slotting" on the Bluebell Railway exists on the signals controlling entrance to, and exit from, the locomotive yard at Sheffield Park, where the signals can only be pulled "off" if the Sheffield Park signalman **and** the operator of the Loco Yard Ground Frame **both** pull their appropriate levers off – Ed*





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Members, Staff and  
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## Tail Lamp

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

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

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