



Visting Standards 76017 and 73156 on shed at Sheffield Park Photo: David Cable

# The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

## November 2022

### IN THIS ISSUE

Whatever else happens, the Railway does put on a good event, and after the travails of the summer, Giants of Steam was no exception. From the footplate at least, the trains and platforms looked comfortably full. The timetable was interesting as well; gone are the gala days of “four trains, straight up and down” – this was an event where you needed to keep a close eye on the shunt notes, despite which everything seemed to run very reliably to time, a testament to the thought with which the timetable was written. As a volunteer, I'm grateful to all the various owners for providing the opportunity to use their respective machines; we must never forget what a privilege that is, nor the levels of trust they must have that a crew can get on a possibly unfamiliar loco and work it safely and efficiently.

Elsewhere in this issue, we report on continuing changes at both a company board and management level. Of especial interest are the changes in the organisation of mechanical engineering across the Railway: read more in “From Mee to You” on page 2 of this issue.

As winter sets in, there will be a hiatus in one of the Railway's other big projects, the restoration of Horsted Keynes station – forced both by harsher weather and the need to use Horsted Keynes as the hub of our Christmas season. Nonetheless, considerable progress has been made. If our locomotives are the “stars of the show”, we shouldn't forget that the stations form the “set” upon which they perform. In many ways, we are a form of educational theatre – but how often do we look at our sets with a critical eye and spot the jarring anachronisms of non-prototypical surfaces, fences, signage, trunking and so on? Hopefully, the Jewel in the Crown will set a standard, such that our visitors genuinely feel they are stepping back through time as they walk up the station drive and through our booking hall onto a platform.

Tom James, Editor

<i>From Mee to You</i> .....	2
<i>Board changes</i> .....	4
<i>Jewel in the Crown – October Report</i> .....	6
<i>Goodbye BROOSS – Hello HOPS</i> .....	7
<i>Volunteer Find Out More Days</i> ..	9
<i>BRPS AGM – Correction</i> .....	9
<i>Now is the time .... Fundraising for FREE!</i> .....	10
<i>Museum Acquisitions</i> .....	11
<i>New Additions to the Museum Website</i> .....	12
<i>On This Day, 11 November</i> .....	13
<i>Job Vacancies</i> .....	16
<i>Publication dates</i> .....	19
<i>Tail Lamp</i> .....	20

# From Mee to You

By Geoff Mee, chairman, Bluebell Railway Plc

November already! Where did this year go? As you read this, SteamLights will be starting up, signalling the start of our busiest period of the year with Santa Specials and more Golden Arrow luncheon trains.

This year more than ever we need it to be a successful season as the revenue raised during the Christmas period will keep us going during the winter until we start up again in February for half-term but we are aware that that success comes at a price. This intense period of activity is dependent on our tightly knit band of volunteers and staff who are always stretched at this time of year across all the departments so I wanted to anticipate the efforts that we all need to make and to thank you all for making this happen. We have a superb reputation for putting on the best Christmas season in the heritage railway calendar and this year will be no different. It will look seamless to our customers but I am sure but we will be paddling like crazy under the water. It will stretch all of our resources but it will be worth it as we provide the financial resilience needed for the start of next year's budget.

Santa Specials are all sold out and SteamLights not far behind which is good news as the financial headwinds are building for the Railway with high inflation and interest rates and costs for fuel, utilities and materials remaining at worrying levels. This is coupled with the financial pressures on families affecting their disposable income which impacts on our visitor numbers.

We are approaching the year-end having had some great efforts by all for the events which have been successful in keeping visitor numbers up. The beer festival was significantly bigger than last year and Giants of Steam – despite slow advanced sales – bettered the budget projections. Kids for a Quid was a huge success for half-term and attracted loads of families, who had a great time with lots to see and do across the Railway.

We need to keep up the tempo next year with more innovative ways of getting people to visit the

Bluebell as it does not look likely that there will be any Government assistance for the heritage sector as they provided during the pandemic. To explore some options for next year there will be a joint board meeting in January between the plc, Society and Trust to look at next year's programme and budget and outline the medium/long-term vision for the Railway which we then want to share at next year's volunteer workshops planned for February and March.

We welcome two new board members who attended their first meeting: Chris Barber as Director of People Services and Steve Trigg as Director of Finance – details about both the new directors are on pages 4 and 5 of this issue.

With the retirement from the board of Bob Pamment (Rolling Stock) and Mike Ellis (Operations) we have put in place some interim arrangements to ensure consistency of delivery in both Carriage & Wagon and Ops. I am pleased to say that Society chairman Paul Churchman will temporarily take on the responsibility as Rolling Stock Director alongside his own role and Society vice-chairman Neil Glaskin will take on the responsibility for Operations whilst we find a permanent replacement for Mike. On behalf of the board, I would like to thank Bob and Mike for all their hard work for the Bluebell and know that they will continue to volunteer in their other roles.

We are going to take the opportunity to restructure the Loco and C&W departments by having one Traction and Rolling Stock Director looking after both C&W and Loco as well as the interface with the owners' groups. We will appoint a full time Chief Engineer overseeing both workshops, this post will be advertised in due course and we anticipate a strong response. The advert for the post of Loco Workshop Manager is now live. Rowan Millard will continue as C&W workshop manager. Once these posts are filled Paul Russell will assume the role of Traction and Rolling Stock Director.

It is also the intention to have a new Volunteer Group to oversee the maintenance of our diesel fleet. Details of how this will be organised and where they will be based will come out in the coming weeks but the principle will be that this is a new volunteer group that will not take away effort from existing projects in Loco or C&W. The new group will be within the group headed by Locomotive Engineering Director Paul Russell and is co-ordinated by Diesel Traction Engineering Co-ordinator Ben Wetherall. If you want to express an interest in joining the team, contact Ben by email [Ben.Wetherall@bluebell-railway.com](mailto:Ben.Wetherall@bluebell-railway.com).

I am keen that we support Ben and his team as our diesel fleet will provide resilience against potential fire risk as well as giving us a 'Thunderbird' capacity in the event of failures.

We have been offered a couple of interesting proposals on the diesel front, both with very Southern connections.

Firstly, the Bluebell has been offered an Oxted DEMU 1305 at no cost to the Railway. In fact, this unit formed the very last working by DEMU between Uckfield and Oxted in 2004. It is in sound mechanical and electrical condition but requires some bodywork repairs. Secondly, there may be the opportunity through a generous donor to be able to acquire an ED locomotive, which is already in regular use in the South East.

These decisions will require the approval of the Trust (which may well become the owner of one of the units), the Preservation Society and plc boards and the proposals will be put to the boards at the next meeting and the decisions will be reported in *The Bluebell Times*.

In the build-up to Christmas, I want to thank all of you for all the work that we will be doing together to deliver the best outcome for all our visitors. It will be hard work but I know that we will have a great time delivering the best Christmas.



*Double-headed BR Standard Class 55 Nos. 73082 and 73156 at Giants of Steam – possibly a first in preservation. Photo: David Cable*



# Board changes

Words and photos by Paul Bromley, communications director

The Railway has made a number of changes to the composition of the board including appointing its first Director of People Services.

Chris Barber takes on the new role as the Railway places a greater emphasis on its paid staff and volunteers.

He comes from a railway family – his grandfather was a signalman on the East Coast Main Line and his father worked on the engineering side of signalling. He has a background in Human Resources and is currently Head of Business Change for Thales UK.

He brings experience at Director level of transactional HR including recruitment and selection, policy, discipline and grievance procedures. He has applied HR skills including change management, organisational design and development, learning and development, succession planning and talent management.

Chris has been HR director, director of music and latterly chairman of the Musical Museum at Brentford in London. Chris has a passion for the heritage movement generally and steam in particular - for many years he was involved in the preservation and running of the Burrell Scenic Steam Road Loco "Dragon".

He said: "Just like any organisation, the people at the Bluebell Railway are vital to its future success. We have a dedicated team of paid staff and volunteers who make the Railway such a great place for people to work at and visit.

"I want to build on this by looking at the life cycle for paid staff and volunteers to ensure this is fully aligned to the strategic business and preservation aims of the Railway. I look forward to liaising with – and listening to – people in all parts of the organisation to consider improvements to make the Railway an even better place to work and visit"

Bluebell Railway plc chairman Geoff Mee said: "Chris Barber's appointment reflects the importance we place as a business on our people.



*Director of People Services Chris Barber*

The Bluebell Railway relies on the dedication of its paid staff and volunteers to provide our passengers with a first-rate experience. This new addition to the board indicates our recognition of the work of all our people. I am sure Chris's experience will help us all in our efforts to continue to be the premier heritage railway in the UK."

Steve Trigg has been appointed as the railway's new Finance Director.

Steve has been a finance director for various companies covering different sectors including housebuilding, recruitment, oil and gas, and most recently mergers and acquisitions. He is now semi-retired.

He grew up around railways as his father was a rail enthusiast and he spent many hours at GWR's Didcot centre.

Steve said: "The Bluebell Railway, like all other businesses, is in a difficult financial position because of the general economic situation. I look forward to meeting the staff and volunteers to see how we can best work together to tackle the economic headwinds and put the Railway on a firmer financial footing."

Steve replaces David Burch who has stood down from the board because of work commitments.

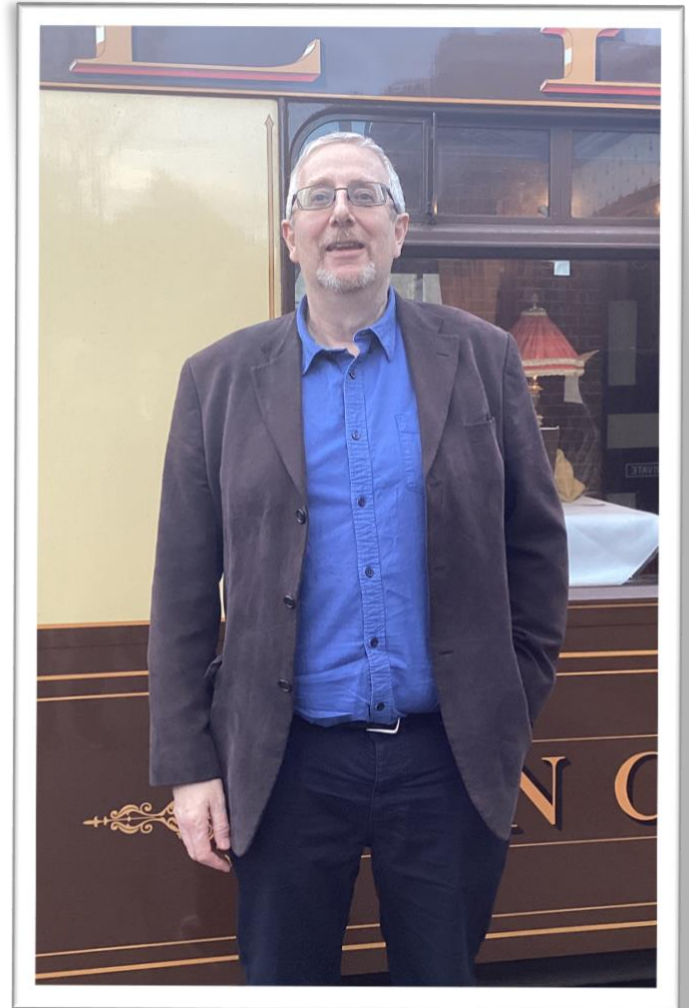
Geoff Mee said: "We thank David for steering us through the difficult phase of the pandemic and ensuring our survival. He provided us with a path towards better times. We know Steve will build on his work and see us through to a more prosperous railway even though we face more economic challenges in the short-term."

In addition, long-serving directors Bob Pamment and Mike Ellis have stood down from their roles as Rolling Stock Director and Operations Director respectively.

Bluebell Railway Preservation Society chairman Paul Churchman will be interim Rolling Stock Director and vice-chairman Neil Glaskin returns to the role he previously held as Operations Director for the time being.

*Full details of all board members are on a special section of the Bluebell Railway website.*

*[www.bluebell-railway.com/whos-who/](http://www.bluebell-railway.com/whos-who/) - Ed .*



*Finance Director Steve Trigg*

# Jewel in the Crown - October Report

By Bob Darvill, Buildings Manager

Throughout October, the team has been working hard against challenging deadlines to achieve as much as possible before Christmas and winter weather force a hiatus on activity. They have applied as much paint as possible to take advantage of the mild weather. They have carried out as much structural timber work as possible before the SteamLights carriages demanded to be shunted into Platform 5 in their bid to start the festive season. Their passage called for removal of scaffolding from the track so construction work came to a standstill.

Back in April the project was thought challenging, thorny and unpredictable. It has certainly not disappointed. We knew the canopy was structurally in poor condition. A lot of woodwork was identified as needing replacement. We went on to find a lot more. Concerned about the potential for catastrophic failure, we designed temporary support as a vital interim measure for safe preservation. Up to ten coats of old paint were removed in preparation of some woodwork. The cleaning of the subway took on a life of its own when it became apparent that night-time grit blasting was the only alternative. Specialist restoration of the irreplaceable iron gutters became a logistical exercise sequenced into the work. New component

parts needed to be designed and engineered to restore the original canopy drainage. The most challenging has been reproducing the zinc roofing in its outdated archaic form about which we may still have more to learn when work recommences.

We now have an interlude to plan a return with "Jewel in the Crown II" next year. During the winter we have some smaller scale works continuing. These will be lesser items of unfinished business, together with repairs to the platform 1, Waiting and Wedding rooms along with further activities off-site.

There is still much to do but where we have achieved the most, the building begins to have a new good and cared-for look. Thanks are due to everyone who has worked on Jewel in the Crown this year. Especially the Contractor, MJ Padgham, the subcontractors, craftsmen, suppliers, Bluebell Infrastructure team and specialists for their achievements. I would also like to thank the Station Staff, volunteers and employed staff who have accepted inevitable inconveniences and for their support. It has not been easy, integrating work with events and other activities on the Railway. Working together we will go on to drive this project to success in 2023.

# Goodbye BROOSS - Hello HOPS

By Nigel Page, IT director, Bluebell Railway plc, and Neil Glaskin, interim operations director, Bluebell Railway plc

The Bluebell Railway has been working since before the pandemic to build an operating and safety system known as BROOSS (Bluebell Railway Online Operating Safety System). This will provide the safety and operational framework for regulatory and operational management such as rostering, competency and timetables along with other key operational functions for us to operate. A working group across our operational and safety departments has reviewed progress.

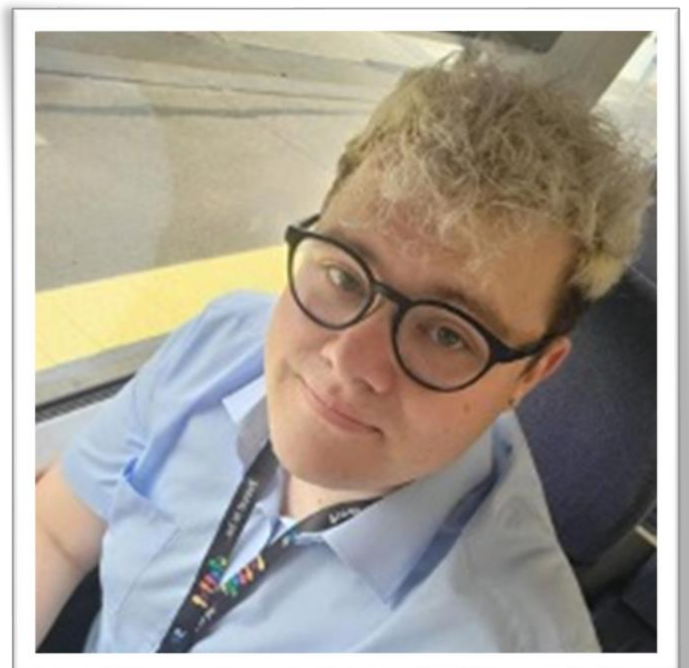
Following an evaluation of BROOSS, we have agreed to stop further investment in this system. Over the past four months we have been evaluating and testing a comparable system known as HOPS. This is used at 143 other heritage rail operators and recognised by regulators as a way of managing safety and operational systems.

The Bluebell Railway plc board agreed in September that the long-term benefits for the Railway are best met by moving to HOPS and we will be transferring our current BROOSS capability to HOPS by the end of this year. We will then build further capability and take full advantage of the HOPS platform during 2023.

The long-term objective is to provide a single operational view for all departments on the railway across all volunteers and staff members. An example is guard rostering along with managing competency and availability of resources. Tasks which are today manual can then be

automated and used as part of the operating model for day-to-day operations and planning. This has the potential to improve the quality of our planning and decision-making which then reduces the burden on volunteers and the time taken to manage and organise tasks. We will put in place training and familiarisation with the new system along with more specific details.

We are also pleased to announce that we advertised volunteer roles to support the design and implementation of HOPS. We have a HOPS champion who will build our requirements on HOPS and act as a single point of contact between HOPS and our departments. Matt Sloan (below) has come forward and will be performing this role. Matt is currently a guard and station staff with operational knowledge of the railway



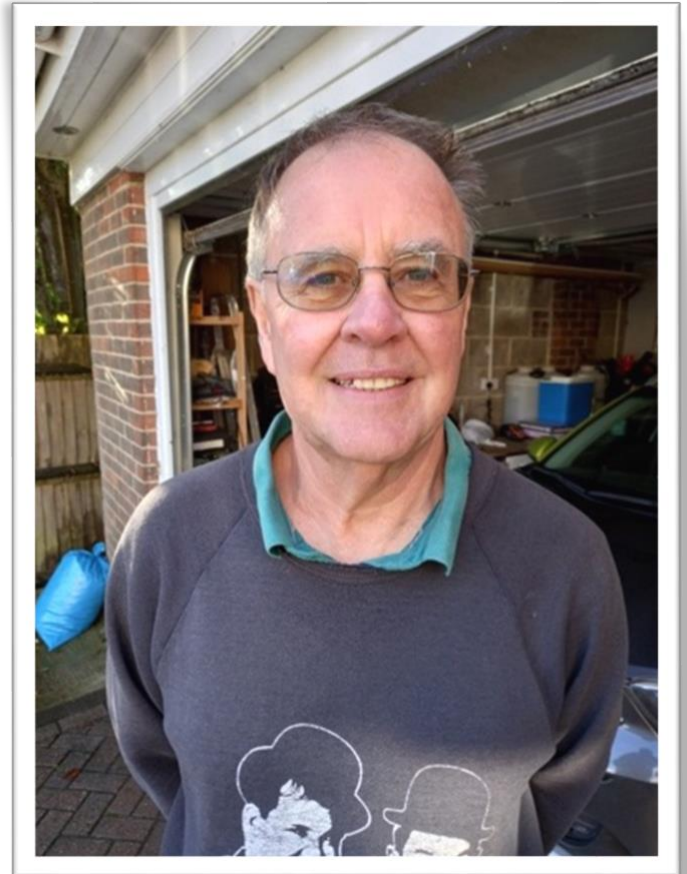


and the IT skills required to translate our requirements into HOPS.

We also have Fraser Hutchinson (right) as the project manager for the ongoing development and introduction into working practices. Fraser is a station master at Kingscote and East Grinstead and also a passenger and goods guard.

He said: "Matt and I have been working on this project for three weeks, although it seems longer, and we are so grateful for the help and support given to us from all departments. With this continued support we should hopefully have everything up and running by the start of the 2023 season."

More details will follow over the coming weeks and for any immediate questions please use our contact email [hops@bluebell-railway.com](mailto:hops@bluebell-railway.com).



## ABOUT HOPS

Through the provision of online management tools, HOPS aims to provide best-practice solutions for preserved and heritage railways, museums and centres to manage staff, operations, and compliance. Virtually all aspects of data processing, recording and ancillary administration relevant to the heritage sector are within the ultimate scope of this system. HOPS also provides services such as our UK-wide ID card system, bulk-buying consumables and uniform items for sale to heritage railway staff and volunteers in our shop, UK-side Safety Circular system for sharing of lessons learned, and regular online Workshops for subjects such as Safety Management Systems.

HOPS is continuously under development by heritage and professional railway staff. We have successfully built test cases around guard rostering, asset management and compliance as well as internal communication which were all successful. The experience is that HOPS provides significant benefits, in simplification and building capability to support safety and operations for the railway. HOPS is part of a heritage rail community which leverage economies of scale and learning from other railways which we can apply. More details can be found [www.hops.org.uk](http://www.hops.org.uk)



# Volunteer Find Out More Days

By Graham Aitken, Volunteer Co-ordinator

I am sure that you will all have (probably) heard about Find Out More Days (FOMD), when we invite potential volunteers to spend a day at our Railway and find out what volunteering roles interest them.

These days take place on the second Saturday or Sunday of each month from April to October and this year resulted in us gaining more than 25 new volunteers.

David Chappell is the FOMD Leader, frequently assisted by Martin Lawrence and Steve Bigg, and they escort attendees around most departments at Sheffield Park before venturing off to Kingscote and then Horsted Keynes. At each location a member of the staff – employee or volunteer –

talks to the group about the roles that exist in their departments. On the train back to Sheffield Park David finds out which jobs each attendee would like to undertake and advises me accordingly. These details are passed to my relevant Volunteer Champion, who makes contact and arranges for the new volunteer to attend for their first day.

I would like to thank David, Martin and Steve for helping me, and our Railway, by giving up their time to actively encourage more volunteers to 'sign up' and keeping Bluebell on track.

If you would like to join us as a volunteer you don't have to wait until next April. Visit the [Bluebell Railway website](#) and find out what you can do for our Railway. I look forward to hearing from you.

# BRPS AGM – Correction

By Gavin Bennett, BRPS Secretary

In my haste to write copy for the October issue of *The Bluebell Times*, I misread my own notes and incorrectly cited John Knight as one of the Trustees who was retiring by rotation. My sincere apologies to John for giving him a bit of a shock. The Trustees who are retiring by rotation are Roger Kelly and James Young.



*Stroudley Terrier No. 72 'Fenchurch' – still awaiting final lettering and numbering – has returned to steam and is being carefully run in before being returned to traffic. Thanks to eagle-eyed reader Keith Foster who spotted the locomotive shunting a short rake of goods wagons at East Grinstead, via the [Railway's webcams](#).*

# Now is the time ... Fundraising for FREE!

By Trevor Swainson, Funding Governor, Bluebell Railway Trust

Did you know that you can STILL raise funds for The Bluebell Railway Trust simply by shopping online? It costs you nothing and you still get the best prices from your chosen retailer/service provider.

Over the years, The Trust has received more than £30,000 at no cost to you and – it has to be said – at little effort from the Bluebell fundraising team.

Now is the time to join the schemes before you buy all of your Christmas presents or do your Black Friday shopping to benefit the Railway. Every penny raised goes towards the preservation and restoration of our unique collection of heritage assets.

Currently, we operate two similar schemes you can use to help the Railway. To join, all you need to do is to go to the Bluebell website, click the DONATE link in the top menu and then scroll down the page. Otherwise go to <https://www.bluebell-railway.com/donate/>

## MORE INFORMATION ABOUT EASYFUNDRAISING



There are over 7,000 shops and sites on board ready to make a donation – including eBay, Argos, John Lewis, ASOS, Booking.com and M&S – and it won't cost you a penny. Among the best of these retailers are insurance companies who each pay a generous donation when you renew your household, motor or other insurance policies.

On the DONATE page scroll down to easyfundraising and the FIND OUT MORE link will take you to the easyfundraising webpage where you can join up.

Each time before you start shopping, find your chosen retailer as normal and when you complete your purchase, that the retailer will make a donation to Bluebell Railway at no extra cost or effort to you whatsoever!

## MORE INFORMATION ABOUT AMAZON SMILE



AmazonSmile is a simple way for you to support your favourite charitable organisation every time you shop at Amazon. It does not cost you a penny and you enjoy the same prices that are available on the regular Amazon account.

On the DONATE page scroll down to Amazon Smile and the FIND OUT MORE link will take you to the Amazon Smile webpage.

Alternatively – AmazonSmile is available at [smile.amazon.co.uk](https://smile.amazon.co.uk) on your web browser and can be activated in the Amazon Shopping app for iOS and Android phones. By selecting The Bluebell Railway Trust, the AmazonSmile Foundation will donate 0.5% of the purchase price to the Trust every time you shop.

# Museum Acquisitions

Words and photos by Malcom Johnson, museum curator

Two new items have been placed on display in our museum which are very different in both age and appearance.

One is the Joseph Firbank hand lamp. This probably came in to use about 1880 on the Lewes East Grinstead Railway (LEGR). Joseph Firbank was one of the biggest railway construction contractors of the 19th Century, building 49 lines including the LEGR. The lamp carries the plate of J Firbank and that of the fledgling Lewes East Grinstead Railway.

It also carries the plate of the London Brighton and South Coast Railway which bought the line from the LEGR before its completion. To top it off, the lamp also carries the stamp "B" of the Brighton part of the Southern Railway. Without doubt this lamp has a very close connection with our railway.

The other item moves us much further along in the history of the railway of the south east of England to 1991 which was the 150th anniversary of the railway line from London to Brighton. Network Southeast (NSE) chose to celebrate this anniversary with several events at which celebration bone china dishes were presented to guests.

NSE was the part of British Rail that operated the passenger services in the South East of England and beyond. The dish on display was presented to the wife of our plc chairman Geoff Mee on what I believe was the occasion of a special train to celebrate the return of "Brighton Belle" style catering on the line.

It is good to have an item on display from the more recent history of the railways of the South East of England that helps us develop our diverse collection in the museum.

Next time you are at Sheffield Park, pop into the museum on Platform 2 and look at these and our other exhibits. If you like railways and talking to people, why not consider joining our team of museum volunteers. We are especially keen to attract a volunteer with experience of website management or development.





# New Additions to the Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

For the November update to the Museum website the Photograph Archive team are pleased to let you know that the next section of John Scrace's stations, signal boxes and infrastructure photographs have been uploaded. This month sees 195 images with the locations beginning with the letter 'M'.



*Above:  
Micheldever Station building  
frontage on 5 August 1966.*

*John Scrace [o82272]*



*Left:  
View of Mitcham Signal Box on  
8 July 1976.*

*John Scrace [o82360]*

## 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, 11 November

By Tony Hillman, assistant museum curator

Three pictures from the Bluebell Photographic Archive all taken on 11 November 1950. Thanks to Martin Elms, John Creed, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and providing the notes.



To open this month's selection, a fitting scene for Armistice Day: a poppy wreath adorns rebuilt Patriot 4-6-0, No. 45540 *Sir Robert Turnbull* as it heads a northbound express along the West Coast Main Line, on 11 November 1950. Entering service in 1933 as LMS 5901 and renumbered 5540 the following year, the locomotive was one of 18 of 52 Patriots to be rebuilt after the war. It emerged in its new form in 1947 and was allocated to 9A (Longsight) shed at the time the photo was taken.

Sir Robert Turnbull (1852-1925) was General Manager of the LNWR in 1914 and served as a director of the company during the war. He was also once a director of the LBSCR. No. 45540 was finally withdrawn in April 1963 and sadly no member of the class survived. However, the ambitious LMS Patriot Project is currently constructing a replica; work is estimated to be complete by 2026. The new locomotive, No. 5551, will be given the name *The Unknown Warrior* recalling

class leader *Patriot* which honoured railway employees who fell in the Great War.

The photo was taken at South Kenton, nine miles north of Euston. The London and Birmingham Railway opened the line here in 1838, it was widened to four tracks by the LNWR in 1876, and then further widened to six with the addition of the "new lines" in 1913. LNWR electric services, using a 3rd and 4th rail DC system, commenced along the latter in 1917, and this explains the signal seen to the right of the picture. Introduced in 1932, the system comprises a single "searchlight" head, the colour of which is varied by coloured glass roundels, moved alternately into the beam of the white aspect. Beneath is a conventional 2-aspect signal but seen here correctly displaying no light. This shows a red (upper) aspect as a back-up marker light only when the searchlight is showing red. The lower (smaller yellow) aspect enables trains to close-up during track circuit failures. *Photo: Joe Kent [90961]*





Again on Saturday 11 November 1950, LMS-designed Co-Co Diesel locomotive No. 10001 is photographed passing South Kenton station with a southbound express freight.

LMS No. 10000 and 10001 were the first mainline diesel locomotives built in Great Britain. Designed by the LMS under the leadership of its CME, H.G. Ivatt, the English Electric Company were responsible for the diesel engine and electrical equipment. 10001 entered traffic in July 1948 in BR black livery, unlike 10000 which was outshopped at Derby in December 1947 in LMS livery with chrome LMS letters on the side, which were only removed in 1951 when Ivatt retired.

The two locomotives were first used in tandem on Euston-Carlisle-Glasgow services but from mid-1949 began operating singly on passenger trains between London and Glasgow, Blackpool and Liverpool and on express freights between London and Crewe as featured here.

In March 1953 both were allocated to the Southern Region at Nine Elms shed to work alongside the SR's 10201, 10202 and 10203. Whilst there the

LMS diesels were used on both the Bournemouth line and West of England trains to Exeter Central. In March 1955 the two were transferred back to the LMR, along with the three SR diesels, where they all remained until their withdrawal. 10001 was withdrawn from Willesden shed in March 1966 and scrapped at Cox & Danks in North Acton in January 1968.

Despite being pioneers, none of the LMS – or SR – designed locomotives were included in the BTC's list of locomotives to be preserved which was published in February 1961. All were scrapped before the diesel locomotive preservation movement commenced. However, in 2011 the Ivatt Diesel Re-creation Society was formed to build a replica of 10000 using, inter alia, bogies from an EM2 electric locomotive and a Class 58 diesel chassis.

South Kenton station was opened by the LMS on 3 July 1933 and is served by both Euston to Watford DC services and the Bakerloo line. It has never had platforms on the West Coast Main Line.

*Photo: Joe Kent [90962]*





Once more on 11 November 1950 we see No. 9704, a work bedraggled GWR 0-6-0 Pannier Tank. It was one of a sub-class of the very large 57xx Class which in all numbered 863. In 1931 GWR No. 8700 was rebuilt with special features for working over the Hammersmith & City Line between Paddington and Smithfield Market – condensing apparatus, a special type of ATC that lifted clear of the centre rail, and tripcock brake valves matching the LT system. Ten more locos numbered 9701 – 9710 were built at Swindon in late 1933, and in January 1934 No. 8700 was renumbered 9700.

The loco is seen performing pilot duties at Addison Road, and with water cans on the running plate, probably for other sites on the West London Line southwards to Chelsea Basin. In addition to the Hammersmith & City Line these engines were also used on other pilot duties, transfer trips and empty stock working between Old Oak Common and Paddington. All but one spent their entire working life based at Old Oak Common; 9704 was withdrawn in October 1963.

Addison Road had a chequered existence until relatively recently. Opened as Kensington on 27

May 1844 by the West London Railway, it closed soon after on 1 December in the same year. It reopened to passengers with a new station on 2 June 1862 as part of the West London Extension Railway, with services to Willesden and Clapham Junction. It was renamed Kensington Addison Road in 1868. Over the years until it closed again due to bomb damage in 1940, it was served by various companies' trains: GWR, LNWR, Hammersmith & City (later Metropolitan & District) and LSWR. On reopening on 19 December 1946 it was renamed Kensington (Olympia) and became the northern terminus of a peak hour shuttle service to Clapham Junction for workers at the Post Office Savings Bank HQ in nearby Blythe Road. There was also a District Line shuttle from Earls Court operating only when there was a sufficiently large exhibition at Olympia. From 1966 to 1981 it was the London terminus of Motorail services, and from 12 May 1986 services were greatly enhanced, as remains the case today.

*Photo: John J Smith [41215]*



# Job Vacancies

The Bluebell Railway has the following vacancies:

## OPERATIONS DIRECTOR

As a PLC Board member, the Operations Director has professional responsibility for the safe and efficient operations of the Bluebell Railway and for the strategic direction of the department.

The Operations Director delegates day to day management of the department to the Operations Manager.

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

## HOW TO APPLY

If you believe you have the right qualifications and experience for this role, please send your CV to [lisa.boyle@bluebell-railway.com](mailto:lisa.boyle@bluebell-railway.com)



### LOCOMOTIVE WORKSHOP MANAGER

The locomotive workshop is open 7 days per week and is responsible for the overhaul and maintenance of the railways motive power fleet.

The purpose of the role is to plan, manage and undertake the overhaul and intermediate overhaul of all locomotives and associated equipment safely and to a high quality within budget and time constraints set by the Chief Engineer and in accordance with appropriate legislation and standards. Manage, train, motivate and develop paid and volunteer staff when undertaking this work, including the departments apprentices. To ensure all necessary tools and equipment are available and maintained to a high standard and to ensure sufficient workshop supplies, PPE and materials are available in good time to meet the locomotive overhaul programme.

This is a full-time post, and the successful applicant will need to be flexible as weekend working will be required.

Close liaison with the Operations Managers and other railway departments is required, including the locomotive operations department which is staffed primarily by volunteers.

The successful applicant will have good managerial skills with the ability to plan, organise and keep good records of work carried out and will possess a good working knowledge and understanding of all types of locomotives, managing both paid and volunteer staff.

### LOCOMOTIVE WORKSHOP SUPERVISOR

The locomotive workshop is open 7 days per week and is responsible for the overhaul and maintenance of the railways motive power fleet.

The purpose of the role is to plan, manage and undertake the overhaul and intermediate overhaul of all locomotives and associated equipment safely and to a high quality within budget and time constraints set by the Works Manager and in accordance with appropriate legislation and standards. Supervise, train, motivate and develop paid and volunteer staff when undertaking this work, including the departments apprentices. To ensure all necessary tools and equipment are available and maintained to a high standard and to ensure sufficient workshop supplies, PPE and materials are available in good time to meet the locomotive overhaul programme. This is a full-time post, and the successful applicant will need to be flexible as weekend working will be required.

Close liaison with the Operations Managers and other railway departments is required, including the locomotive operations department which is staffed primarily by volunteers.

The successful applicant will have good supervisory skills with the ability to plan, organise and keep good records of work carried out and will possess a good working knowledge and understanding of all types of locomotives, supervising both paid and volunteer staff.

### HOW TO APPLY

If you believe you have the right qualifications and experience for either job and would like to discuss the opportunity, please contact or send your CV to Ceri Clift at [ceri.clift@bluebell-railway.com](mailto:ceri.clift@bluebell-railway.com)





### CUSTOMER SERVICE AND SALES MANAGER

Have you an excellent customer service aptitude, to manage an efficient and effective small customer service and reservations booking team?

You would be responsible for the sales of the railway's products and services, ticketing, and monitoring and providing support to the booking offices across the railway.

Applicants should be highly motivated, enthusiastic and a strong team player and commercially focused.

Experience of working with an EPOS and ticketing system preferred.

The role will require flexible mid-week and some weekend working for 40 hours per week.

#### HOW TO APPLY

Please contact Ceri Clift on [ceri.clift@bluebell-railway.com](mailto:ceri.clift@bluebell-railway.com) for further information.

### KITCHEN PORTER

The post will entail working in a busy kitchen to assist the Chef's in food preparation and undertake basic kitchen duties to maintain hygiene standards and assist in the efficient operation of the kitchen.

Applicants should be self-motivated, enthusiastic, a strong team player. The role will require flexible mid-week and weekend working.

Applicants must have their own transport.

#### HOW TO APPLY

Contact Megan Laughlin on [megan.laughlin@bluebell-railway.com](mailto:megan.laughlin@bluebell-railway.com) for an application form or for further information.

# Publication dates

We hope you enjoy reading this monthly newsletter.

*The Bluebell Times* will continue to be published on the second Friday of each month.

Copy and publication dates for 2023 are:

ISSUE	COPY DEADLINE	PUBLICATION DATE
41	Friday 6 January	Friday 13 January
42	Friday 3 February	Friday 10 February
43	Friday 3 March	Friday 10 March
44	Friday 7 April	Friday 14 April
45	Friday 5 May	Friday 12 May
46	Friday 2 June	Friday 9 June
47	Friday 7 July	Friday 14 July
48	Friday 4 August	Friday 11 August
49	Friday 1 September	Friday 8 September
50	Friday 6 October	Friday 13 October
51	Friday 3 November	Friday 10 November
52	Friday 1 December	Friday 8 December



# The Bluebell Times

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

*The Bluebell Times is published  
monthly on the second Friday  
of each month. The next issue  
is scheduled to be available  
on 9 December 2022 from  
[bluebell-railway.com/bluebell-times](http://bluebell-railway.com/bluebell-times)*

*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](#).

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