



'Fenchurch' on a Members' Day Special. Photo: David Cable

# The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

June 2023

## IN THIS ISSUE

There are a couple of articles in this issue of *The Bluebell Times* that highlight initiatives coming to fruition that were originally trailed in previous issues. The proposed 'Southern Railway Coach Group' has been established, and is working on a variety of projects, of which the Hastings Line Brake 3<sup>rd</sup> No. 3687 should soon be joining the working fleet. Meanwhile at Sheffield Park, after delays caused by supply chain issues, solar panels have now been installed on the roof of the 'Above Workshop Facility', helping to make inroads into the soaring electricity costs that the Railway has been faced with. In their separate ways, those projects illustrate the diversity of what must happen to ensure we continue to flourish: another superb addition to the vintage carriage fleet for which the Railway is justly renowned, but at the same time a steely focus on ensuring costs do not spiral out of control.

A major focus of this issue is the recent Members' Day and AGM. As well as the formal business of the AGM (see page 3 for a summary), the day served as something of a dress rehearsal for "[Bluebell on Parade](#)", which will be happening the weekend this edition is published. That event promises a huge range of opportunities to see behind the scenes at the Railway: everything from an opportunity to see the locomotives being prepared first thing in the morning through to obtaining "rare track" on a tour of the various carriage sidings at Sheffield Park at the end of the day. Subject to the usual caveats around last minute changes, the event will also be both the first opportunity to ride behind the newly named E6040 and the return to service – after several years out of action – of the LNWR Observation Car No. 1503. The latter will be operated in "push-pull" mode on shuttles, allowing a unique view of the line between Sheffield Park and Horsted Keynes. It promises to be another great event!

Tom James, Editor

<i>Checking in with the Chair.....</i>	<i>2</i>
<i>Society AGM.....</i>	<i>3</i>
<i>BRPS Members' Day.....</i>	<i>4</i>
<i>Introducing the Southern Railway Coach Group .....</i>	<i>6</i>
<i>Carriage Shop Donates £500 ...</i>	<i>8</i>
<i>Floreat Sol Ut Floreat Vapor ....</i>	<i>9</i>
<i>Jewel in the Crown – Progress report 2023 .....</i>	<i>10</i>
<i>Thumper 1305 .....</i>	<i>11</i>
<i>New Additions to the Museum Website .....</i>	<i>14</i>
<i>On This Day, 9 June.....</i>	<i>15</i>
<i>Job Vacancies.....</i>	<i>18</i>
<i>Tail Lamp .....</i>	<i>19</i>

# Checking in with the Chair

By Paul Churchman, chairman, Bluebell Railway plc and chairman, BRPS

So yet another month has flown by and another busy one with a lot going on. For those that see my weekly updates you will know it has been full steam ahead. We have had a very successful Road Meets Rail weekend which was the best we have ever done.

Then we had the AGM and wow! What a success – more than 260 people came and stayed at the event. The meeting was the shortest of any recent AGMs but that is because we got through what we needed to do and also I think because we have improved the communication across the Railway in the last few months. People do not feel they need to ask loads of questions – because I am letting everyone know the good and the bad and what we are doing.

The after-AGM event went very well and we took enough money to not only cover the costs of providing this and paying the team but we also made a profit. The day was also generally well-populated with lots of people around the Railway and looking at all the things we had on show.

I was present at the rededication naming of 73133 and 323 at Sheffield Park and thank you to Nicholas Owen for doing this – ironically finding out he also lives in Reigate and his granddaughter's favourite pub is The Bell – my pub (she is old enough to drink!).

Turning to the coming months – a lot is going on and we are gearing up for 'Flying Scotsman' and Christmas planning is in full swing.

We continue to see a good trend in terms of our visitor numbers and revenue but we must not be complacent on this. Our cash balances remain strong but we do have some things we are going to have to pay for and we have so far this year avoided any major expenditure. We are in a better place than six months ago, but I remain cautious and wary as this world is fickle these days and the trends change as quickly as you blink!

The Board approved the overhaul of the 'Q' class, which will be funded by the Maunsell Locomotive Society with considerable support from the Trust, so hopefully within the next 12-18 months we will see this wonderful machine back in action once more.

We also approved the overhaul of the B4 – 'Normandy' – and I will be saying more about this in later updates, once we have sorted out the finer details.

In C&W we have bought a CNC lathe, which without being too technical means we will now be able to make in-house all the nuts, bolts and other items we need when doing overhauls on locos, carriages and wagons. It also means we can do it quickly and will not see our projects held up by late deliveries from external suppliers (and we all know how bad supply chains have become since Covid). We will save money on the parts we need, as we will now only pay for the raw material – and we have an excellent machinist in Paul in the C&W. The machine will also give support for Infrastructure when needed, for parts associated with track and signalling works. The lathe cost £35k and the Trust covered £25k of it. We anticipate a full return on our investment within three years, based on estimated parts cost savings, but the ROI may well be quicker as we won't have to put projects on hold when externally sourced parts are late.



*The new BG. Photo: Martin Lawrence.*

The Trust has acquired a BG (actually, the one that was a tea shop at the National Railway Museum). This is in very good condition and was obtained for a very good price. The plan is to gut it and build our own bespoke kitchen car for the Golden Arrow set, with everything just as we want it, including storage as well as a staff welfare area. The BGZ (6-wheeled gangwayed brake) which currently serves in the Golden Arrow set is simply too small and is in need of a lot of work. The plc will have to cover the cost of the refit, but the work will be done over a period of 6-8 months, with staged payments, so the impact on cashflow won't be too bad. This is essential strategically, being necessary to protect our single most profitable product.

## Society AGM

By Gavin Bennett, BRPS Secretary

The new format AGM took place at Horsted Keynes as part of the Members' Day. It was booked to start at 2pm but was delayed by 15 minutes as members were still signing in. A total of 266 members signed in and the Chairman had 112 unfettered proxy votes. There were a further 15 proxy votes which had diverse instructions how the proxy was to be used. We remembered the 79 members who had died since the last AGM.

Minutes of the last AGM and the Society accounts for 2022 were adopted without much discussion. The two Special Resolutions amending the Articles of Association attracted some debate but were both passed with a very significant majority in excess of the minimum 75%. In his report, the Chairman explained why the plc accounts were not finalised and warned that they would show a substantial loss for 2022. He outlined some of changes that had taken place on the Plc since the Society, as majority shareholder, had intervened in the last quarter of 2022. He made no apologies for the appearance of dinosaurs, farm animals and Bluey and Bingo on some weekends this year as these had produced significant spikes in revenue for very little cost and had helped to turn around the fortunes of the plc. Costs had been severely

We have failed to take such actions so many times in the past and ended up in a mess.

By having the BG we will have a kitchen/support/brake vehicle that we have designed, but we also have back-up in a brake in Car 54 and a kitchen in 'Fingall', so we will not be exposed should one vehicle need to be taken out of traffic. There is also the added advantage that should we ever want to run a bigger GA train, we can as we have two kitchens on board.

*Paul*

cut and it was unfortunate that we had to reduce the number of paid staff.

In the absence of any other nominations, Roy Watts was declared elected as Vice Chairman to much applause. In a moment of sudden panic, I gave the Chairman only the first preference votes in the election for Trustees. Fortunately, the total of all votes did not change the outcome. The final results are:

➔ Roger Kelly (elected)	287 votes
➔ James Young (elected)	265 votes
➔ Keith Leppard (elected)	242 votes
➔ Annette Courtenage-Dennis (elected)	225 votes
➔ Howard Strongitharm (elected)	183 votes
➔ Gordon Parry	180 votes

We welcome Keith, Annette and Howard as new Trustees and offer commiserations to Gordon Parry.



# BRPS Members' Day

By Roy Watts, BRPS Vice President and Vice Chairman

The weather gods were clearly smiling down on us last Saturday, 3 June, as the Railway welcomed many members and general public to its Members' and AGM day.

This was the first time in many years that the AGM had been held actually on the Railway itself so the opportunity was taken to showcase the Railway as well as members being able to meet and speak with some of the senior leadership team.

Members have suggested the Annual General Meeting take place earlier in the day than in many recent years so in response, it was decided to hold the meeting earlier in the afternoon and judging by the number of attendees – the largest for many years – it was clearly a popular decision.

As a "dress rehearsal" for the following weekends Parade event, as many metaphorical doors as possible were opened to allow Members to have the chance to get behind the scenes and see what was happening on their Railway and perhaps be enticed to give up some of their spare time and volunteer.

At midday, the class 09 shunted our own P class, 323 'Bluebell' and E6040 – aka 73133 – to platform 2 at Sheffield Park.

In front of a sizeable assembled crowd, TV news reader, broadcaster and long-time friend of the Bluebell Railway, Nicholas Owen, rededicated the locomotive, almost welcoming her home before revealing the nameplates, ably assisted by owner, Paul Auckland.

Nicholas commented about the changes to the Bluebell over the years even he had seen and now a new generation of preservationists were coming on the scene and how the Railway must adapt in safeguarding its business in the face of huge escalations in coal prices and the risks associated with steam locomotives in the hot summers.

What with an 09, class 33 and a Thumper unit, the Southern preservation era of BR was nicely



**Top:** Nicholas Owen (left) and Paul Auckland reveal the name of E6040

**Bottom:** Paul Auckland with BRPS Vice President Roy Watts.

represented. Not sure we will ever see a class 377 in the future but ...

So was the day a success? In the short answer, yes but there are learning points to be taken from the day.

To start with, the weather was extremely good which enabled a good turnout, in fact it was great to see so many faces from bygone days again and there was plenty of reminiscence taking place.

The numbers in attendance were comfortable despite the rail strikes which may have prevented others from attending.

It was clear that the postal services in some areas have changed so the back-up documents being available online helped. Members will see a greater usage of email for such things as AGM papers and Bluebell News going forward.

We will discuss the starting time of the meeting so that members have more time to look around and maybe tweak it slightly. One key point that cannot be overlooked is that all the money spent by members on sales, food and drink and fares went directly to the Railway.

My sincere thanks go to all the various departments and owners' groups across the Railway for their input and to everyone who made the journey (and we hope?) took away a good impression of what's happening on their Railway.

As Society and plc Chairman Paul Churchman promised, once the plc figures are available, a meeting will follow in due course a little later this year to allow them to be discussed with members.

Thank you all for your support.



*Newly-overhauled No. 72 'Fenchurch' spent the middle of the day at Horsted Keynes carrying out a shunting display with a sizeable rake of wagons, including several of those turned out by the Bluebell Railway Goods Division. It then returned to Sheffield Park to pick up a couple of Bulleid carriages, which were used to form evening services to East Grinstead and Sheffield Park for the benefit of attendees to the AGM.*

*Photo: David Cable*



# Introducing the Southern Railway Coach Group

By Tim Preston, carriage & wagon volunteer

In the [January edition of The Bluebell Times](#) we asked the question whether it was time to set up a Southern Railway Coach Group with a link to short questionnaire.

Thank you to all of those who took the time to complete the questionnaire. The information has been invaluable in considering the way forward. A total of 92 responses were received, all bar one of which supported setting up the Group. Of those, 71 were prepared to make an active contribution in a variety of ways and 55 of those had no current involvement in the Carriage and Wagon department.

During May, the Society supported a recommendation from the Rolling Stock Committee to establish the Southern Railway

Coach Group and we are now in the early stages of setting the group up.

## AIMS AND OBJECTIVES

The aim of the Group is to accelerate progress in the restoration and maintenance of the Bluebell Railway's rolling stock designed and built by the Southern Railway, including those built under contract and during British Rail ownership, building on work done to date, and to promote awareness of the history and conservation of these vehicles.

The objectives of the Group need to be finalised but presently include:

- External promotion activities and raising awareness in the Bluebell Membership and a



**Above:** One of the Maunsell gems on the railway, Corridor Brake Third No. 3687, built in 1931 to the restricted Hastings Line loading gauge. 3687 came to the Bluebell in 1992 from departmental service. It has not yet run in traffic on the Bluebell. Its restoration is nearly finished, the current team having been working on it since 2019 following on from the excellent work by David Wigley and colleagues over the previous few years. See <https://www.bluebell-railway.co.uk/bluebell/pics/maunsell3687.html> for more information about this coach.

Photo: Rowan Millard

wider audience through published articles and social media

- ➔ Subscriptions, as a mechanism to secure funds for restorations
- ➔ Leadership of campaigns for specific vehicle restoration in a similar manner to that adopted for Restaurant Car 7864
- ➔ Working with the Carriage and Wagon Trustee, Director and staff to identify the most effective

approaches and timescales for restoration and to support maintenance programmes

- ➔ Working with the Bluebell Railway Trust to help secure external funding for vehicles along with other fund-raising activities
- ➔ Providing a focus for volunteer coordination for those with an interest of this type of vehicles.

## CAN YOU HELP?

We are currently developing plans to bring interested members together to develop an operating structure of the new group.

Depending on its final objectives, a number of volunteer roles are likely to be required for effective governance and group management.

If you are interested in helping, or just supporting the group, please contact Tim Preston at [tim.preston1520@gmail.com](mailto:tim.preston1520@gmail.com) or Keith Leppard at [Keith.Leppard@btinternet.com](mailto:Keith.Leppard@btinternet.com) You can also link to the Group's Facebook page [facebook.com/SR.coach.group](https://facebook.com/SR.coach.group) where we have started posting regular updates on progress, including active restoration projects.

Anyone who completed the survey in *The Bluebell Times* earlier this year and left their details will be contacted shortly.

**SOUTHERN RAILWAY  
COACH GROUP**

**BLUEBELL RAILWAY**



# Carriage Shop Donates £500

By Chris Wilson, Horsted Keynes Carriage Shop

The Carriage Shop volunteers are pleased to have been able to donate £500 towards the B4 No. 96 Normandy overhaul fund.

Originally built in 1893 by the London & South Western Railway for shunting in Southampton Docks Normandy is now owned by the Bulleid Society and was the main shunting locomotive used on the Bluebell for 20 years until its boiler certificate expired and the diesels arrived. The Bulleid Society are now raising funds towards the locomotives next overhaul and hoping to work with another group on the Bluebell Railway to get Normandy running again.

Neil Glaskin of the Bulleid Society said "we are really grateful to Chris and the volunteers in The Carriage Shop for this donation and supporting our efforts to return Normandy to working condition, we hope to see the locomotive shunting again at Horsted Keynes in a few years' time."

If you would like to support the overhaul of Normandy donations can be made to The [Bluebell Railway Trust](#) or directly to the [Bulleid Society](#), for more information please contact [neil.glaskin@bluebell-railway.com](mailto:neil.glaskin@bluebell-railway.com)

In the year to date, the Carriage Shop has raised £5,500 for Bluebell Railway projects.

## ABOUT THE CARRIAGE SHOP

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

We welcome donations any of the items listed above which can be brought in on any day we are open. To contact us regarding a donation of items please email:

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

For all the latest news and opening times please visit our Facebook page:

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



**Above:** Neil Glaskin at Horsted Keynes accepting the £500 donation towards Normandy

**Below:** Normandy as 30096 at Winchester (City) on 27 August 1963 Photo: John Scrace / Bluebell Railway Museum Archive [140087]





# Floreat Sol Ut Floreat Vapor

By Roger Kelly, BRPS Trustee

Some of you may remember an article under this title last year to inform *The Bluebell Times* readers that we had placed an order for solar panels to go on the roofs of the Locomotive Workshop and Above Workshop Facility (AWF). [See the [September 2022 edition](#) – Ed.] Getting hold of them took longer than expected due to the huge demand for them following the steep rise in electricity prices in early 2022.

I am pleased to report that they arrived in May, are now installed and commissioned. In the middle of a sunny day they can generate nearly half the power the Railway is consuming at Sheffield Park at any one time. On such days the saving in the cost of the power we would otherwise take from the National Grid is more than £100 per day. Even in winter they will be saving something. Unless electricity prices make an equally dramatic fall to the rise they made 12 months ago the installation should pay for itself in a little over three years and then continue to save us money for at least another 20 years. As a business the Railway does not benefit from price caps which apply to domestic consumers.

As reported last year the installation has mostly been kept out of sight, so as not to affect the 19th and early 20th Century period in which Sheffield Park is set. It can though be seen from the footbridge.

To make the installation possible thanks are due to Phil Jones, who acted as on-site coordinator for the contractors, and Derek Winsor, who oversaw the structural survey to ensure the roof would support the weight of the panels.

[For those who did not do Latin at school "Floreat Vapor" – Let Steam Flourish – is the Preservation Society's motto. Therefore, the title of this piece essentially means Let the sun flourish to let steam flourish – Ed.]



**Above:** A roof-level view of the new tiles.  
Photo courtesy of [JoJu Solar](#)

**Below:** A bird's eye view, taken by drone  
Photo: John Harwood



# Jewel in the Crown - Progress report 2023

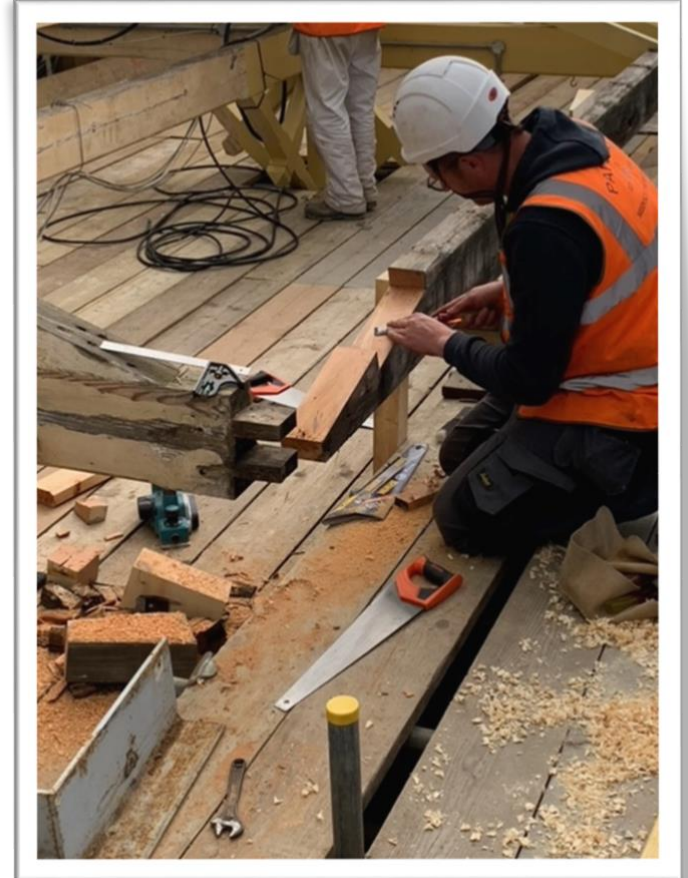
Words and photos by Bob Darvill, Jewel in the Crown Project Manager

The return to site quickly got under way following on site filming at the end of April. This was announced by the reintroduction of our access scaffolding and the establishment of secure site boundaries. Early work included a review of all aspects of safety and security taking into account the activities planned for the summer. This has meant the significant placing of Heras fencing on platforms, agreeing safe movement routes and constraints to some access. The project is progressing in parallel with a major infrastructure project of platform reconstruction. This has required essential co-ordination between the work teams. We are very grateful for the help and co-operation of everyone affected recognising the disruption to the normal operation of the station.

Deflection of the unsupported cantilevered hip at the north end of the canopy structure has been a concern. A supporting scaffold has been in place over the winter preventing potential collapse. Early in the month, the remaining split and unsound rafters were removed and with the reduced load it has been possible to straighten and strengthen the structure. The delicate operation to do so was carefully planned and successfully implemented without incident. Missing and damaged lengths of the large section edge beams have also been successfully replaced.

Now restored and strengthened to the correct profile, the canopy is now ready for reloading. New rafters, have been prepared, fashioned to the original sections, and painted. These are imminently ready and waiting for repositioning. Similarly, new valance sections are being neatly fitted to the roof edge.

General repainting has progressed well with the better weather in recent weeks. The old paintwork was composed of multiple thick coats and a high lead content. We successfully experimented with several patent paint strippers for the best results so that this old paint can be removed safely. Having perfected a system, we are delighted with



the result, leaving the old woodwork looking fresh, ready for a new paint.

The zinc roofing which temporarily provided necessary winter protection to the subway and a needed backdrop for filming is now removed. This has permitted painting of the gloss topcoats of paint. The construction team has been joined by an additional painter so this work will proceed more quickly in the coming weeks.

The specialist zinc roofing contractor is to imminently commence work on site. A trial section of roof over the gents urinal has been completed. A bespoke approach is being taken with this element of the work with a slow start, which we anticipate will accelerate with confidence following on behind the painting.

In other areas, we have renewed the leaking slate roof over the gents toilets and in recent days we have started work to restore the chimney above



the Porters' Room. Further skilful work is being done detailing the valley gutter at the back at the canopy to ensure that familiar historic episodes of leaking do not re-occur in the future.



Looking forward, visitors should notice real change during June and July as arrangements come together for a full range of activities including zinc roofing, restoration of glazing and the refitting of gutters.



## Thumper 1305

Words and photos by Ben Wetherall, 1305 Oxted Gang Project Leader

Where does time go?

We have had a good news/bad news scenario this month at the north end of -4 road in the up yard.

Starting with the bad.

During the underframe clean-up it was found that some of the conduit containing the heater wiring no longer existed, meaning that the replacement of the conduit and wiring to the heaters is required. It is money we hadn't bargained for but not work that is beyond us as we have four current (excuse the pun) Technicians from Stewarts Lane, a few Service Engineer level twos and two of the Selhurst Diesel Gang from when 207202 (1305) was still in mainline use, as well as a few aircraft technicians too.

The second bit of bad news is that we are still at the north end of -4 without power and PMV 153 is still in B road shed rather than somewhere Neil B. and the Wiggonholt chapter of the 1305 gang can

fit its new roof canvas allowing it outside and freeing up 30 odd feet of valuable undercover space in C&W.

We are still striving to do our very best with what we have nonetheless.

Now the good news!

Further inspection has revealed that the gutter we need to remove to allow us to remove the bodyside panel with the hole in is not one long piece the length of the coach like most Mk.1s so we only need to release a nine foot length to be able to renew the bodyside panel that is currently a hole. In addition to this we also do not need to remove any of the ceiling panels to access the rivets holding the gutter on either. This is great news as the ceiling is in very good order with 1305's saloon roof being watertight. If it ain't broke ... and all that!



The Driving Trailer Second (DTS) handbrake is back together although tight so needs fettling, but this meant that we could apply it and release the Driving Motor Brake Second (DMBS) handbrake allowing the bent brake beam to be removed, straightened and refitted. This in turn allowed us to fit the non-broken ex de-icer guard irons on the bogie – so that's those jobs put to bed. We have bought ourselves a couple of needle guns to assist with the underframe and bogie clean-up which happily we can run from 1305's own air supply. This method has already been tested cleaning the backs of the replacement guard irons and their mating surfaces on the bogie frame.

Both cabs have now had the redundant and retrofitted systems removed in their entirety, the cab-to-shore radios (CSR) were the first to go a while ago as they were in the way when entering the cabs. These are well out of date now as there have been two different radio systems fitted since CSR.

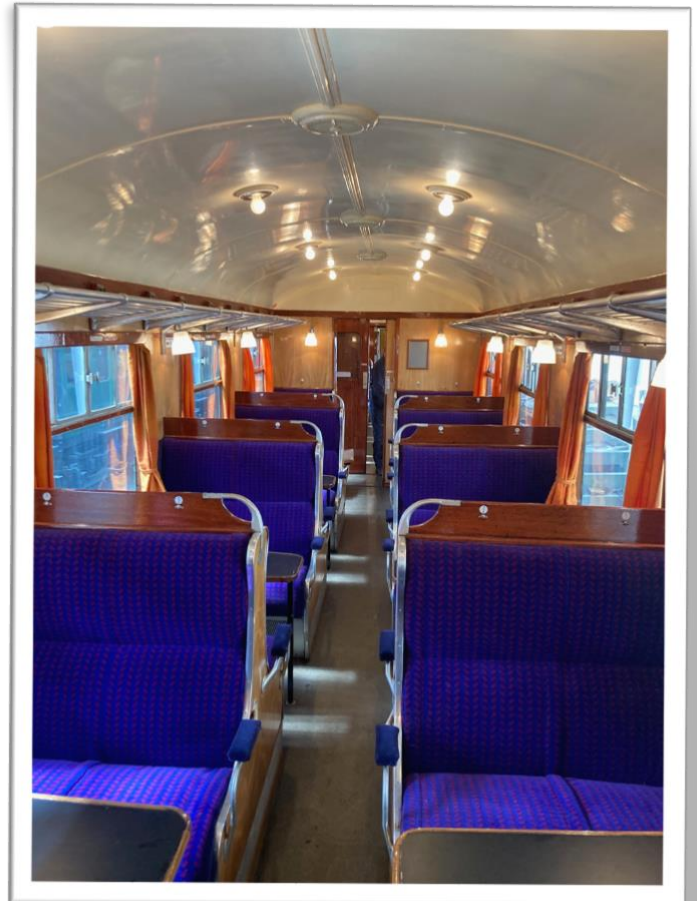
The headlight circuits were the next to go, there is no requirement for these as we don't run alongside a mainline like 1317 does at the Spa Valley Railway. And finally, the Train Protection and Warning System (TPWS). This is an add-on to the Automatic Warning System (AWS) that 1305 was built with and is of no use to us as we don't have the infrastructure for it to operate. There is talk as to whether we need to reinstate the AWS itself as again there is no infrastructure for it to operate and although 1305 was built with it in 1962, it never actually got commissioned until the 1980s. If we can get it working, we will.

Much cleaning has been going on with the underframe, the main areas being the DTS brake rigging, the solebars and the area above 'A' bogie (the one under the cab) of the DMBS on the driver's side as well as a hefty dig-out of the fan cupboard which contained a good few inches of composted leaves in an oily mess!

It was found that the fibreglass cab front of the DMBS is actually made in BR green so that caused a flurry of scraping to get one end totally green. This is still currently ongoing but even with its blotchy finish has made a great difference



**Above and below:** Two views of [Hastings Diesel Ltd's](#) immaculate "Unit 1001" at St Leonard's Depot.



We had some artwork done for merchandise (coming soon) and advertising etc which is fantastic and went on a mini shopping spree for essential electrical test equipment for checking the control and power circuits. This will all be insulation tested and checked over before entering service.

Finally, we were invited down to visit St Leonards depot by John Atkinson who is involved down there working on 1001, the mainline operating 6 coach Hastings DEMU. This was an honour for us as general condition of 1001 is what we aspire to create and maintain with 1305.

In addition to exploring 1001 and marvelling at the cleanliness of everything, not least the engine rooms of the power cars which are just amazing, we were given a full tour of the site which is vast and very well equipped and enjoyed learning from the chaps there, ending the day with the start of a very good working relationship. We look forward

to their visit to HK and 1305 once we have made some decent progress.

As always please do consider joining us in the mission to get 1305 back to passenger carrying duties. We actively encourage laughter and try to make it all fun!

If you cannot join us then you can still donate to the cause through the [Bluebell Railway Trust web page](#). We are going to be buying all manner of metalwork when we have the power to cut and weld it so please do consider donating a little for this.

Cheers!

## HOW TO HELP

As always if you would like to join the gang and help us get 1305 back to passenger carrying order then contact [Ben.wetherall@bluebell-railway.com](mailto:Ben.wetherall@bluebell-railway.com), follow the gang's progress on Facebook at [1305 Oxted Thumper Gang](#) or on Instagram [@1305s\\_thumpstagram](#). Or if you would like to donate to the only Bluebell Railway-owned ex BR diesel traction, then there is an option in the drop-down menu for 1305 in the [Bluebell Railway Trust's web page](#). Please make sure you add gift aid too to maximise your donation.

Many thanks and we hope to see you soon!



**Left:** Green fibreglass emerges from beneath the yellow paint on 1305.

**Right:** Brake rigging under the DTS

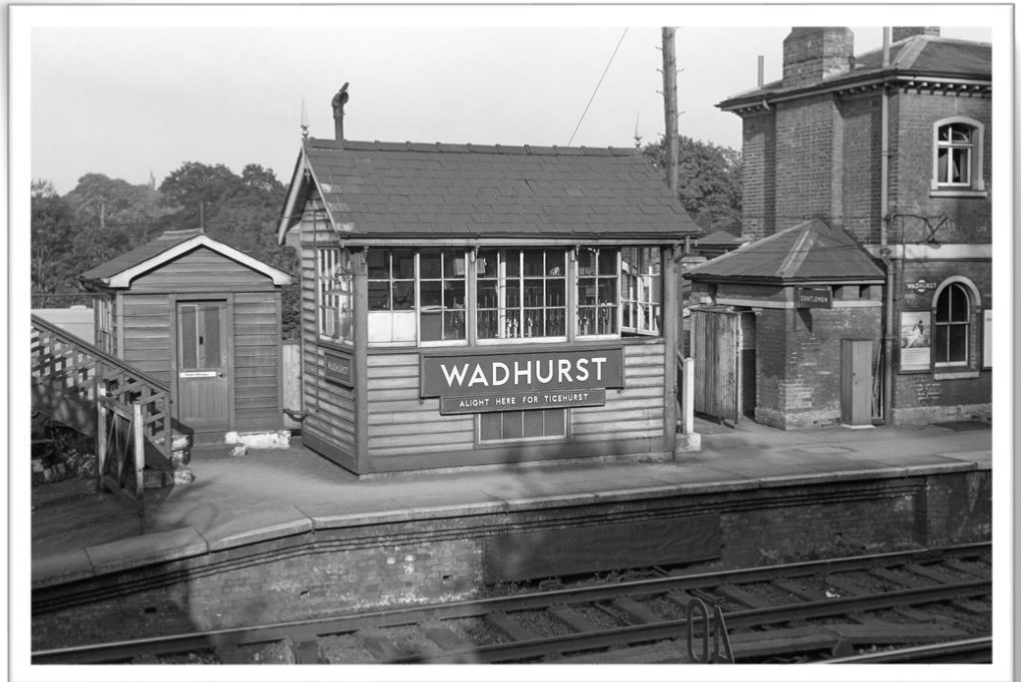


# New Additions to the Museum Website

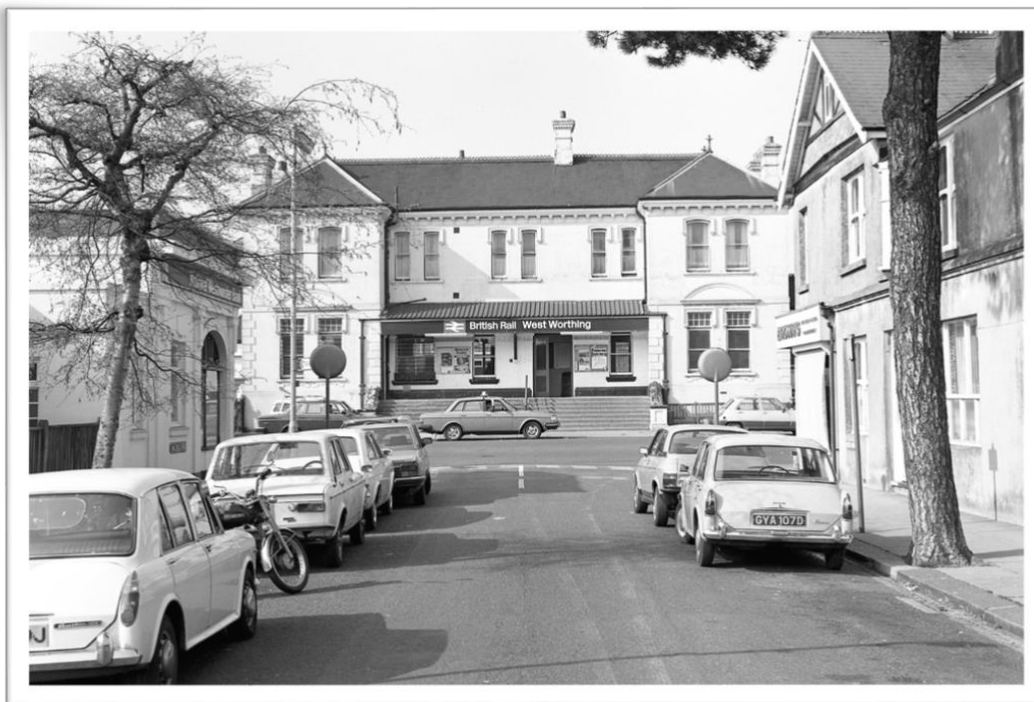
By Chris Wilson, Bluebell Railway archive volunteer

This month we have added another 366 images to the Bluebell Railway Museum website bringing the total now available to 20,177. This batch contains photographs of stations and signal box locations beginning with the letter 'W' all taken by the late John Scrace.

Every photograph sale directly benefits the Photograph Archive giving us much needed funds to invest in conservation and storage materials.



**Above:** Signal Box on the platform at Wadhurst Station, 6 September 1969. John Scrace [083687]



**Left:** West Worthing station frontage, 14 April 1982. John Scrace [083803]

## 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, 9 June

By Tony Hillman, assistant museum curator

*Three pictures from the Bluebell Photographic Archive taken on 9 June. Thanks to Martin Elms, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and providing the notes.*

*Photo: John J Smith [040836]*



On the 9 June 1950, a minor derailment took place in the goods yard next to Eastbourne Station. The photographer JJ Smith lived locally, so it's perhaps no surprise that he managed to take some pictures of it.

In the background can be seen Brighton allocated Class E5 32587 partially derailed on a set of points in the goods yard. In the foreground the breakdown crew have arrived with their elderly support coach from Eastbourne shed, along with one of their engines, another Class E5 32404. The crew can be seen around the stricken engine trying to decide what action is needed to get it back on the line. Interestingly, both engines and the breakdown coach were built by Southern pre – grouping companies. The 2 engines were built in 1903/04 at Brighton for the LBSCR. Both were

scrapped not very long after this picture, 32404 in 1952 and 32587 in 1954.

The coach is an ex SECR Brake Third Birdcage, numbered 1872S. It was built in December 1905 at Ashford Works and was originally numbered 832 as part of three-part coach set 67. The Southern Railway renumbered the coach to 3274 and the set to 524 in the mid 1920s to fit into a new numbering system. It worked in this set until October 1943 when it was withdrawn and converted, with seven other Brake Thirds, to a Mess/Tool vehicle. Allocated by this time to Eastbourne Shed, it remained in service until finally withdrawn for scrap in November 1958

It is assumed that 32587 was quickly re-railed because as far as can be ascertained, no other record exists of the incident.



Sunday 9 June 1963 and LSWR Class M7 0-4-4T 30053 arrives at Rowfant, with a Maunsell 2 car push pull set, from Three Bridges destined for East Grinstead.

The locomotive was built at Nine Elms Works in December 1905 as No. 53. In July 1930 it was fitted with the former LBSCR compressed air motor-train control, this system replacing the former LSWR mechanical equipment of cables and pulleys which had led to a number of potential dangerous malfunctions.

Following nationalisation the locomotive was renumbered 30053 and painted in BR lined black livery, allocated first to Eastleigh and then Fratton. After the Kent Coast line between Herne Bay and Birchington was badly damaged by flooding on the night of 31 January 1953 a shuttle service of push pull trains between Faversham and Herne Bay was instigated (see [The Bluebell Times for March 2022, page 19](#)) until the line was reopened on 21 May 1953. During that period No. 30053 was lent to Faversham shed, along with classmate No. 30052, following which it went to the Central

Section at Brighton. By September 1963, after several short stays at Eastleigh and Tunbridge Wells West, it went to Three Bridges until January 1964 when steam services on the East Grinstead line finished. Its final shed was Bournemouth until withdrawn in May 1964 following which it was sold to Steamtown in Vermont. Transported to the USA in 1967 the locomotive, however, was brought back to the UK in April 1987 and returned to service on the Swanage Railway in July 1992. It is currently undergoing an overhaul.

Rowfant station was opened by the East Grinstead Railway on 9 July 1855, the company being absorbed into the LBSCR in January 1865. Along with Kingscote it held the record for the least profitable passenger station on the LBSCR! Local freight traffic was withdrawn on 7 January 1961 and the station and line closed to passengers on 2 January 1967.

**Photo:** John J Smith [046464]





Kirkby Stephen, renamed Kirkby Stephen East in 1958, when the 1950s boundary changes transferred the lines east and north of Kirkby Stephen from the North Eastern Region to the London Midland Region. This distinguished it from nearby Kirkby Stephen West on the Settle – Carlisle line. The line through Kirkby Stephen East was generally known as the Stainmore line, it ran from Barnard Castle to Kirkby Stephen and Tebay and was opened on 8 August 1861. Kirkby Stephen became a junction on 9 June 1862 with the opening of the line from Kirkby Stephen to Eden Valley Junction south of Penrith.

On Monday 9 June 1952, Ivatt 2-6-0 46480 has arrived on the 10.30am Tebay to Kirkby Stephen. 46480, allocated to Darlington Shed, probably represented the first of a new order of motive power for the line, together with BR Standard Classes 76xxx and 77xxx. The line had a weight restriction, requiring locos with a low axle weight previously satisfied by LNER Classes J21 and J25. Just visible to the right of the train is Class J25 0-6-0 65673 on station pilot duties.

Passenger services on Weekdays in 1952 comprised four return trips between Darlington and Kirkby Stephen, three going on to Penrith and two between Kirkby Stephen and Tebay. On Sundays there was one round trip from Saltburn and Darlington to Penrith. Passenger trains to Tebay ceased on 1 December 1952, but the line remained open for freight and occasional through trains from the North East to the LMR. Passenger services to Penrith lasted until the final closure of almost all of the Stainmore line on 22 January 1962, by which time some of the intermediate stations had already closed.

After closure in 1962, Kirkby Stephen East Station was eventually repurposed as a Bobbin Mill. When that closed in 1992, the site was taken over with a view to restoration by the Stainmore Railway Co and opened on the occasion of the 150th Anniversary in August 2011.

**Photo:** John J Smith [042684]



# Job Vacancies

## ROLLING STOCK DIRECTOR

As a plc Board member, the Rolling Stock Director has professional and technical responsibility for the company's rolling stock fleet and for the strategic direction of the department.

The Rolling Stock Director delegates day to day management of the fleet to the C&W Works Manager, through the Chief Operating Officer.

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

## COMMERCIAL & RETAIL DIRECTOR

The successful applicant will be responsible for providing the strategic direction for the commercial, marketing and retail to expand the commercial business development particularly in the areas of event management, business, and commercial planning as the means to win new business, to explore new avenues of activity and to seek out opportunities to help the Bluebell PLC develop and grow.

The Commercial & Retail Director delegates day to day management of the department to the Chief Operating Officer.

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

## 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.

## CDM REGULATIONS COMPLIANCE MANAGER (VOLUNTARY POST)

The successful applicant will be responsible for undertaking the role of Principal Designer and Principal Contractor on various projects across the railway.

It is essential that the post holder has current construction industry experience under the CDM Regulations 2015 and railway industry knowledge is preferable.

This post would suit someone planning on leaving the construction industry, but keen to still be involved in construction project on a part time or ad hoc basis.

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 any of these roles, please send your CV to [lisa.boyle@bluebell-railway.com](mailto:lisa.boyle@bluebell-railway.com)



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

*The Bluebell Times editor  
Tom James  
[bluebelltimes@bluebell-railway.com](mailto:bluebelltimes@bluebell-railway.com)*

## Tail Lamp

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

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Contributors to this issue

- ➔ Gavin Bennett
- ➔ Paul Bromley
- ➔ David Cable
- ➔ Paul Churchman
- ➔ Bob Darvill
- ➔ Martin Elms
- ➔ John Harwood
- ➔ Tony Hillman
- ➔ Tom James
- ➔ Roger Kelly
- ➔ Martin Lawrence
- ➔ Roger Merry-Price
- ➔ Rowan Millard
- ➔ Richard Peirce
- ➔ Tim Preston
- ➔ Chris Sutton
- ➔ Roy Watts
- ➔ Ben Wetherall
- ➔ Chris Wilson