



A white Christmas, Bluebell style Photo: Tim Crump

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

January 2023

IN THIS ISSUE

Having written in the previous editorial about the surprise visitors sometimes express about how a footplate can be cold in winter, it took only 48 hours for the point to be unambiguously proved, with icy weather turning to snow mid-afternoon on Sunday 11 December. The trains undoubtedly look spectacular in the snow (even if the journeys to and from the Railway – for both our visitors and staff – can become a bit fraught): we have a selection of the best photos in this issue.

One such photo is shown above, taken by p/way volunteer Tim Crump during an early morning inspection of the line. It serves as a reminder of the often-unseen work needed to keep the Railway running each day. Somewhat south of the location shown is Vaux End, which will be the scene of a major track infrastructure project for the first months of the year. This is to stabilise and reprofile an area of the trackbed that has been causing intermittent problems for a number of years. The editor hopes that the weather is kind to those working outside on the project, though he is not especially hopeful, listening to rain beating on the windows of the editorial office! One consequence of the work is that the Railway will only be running between Sheffield Park and Horsted Keynes until mid-March. 'Kids for a Quid' offer and the ice skating rink will be operating during half term.

Finally, there is news in this issue of plans to create a new support group focused on our Bulleid and Maunsell carriages. This would follow the pattern of the Bluebell Goods Division, which has been making great strides with our historic wagon fleet. Locomotives are seen as the stars of the show, but it is carriages that our visitors actually sit in. The Railway has an unparalleled collection of such vehicles spanning nearly 100 years, but to restore and maintain them takes resources. Please do take the opportunity to read Tim Preston's article on page 6 and complete the survey linked from the article.

Tom James, Editor

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From Mee to You

By Geoff Mee, chairman, Bluebell Railway plc

Firstly let me wish all of you a very Happy and Healthy New Year and hope that it turns out to be a Prosperous time for you and for the Bluebell.

We finished 2022 in fine style with really good visitor numbers across all of our Christmas offers: Santa Specials, SteamLights and all our dining services. I was very pleasantly surprised by the number of people visiting between 27 and 31 December: despite some poor weather our Kids for a Quid offer brought a lot of visitors and they were having a great time. Thanks to all of our staff and volunteers for making the Christmas period such a success. This could not have happened without everybody going that extra mile which everybody did with great Bluebell team spirit and, while it was very tiring and intense, the teams I spoke to were enjoying being part of all of the events. I want to draw particular attention to the commercial team, who beat their income target by some really fast footwork through some of the

tougher days, and to the catering team who had so many services to prepare for and were rewarded with many very complimentary comments about the service and the food especially on the dining trains. All of the staff who provided the service on the ground were fantastic: station staff, train crew, signalmen and all our engineers made this possible.

So a very positive Christmas for the Bluebell. Thank you all for making it possible.

But I am afraid that is the end of the upbeat part of this month's message. We are still reeling from two major factors that are out of Bluebell control. Firstly the postponement of the visit of *Flying Scotsman* and the autumn ice rink that were planned to significantly boost income. Secondly, the huge increases in our fixed costs for coal and utilities. It will not be as simple as just hiking up prices to our customers to bridge the gap as the

O1 No. 65 hauls a Santa Special service in the snow on 16 December 2022. Photo: Dave Bowles



increase necessary to cover the higher costs would be a major disincentive to attracting visitors.

The plc board is discussing with the Society and Trust boards two possible initiatives to address the financial situation. One is to ask our members for an additional voluntary contribution to help cover the huge cost increases and the other is to review our days of operation outside the summer peak, half-terms and events with a view to making any necessary changes in 2024.

We then need to promote all of our running days to ensure that the services that we do run are as close to full as we can get. This year will be all about maximising our load factors to make our operation as efficient as possible.

The cost of one return trip between Sheffield Park and East Grinstead is in the order of £1,000 when you consider coal, water, oil and the basic maintenance of all of our assets so we need to ensure that we fill as many seats as possible on every train that we run.

In order that we can do that the commercial team are looking at a wider application of 'Kids for a Quid', more special events throughout the season and ways to make a visit more attractive for the weekends when we don't have events on – and how do we get to a broader audience by 'Making Weekends Special'. Keep an eye on our website and social media channels for announcements of new Special Events which will appeal to enthusiasts as well as families and our other visitors.

We are also having to examine ways of reducing the costs of our ongoing maintenance and restoration activities for Traction and Rolling Stock. To be very blunt, we have too many locos and carriages for a railway that is only 11 miles long and our existing maintenance regime of 'fix it, run it into the ground and then stick it in a field under a tarpaulin until it is no longer viable to repair' has got to change.

I am very pleased with the progress that interim Rolling Stock Director Paul Churchman and the Rolling Stock Committee are making in rationalising what we are going to do with our priceless fleets. We need to produce a story that

through complete trains of the correct eras, both passenger and freight, can tell the story of rail travel through history while putting on a compelling show for our visitors. We must use our assets to best advantage and I include our depots in that. We spent a lot of money building OP4 but I think that we have lost sight of what it could be used for. At present it cannot be used for maintenance or carriage cleaning and can't be used for exhibiting any of our magnificent, restored carriages. It is a warehouse for items that we have neither the money nor workforce to repair in the next 10 years. We need to use these facilities to keep in good repair what we have already spent a huge amount of effort to restore rather than keep on adding to a list of vehicles that need restoration.

We need reliable vehicles, in service, to attract fare-paying visitors that will raise funds to allow our maintenance needs and refurbishment to continue into the future. The Rolling Stock Committee will have some tough decisions to make and I fully support their decisions to produce a robust maintenance regime for the future benefit of the Bluebell. If we don't need a piece of kit and other railways can restore and use it, then that is better than having it stored under a tarpaulin or in OP4.

Also in this edition of *The Bluebell Times*, please take the time to read the safety briefing and complete the safety module in HOPS (brilliant tool, thanks to the implementation team). Please also put your name down for one of the Volunteer Workshops – details are in this edition. Society chairman Paul Churchman, all of the plc board and I look forward to seeing you at one of the sessions. (See page 5 for both features – Ed)

On a positive note to end: it is 100 years since the Southern Railway came into existence, 100 years since Car 54 was built, 150 years since Fenchurch was built and 10 years since we got back to East Grinstead. The Bluebell is in a unique position to celebrate these events in 2023. Let's have a great year with our visitors. Hope to see you at the Bluebell in the not too distant future.

Geoff

Happy New Year From the Bluebell Safety Team

By Martin Cresswell - safety director and Philip Jones, safety compliance officer

The Bluebell safety team would like to wish all readers a happy, Healthy and safe new year.

The key to continued successful operation is a continuous focus on safety in every aspect of everything we do – or don't do! A safe railway is an efficient railway and one our passengers, staff and volunteers will feel comfortable working and travelling on.

Key to achieving this is a safety culture where safety is not intrusive but an integral part of everything we do – a part of the way we work and the way we think.

During 2023 the Bluebell will continue to develop our systems and processes to support this positive safety culture for the benefit of everyone.

Whatever challenges we may face, we must always keep our focus on safety.

Remember: if you see anything or are asked to do anything you consider unsafe, stop and challenge – don't assume it must be safe.

One way we can all contribute is to apply the 'Take 5' principle and take time before starting a task to consider how the task can be safely achieved.

1. Have we adequately defined the task and the roles of the team?
2. Does everyone involved have the required level of knowledge, skills, training or supervision and are they fit and well?
3. Do we have the correct tools and equipment for the job and are they in good condition?
4. Do all members have the correct PPE for the task – top to toe?
5. Do you need any permits, lock offs or exclusion zones, is weather, temperature or lighting a factor?

This process could take just a few seconds or perhaps a few minutes but is time well spent to ensure we all get home safely and our customers and our regulators see us as a safe railway. Remember nothing is so important that we can't take the time to do it safely.

Changes to the HRA InterRail Pass Scheme

By Gavin Bennett, HRA privilege co-ordinator

The InterRail pass scheme is enjoyed by many volunteers and paid staff across the Heritage Railway sector. The HRA is making some changes to the InterRail scheme from this year which will simplify the administration of the scheme for local co-ordinators and promote its availability. The InterRail pass gives discounted or free travel/admission for two people on the 113 railways and museums which are part of the scheme.

The new pass will be called HRA Privilege – it will continue to cover two people and the price remains at £35 a year. A new online page is being

developed by the HRA and all pass applications and payments will be made online direct to the HRA. There will be a process in place for local co-ordinators to verify that you are a volunteer on the railway you have nominated. Passes will be sent in bulk, probably fortnightly, to the local co-ordinator for onward distribution. For those who cannot pay online, local co-ordinators can continue to submit bulk orders with payment made by cheque.

Full details of the final arrangements will be circulated via HOPS once the revised scheme has been launched.

2023 Volunteer Workshops

By Gordon Dudman, workshop co-ordinator

Following positive feedback from those who attended the 2022 Workshops this year's series will take place on Saturdays 28th January and 4th February. To avoid clashing with the busy February half-term period, the third workshop will take place on Saturday 4th March

VENUE: Once again we will use the William Stroudley Room in the Heritage Skills Centre (HSC) at Horsted Keynes Station, RH17 7BE.

FORMAT: Very much as last year, a mix of presentations lead by Geoff and Paul with group

discussions. Tea (and coffee) along with a buffet style lunch will be provided.

PLACES: We recognise that some of last year's workshops were a bit crowded, so we aim to limit the number of places this year to 30 to each workshop. (Five groups of six). If you would like to attend, just drop me a line at gordon.dudman@bluebell-railway.com

It would help if you let me know your first and second preferences and if you need to be linked up with colleagues to share transport

HOPS January Update

By Fraser Hutchinson, HOPS champion

There are 690 working members signed up to HOPS. Over 75% have now had their photo uploaded to HOPS and the ID cards are now being distributed amongst the various departments. The ID card, which can be used to get reduction at other heritage railways, will eventually be the new method for signing on and off. Card readers will be set up in various locations around the railway and will read the QR code on the card to sign you in and out. This is particularly relevant if you are lone working. More information on the location of the card readers will be announced shortly and with the improvement of WiFi and internet reception it will replace the signing-in folder. Just remember to have your card on you at all times, once you have received it.

HOPS has been live up north and has been working very well with very positive feedback. As of February, the rest of the Railway will be live and all rostering, competency management and communications will be via HOPS. This is a huge stride forward for the railway, considering we only bought into HOPS in October.

Plans for assessments and recording of competencies online is the way forward and much progress is being made on this. The future will see online assessments eventually replacing the tried and trusted clipboard, paper and pen and all records previously stored in the AWF will instead be uploaded to the cloud on HOPS. There is a need to scan all of our current records onto HOPS which is a major task, and any help would be much appreciated.

Shortly we will all be asked to fill in a self-certifying medical questionnaire that will enable us to continue working lineside and be rostered. The Bluebell doctor will view these and invite some individuals for a check-up. This highly confidential information will be stored securely and safely onto HOPS.

Much more is going on behind the scenes and details will soon emerge in the coming months as we take full advantage of all that HOPS provides in order to run a safe and competent railway.

If you have any questions please contact either Matt Sloan (matt.sloan@bluebell-railway.com) or myself fraser.hutchinson@bluebell-railway.com.

Time for a Southern Railway Coach Group?

By Tim Preston, on behalf of the Rolling Stock Committee

With the centenary of the formation of the Southern Railway upon us, The Rolling Stock Committee has been considering ways to increase interest in the restoration and maintenance of the railway's collection of Maunsell and Bulleid carriages.

Our Railway has a long and successful history in the restoration of Southern Railway designed rolling stock, from Bulleid coach restorations in the 1970s through to more comprehensive restoration of Maunsell and Bulleid stock from the 1980s onwards. However, with a number of vehicles that have been in traffic now stopped for comprehensive overhaul, there is work to be done, to deliver the [Long-term Plan](#)'s objective of creating full sets of Maunsell and Bulleid carriages.

Other societies have created dedicated groups to develop interest, encourage volunteer recruitment and generate funding for rolling stock restoration around a specific theme. These include the LNER Coach Association based at the North Yorkshire Moors and the Great Western (SVR) Association at the Severn Valley Railway.

The question the Rolling Stock Committee has been considering, and which it is asking *The Bluebell Times* audience, is whether a similar approach would make a difference to the current resources available and planned programme of work for Southern Railway coaches in the future.

Would you be interested in supporting a Southern Railway Coach Group?

The objectives of the Group could include:

- External promotion activities and awareness through published articles and social media
- Newsletters, through subscription, as a mechanism to secure funds for restoration
- Leadership of campaigns for specific vehicle restoration in a similar manner to that adopted for [Restaurant Car 7864](#)



[Maunsell Corridor Composite No. 5644](#) is one of the carriages that could benefit from creation of a dedicated support group. Photo: Richard Salmon

- Working with the Carriage and Wagon Trustee, Director and Manager to identify the most effective approaches and timescales for restoration and maintenance programmes
- Working with the Bluebell Railway Trust to help secure external funding for vehicles and other fundraising activities
- Providing a focus for volunteer co-ordination for those with an interest in Southern Railway carriages

The current thinking is that a Southern Railway Coach Group would become an informal group under the umbrella of the Society in a similar way to the Bluebell Railway Goods Division. Money raised would be directed into Trust restricted funds. The Bulleid Coach restricted fund is already

in existence. A similar fund could be established for Maunsell vehicles on completion of 7864. There is no reason why the group could not develop further to include other vehicles from the constituent companies of the Southern Railway.

RESOURCING REQUIREMENTS

Through its discussion on this subject, the Rolling Stock Committee was very clear that the justification in setting up such an association was greater interest and support from members, adding to the work of those already helping to

restore coaches, rather than adding further pressure on them. If you have a desire to see more of our Southern Railway coaches restored and operating, could we ask you to take 5 minutes to answer 5 questions on the survey link below.

<https://www.surveymonkey.co.uk/r/F8796JB>

The survey is live for the next month and the results will be considered at the next Rolling Stock Committee before making a recommendation to the Society.

ED 73133 “The Bluebell Railway”

By Paul Auckland, project leader

73133 “*The Bluebell Railway*” is on its way back to be based on the Railway following restoration work now being undertaken at Eastleigh where the locomotive has recently been used. The ambition is to have the locomotive available in time for the Railway’s Spring 2023 timetable and for uses such as cover for hot weather over the Summer.

Neil Glaskin, Bluebell Railway Operations Director said, “We plan to use the locomotive to give us more flexibility and develop our timetable to enhance how it meets visitors needs as well as move with the times, increasingly we are seeing a place for more modern traction as it appeals to many. Though we are first and foremost a steam railway”.

Paul Auckland, leading the project to return 73133 commented, “The locomotive complements 33052 ‘*Ashford*’, another diesel based at the Railway being restored, as well as 73133 will provide some cover for 09018 which is the stalwart workhorse right now”.

73133 was the first of the class to be painted in Dutch livery, also painted in Network South East and then in Mainline blue whilst slightly modified with distinctive light clusters and improved visibility for duties as a route learner. It carried “The Bluebell Railway” name from September 1990 until withdrawal.

Additionally, an Oxted Thumper unit is also going to be based at the Bluebell Railway as one of the home fleet, with a gang being set up to restore it.

GET INVOLVED

If you want to get involved, contact Paul, and to find out how you can support the work taking place see [73133 "The Bluebell Railway" Restoration](#). Regular updates are also on a dedicated [Facebook group](#).

Let it Snow! Let it Snow! Let it Snow!

"Oh, the weather outside is frightful, but the fire is so delightful. And since we've no place to go, Let it snow! Let it snow! Let it snow!" Thus runs the popular song. Just in time for Christmas, the Railway was blanketed in snow, starting in the afternoon of December 11 and lasting a week or so. A selection of photos is given below – photographers as credited.



Sunday 11 December had started bitterly cold but with no snow, as seen in this photo of Q class No. 30541 (with the editor firing!) on a Santa special approaching Horsted Keynes with a heavy frost on the ground.

Photo: Peter Edwards

Mid-afternoon on the same day presented a somewhat different picture!

Photo: David Hatherhill





Std 4 tank No. 80151 comes through Three Arch Bridge on a SteamLights service on 16 December – the train's lights are extinguished on passing each display so as to make the display show up, and come on again between displays

Photo: Dave Bowles

The following day, the same locomotive is seen hauling the East Grinstead Santa set, which is made of up of vintage rolling stock

Photo: David Cable



Q class No. 30541 on the lunchtime Golden Arrow between Three Arch Bridge and Horsted Keynes, 15 December

Photo: David Cable



O1 No. 65 was rostered on the full Sheffield Park Santa set for a few days, and makes a fine sight as it approaches Horsted Keynes on 16 December.

Photo: David Cable



Awake the Giant

By Andy Taylor and Tom Newble, Awake the Giant project

Over the Summer, we ran our annual photo competition, this proved very popular, raising interest in the project. We are pleased, in this issue, to announce and present our winners of the 2022 Photo Competition.

For the Under 15s category 'Anything Bluebell', a massive congratulations to our joint winners, Oswin, aged 10 with the photo of 80151 at Sheffield Park on the run round, and Edmund, aged 12, with their photo of 73156 and Camelot departing Horsted Keynes.

For the Over 16s categories, a big congratulations to Nick Janes with his photo of 76017 entering Kingscote, Alan Skipworth with his photo of W11 at the Terrier Gala and Luke Hopgood with his photo of 6989 'Wightwick Hall' at Sheffield Park. Runners-up are Neil Munro-Thomson with his photo of 60163 'Tornado' at Horsted Keynes and Robert Wyatt with his artistic photo of 92240, standing at Horsted Keynes with a poised service train, and lastly, Linsey Miller with a visitor at Sheffield Park with 'The Wealden Rambler'.

There were so many quality images to choose from, to view all photos, please visit our webpage <https://www.bluebell-railway.com/brps/awake-the-giant/>

Photos, top to bottom: Alan Skipworth, Oswin, Linsey Miller. Below: Nick Janes



Farewell Tony Drake

By Lance Hodgson, museum volunteer

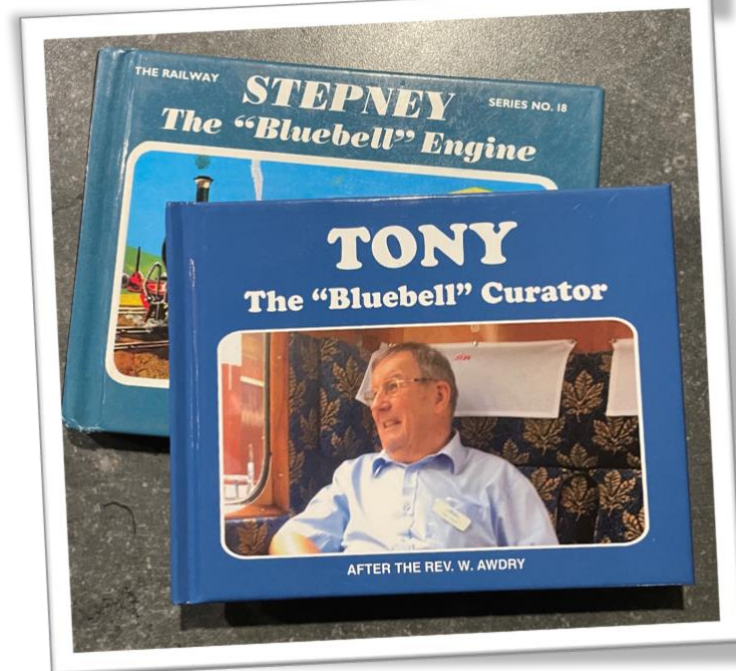
Every year at the Bluebell Museum Christmas lunch the curator, Tony Drake stands up and thanks the stewards and archivists for all their hard work. This year was different as all of us took the opportunity in turn to thank Tony for all that he has done for the Bluebell Railway and in particular for our museum.

After fifteen years as curator Tony is stepping down. In that time the museum has gone from a small selection of artefacts displayed in the old waiting room on Platform 2 at Sheffield Park, to an extraordinary museum known and respected throughout the heritage railway community. Every year more than 40,000 visitors come into the museum and when we recently reviewed our visitors' books we found that over the years we have welcomed visitors from 53 countries.

Tony would be the first to acknowledge all the help and support he receives from both the museum management team and all the volunteers who act as stewards. They in turn have volunteered with enthusiasm because Tony has always respected them and valued the work they do. All the stewards are familiar with his telephone greeting: "Tony here. Would you be able to...?" The answer has been invariably "Yes".

Tony and his wife Jo departed the lunch with good wishes from us all, Pullman dining tickets, garden centre vouchers and some copies of a small book of which we hope the Reverend Awdry would have approved.

Tony was the subject of "Five Minutes With ..." in [issue 7](#) of The Bluebell Times. The new museum curator from 1 January is Malcolm Johnson as announced in the [October 2022](#) issue. – Ed.



New Additions to the Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

The Photographic Archive team are pleased to be able to start 2023 with new photographs being added to the Bluebell Railway Museum website. The latest update includes the next set of John Scrace's stations, signal boxes and infrastructure photographs. This month there are 65 images of locations that begin with the letter 'O'.



*Above:
View of Ockley & Capel station
looking south-east on 2 July
1969.*

John Scrace [o82611]

*Left:
View of Oatlands Signal Box
looking north-west on 3
February 1970.*

John Scrace [o82619]



VIEWING AND ORDERING

To view and order go to 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, 13 January

By Tony Hillman, assistant museum curator

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



Sunday 13 January 1952 was a somewhat misty day at Brighton, and here we see BR Standard Class 4 tank engine 80027 in a siding outside the loco shed. The engine had just been completed in Brighton Works, one of 130 built between 1951 and 1956, and released to traffic little more than a week before, on 4 January. The remainder of the class were built at Derby (10) and Doncaster (15). Before being accepted, the loco would have undergone at least one trial run. *The Railway Observer* records that for these engines, this was usually Brighton Duty 745 – a relatively light duty covering a number of trips from Brighton to Redhill and Tonbridge.

A batch of the early engines built at Brighton, 80020 to 80030 were destined for the Scottish Region. As a result, they were provided with a square recess, visible below the driver's window, to take the single-line token exchange apparatus used there. The engine is pictured shortly before undertaking the journey to Scotland

under its own power. On arrival, 80027 was allocated to Polmadie (66A) in the south of Glasgow. By 1959 the shed had an allocation of 20 4MTs which were engaged mainly on local passenger services into and out of Glasgow Central. Much of the city's suburban network was electrified in the early 1960s, and the introduction of the famous "Blue Trains" saw steam largely displaced.

In late 1962, 80027 was transferred to Eastfield (65A), north of the Clyde and just outside Glasgow Queen Street, but returned to Polmadie in early 1965. It is likely that at this time it saw some employment on Greenock and Wemyss Bay services which remained steam-hauled until electrification in 1967. The locomotive was withdrawn on 29 November 1966 and scrapped at Motherwell in May of the following year. It is quite possible that the photograph at Brighton is one of the only shots of it in England.

Photo: Joe Kent [91702]



On the same day, Ivatt 2-6-2T 41296 runs into the east side of Brighton Station alongside the wall of Brighton Works with the 8.36am London Bridge to Brighton via Oxted and Sheffield Park. This was part of Three Bridges Duty 682 with 41296 allocated from new to Stewarts Lane (73A) but at the time on loan to Three Bridges (75E), hence the lack of a shed code on the smokebox door. 41296 had been stabled at Bricklayers Arms from the Saturday Duty 682 and was manned throughout the Sunday Duty 682 by Bricklayers Arms men, starting with empty coaching stock bunker first from New Cross Gate to London Bridge and finishing with Light Engine from Brighton to Three Bridges, after which the crew travelled home as passengers.

The Ivatt 2-6-2Ts, an LMS design based on earlier 2-6-2Ts by Fowler and Stanier, numbered 130 (41200 - 41329), were built at Crewe between 1946 and 1952, apart from the last ten which were built at Derby. Most were allocated to the London Midland Region, but 41290 - 41319 were allocated

from new to the Southern Region. The Class was progressively withdrawn between 1962 and 1967, the final eight from the South Western Division of the Southern in 1967.

The normal rolling stock composition of the train was believed to have been a 3-Car Set, but on this occasion a Maunsell Open Third was sandwiched between the engine and the 3-Car Set, reason unknown. Possibly required at Brighton or en-route to Lancing Works.

In the mist towards the rear of the train can be made out the new Brighton signal box provided for the electrification of the line in 1932. This contained an electrically-interlocked Westinghouse "Style L" power frame of 225 miniature levers, and replaced six manual signal boxes. The footbridge giving access to the box also did duty as a semaphore signal gantry until the 1932 colour light signalling was introduced.

Photo: Joe Kent [91701]



Finally, again on the same day, LSWR Class L12 4-4-0 No. 30419 waits outside Brighton shed for its final journey for scrapping at the nearby Locomotive Works.

All twenty L12s were built at Nine Elms Works between June 1904 and March 1905 and designed by Dugald Drummond, the LSWR Mechanical Engineer from 1895 to 1912. Nicknamed 'Bulldogs' the class saw use on the American Line boat trains that took transatlantic passengers from Plymouth to Waterloo in the record time of approximately 4 hours. This all ceased, however, in 1906 when classmate No. 421 failed to slow for the ten-chain radius curve at Salisbury resulting in a derailment that killed 24 passengers along with four railwaymen.

After the Grouping in 1923 the L12s saw use on the Mid-Sussex line whilst E419 (as it was then numbered) worked on the Eastern Section hauling the 80-minute Charing Cross to Folkestone expresses. It was during that period it lost its double bogie tender for a 3,500 gallon six-wheeler

model. At the same time it was fitted with a short stovepipe chimney and lower safety valves.

Subsequently No. E419 went to Brighton to cover for the Central Section King Arthur's, delivery of which had been delayed. Following the withdrawal of the River class tank locomotives as a result of the Sevenoaks accident in August 1927, No. E419 and six other L12s covered their duties until the arrival in September 1928 of Class U 2-6-0s. In 1929 No. E419 went to Fratton where it stayed until electrification of the Mid-Sussex line in 1938. Transferred first to Stewarts Lane and now numbered 419, this engine was seen on a Red Cross ambulance train at Tonbridge on 10 June 1940. War-time transfers took it to Nine Elms and then Guildford sheds; whilst at the latter it worked services such as the Reading-Redhill line. Transferred to Fratton shed in March 1950 it was finally withdrawn in October 1951, while the last survivor of the class (No. 30434) lasted until February 1955.

Photo: Joe Kent [91703]

Job Vacancies

Applications are invited for the post of:

SAFETY AND ASSURANCE DIRECTOR

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

A key function of the role is to Chair the Bluebell operating and safety review group and also to act as lead contact with regulatory authorities.

The Safety Director delegates day-to-day management of the department to the Safety 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 technical 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



Photo: Lance Allen

The Bluebell Times

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Bluebell Railway
Members, Staff and
Supporters*

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

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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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