



Stirling O1 No.65 approaches Vaux End with a vintage train. Photo: Owen Hayward

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

July 2023

IN THIS ISSUE

By definition, loco crews (along with guards) are the most travelled volunteers on the Railway, but even so, that doesn't always translate into getting a full picture of what is happening at each station and in each team. In the "up" direction, our normal two-minute stops are fully occupied tending the fire and watching out for the guard's right away; time at East Grinstead is absorbed with a run round and perhaps welcoming a few visitors to the footplate, while often the long stop for passing in the "down" direction involves pulling coal forward for the next trip.

Therefore, given the chance, I like to take a trip round the Railway from time to time "on the cushions" and take any opportunity to see behind the scenes, a highlight of such trips being to tour the Carriage & Wagon works. The heading and tail lamp photos in this edition show the fruits of those labours, with the welcome return to traffic of both the 1913 LNWR Observation carriage, and three of the four Victorian four wheelers, operational again after track renewal at Vaux End.

Our carriage fleet is one of the greatest assets on the Railway. Where else in the country can you experience travel in representative vehicles from every decade between the 1870s to the 1960s? Moreover, it is the carriages that frame our passengers' experience: they may take photos of the engine and jump in surprise at an unexpected whistle, but for two hours, they are surrounded and comforted by the opulence – or austerity! – of their carriage surrounds. None of which happens without massive commitment, so I would encourage anyone who can to support what is one of our unique selling points – see page 10 of this issue for details of one way to get involved.

Tom James, Editor

<i>Checking in with the Chair</i>	2
<i>Jewel in the Crown – June 2023</i>	3
.....	4
<i>Q Class No. 541 off to Leaky Finders</i>	4
<i>'Beachy Head' and 'Manston' – a tender connection</i>	6
<i>Bluebell Railway Wheelsets Help Locomotive 76077</i>	7
<i>Thumper 1305</i>	8
<i>Next Steps for the SR Carriage Group</i>	10
<i>Carriage Shop Donates £2,000</i>	10
<i>Awake the Giant</i>	12
<i>Flying Scotsman Event</i>	13
<i>Bluebell Railway Introduces a New Radio System</i>	14
<i>New Additions to the Museum Website</i>	15
<i>On This Day, 14 July</i>	16
<i>Job Vacancies</i>	19
<i>Tail Lamp</i>	20

Checking in with the Chair

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

Another month has gone by and so much has again happened.

We have had a successful month in June with the events going well and visitor numbers buoyant. What we have started to see is the secondary spend is not consistent, some days it is good, other days it is not. This is something affecting all attractions and also hospitality (I am seeing it in both my pubs that do food). The main thing is we are bringing more and more people in and we are reaching new audiences.

This is all part of our plan to get to 250,000 visitors a year within the next 5 years. We are currently at around 160,000, so it is no mean feat! If we manage to do this then our operating income will cover all of our costs including annual large maintenance and leave us with a small profit. All sounds great but in the meantime we have to survive and we need to also reach this target. We have a target though and that gives us focus. Later this year we will start building the entire business plan for the next 5 years – we know what the Society aims and ambitions are, although we may well need to revisit some of those in this changing world we live in.

Elsewhere on the railway we have got 'Sir Archibald Sinclair' looking like an engine again and hopefully will be in service by the end of the year. We have been running the LNWR Obo and the four wheelers which has been great to see and very popular with our visitors. Operations director Neil Glaskin has also changed things around at Sheffield Park so we have more engines on display.

In the background it is full steam ahead: myself and the directors and senior managers are flat out making sure that we have a railway that people want to visit, that is safe to operate and has an excellent offering of facilities when they get here. Everyone tries so very hard and the enthusiasm and positivity is great.

Finally, the school summer holidays are nearly upon us and so is the ['Flying Scotsman' visit](#) – it is going to be a very busy summer and hopefully financially rewarding – but we do still need help top cover everything so if you haven't volunteered before and would like to do so please get in touch.

Paul



No. 65 recently visited our neighbours on the Spa Valley Railway. The locomotive is seen here in the unfamiliar surroundings of Eridge station.

Photo: Vernon Blackburn

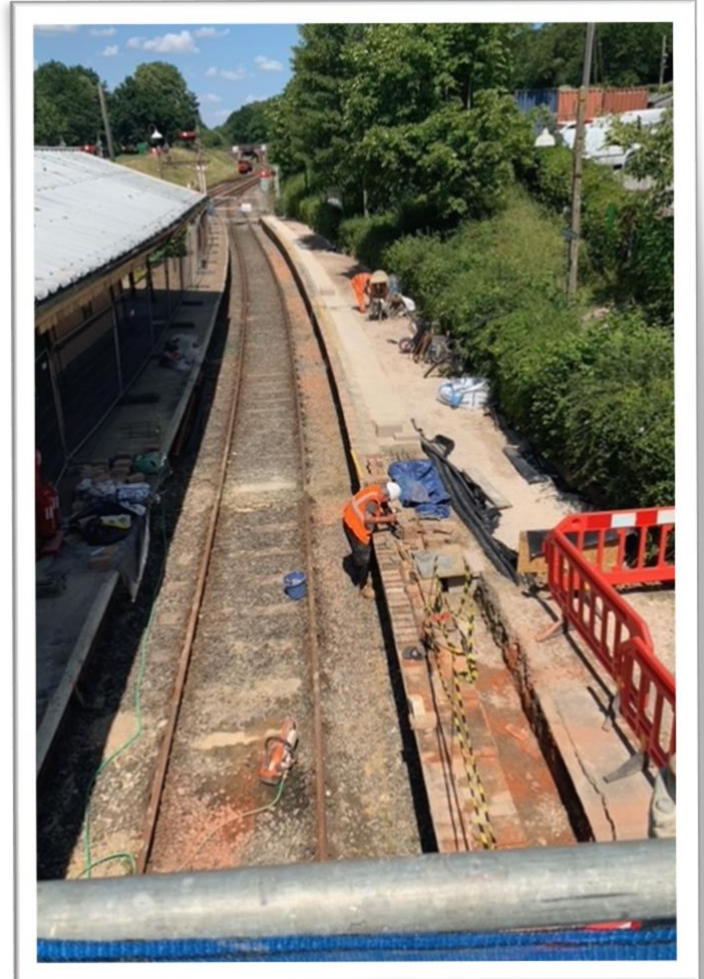
Jewel in the Crown - June 2023

Words by Bob Darvill, Jewel in the Crown project manager. Photos by Mark Padgham

Viewed from outside the compound, it might seem that most work done this year has been about taking things apart. More accurately, it has been about removing the rotted, compromised, patched and otherwise defective parts: in the process grappling with expected and unexpected obstacles, of which dry rot and a hornet's nest having all appeared on that list in recent weeks. Of course, there has been a considerable amount of repair, preparation and painting going on undercover waiting to be revealed. However, we are fast approaching a turning point in all that as the temporary works are gradually removed and visitors will be able to see clearly what has been achieved.

Already, peering through the Heras safety fencing, the viewer will now catch a glimpse of the zinc and glazing gradually re-clothing the framework of the canopy roof. The finishing coats of paint are bringing the station colours back from the gloom. Gutters, downpipes and mouldings are gradually re-trimming and highlighting architectural details. Less visible but important work has also been completed as the central box gutter between the canopy and the station building. Having long been a primary source of leaks resulting in damage, it has been rebuilt and relined with traditional lead work. Progress can be slow around some of the more challenging architectural details but steadily, the more familiar appearance of Horsted Keynes Station is re-emerging.

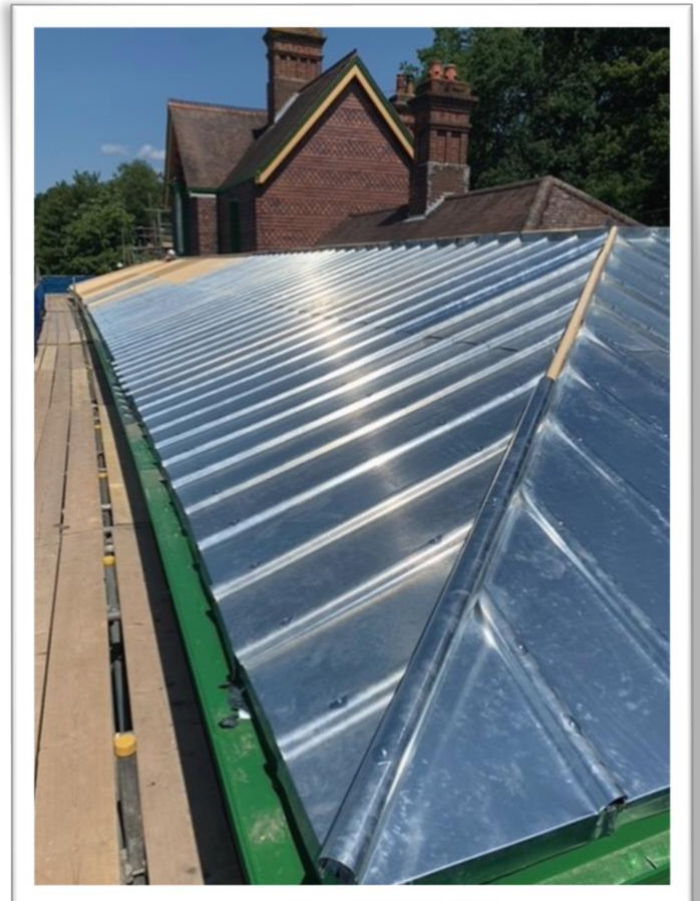
The phased removal of scaffolding is now planned and scheduled to start in the coming weeks. It will be removed initially from the southern end. As it comes down there will be more painting to do around the lower parts of the station. The process will be interrupted as incomplete work is picked up sequenced with advancing scaffold removal. The reward is that we will soon be able to see the first parts of the station looking much as it would have done to 1930s' travellers. To complete the process we will only need to wait the processes of



exposure and natural chemistry to regenerate the familiar grey patina of the roof as it oxidises.

The restoration and strengthening of the northern end of the platform by the infrastructure team has also advanced. The work is continuing but much is ready for the replacement of stonework before resurfacing the whole platform during the concluding phase of this summer's work. Before that occurs, there are many important ancillary activities planned in the coming weeks. Notably, the signals and telecommunications team will shortly be involved in routing cables and supplies ready for service.

There remains much work yet to do, and perhaps yet a few more challenges to overcome but with some busy weeks ahead, what has been achieved already will soon be bearing visible fruit.



Q Class No. 541 off to Leaky Finders

By Steve Pilcher, Maunsell Locomotive Society

Q class No. 541 left the Bluebell Railway on Thursday 6 July to undergo a 'Priority' overhaul at Leaky Finders in Devon. The overhaul is being funded by the Bluebell Railway Trust and the Maunsell Locomotive Society who own the locomotive; the locomotive being the subject of a long-term operating agreement with the Bluebell Railway.

The Q class was R.E.L Maunsell's last loco design. A total of 20 were constructed at Eastleigh works in 1939. 541 was the 54th loco to depart Barry Scrapyard back in 1974 and some restoration work was undertaken at Ashchurch, Gloucestershire, prior to the then owning group merging with the Maunsell Locomotive Society in 1978 and the loco moving to the Bluebell Railway for conclusion of the restoration project. It first ran in service at the

Bluebell between 1983 and 1992. After a major overhaul it re-entered traffic in 2015 but had to be withdrawn in December 2022, in need of boiler repairs, attention to the tyres and a new tender tank. In its two periods of service at the Bluebell Railway, it has covered over 70,000 miles in traffic and proved to be a strong, reliable and economic loco to operate. On a visit to the Great Central Railway it was described as being like 'a Midland 4F on steroids' by one of their loco crews.

The loco underwent a full piston and valve exam and repair in early 2022 and the bottom half of the loco is reported to be in good condition, other than the need for attention to the tyres. The tender will remain at the Bluebell Railway for overhaul. The tender tank will need to be replaced and the tyres will require attention.

Maunsell Locomotive Society Chairman, Ben Coughlan, said, "The Maunsell Locomotive Society is very pleased that agreement has been reached for the Bluebell Railway Trust to fund the overhaul of this popular and useful locomotive. No. 541 is a unique survivor of the Q class, Maunsell's essay in designing a simple to maintain, medium power, go anywhere loco."

Bluebell Railway Trust Chairman, Vernon Blackburn, said, "The Trust is pleased to be able to support the overhaul of 541, which will help provide Bluebell with an economical, medium sized loco, in a short timescale."

HOW TO HELP

The Bluebell Railway Trust and Maunsell Locomotive Society are keen to raise funds to help overhaul the locomotive. On-line donations to the appeal can be made on the [Bluebell Railway website](#). Select "Q Class 541 Overhaul" in the drop-down box.

Otherwise please send a cheque, made payable to the 'Bluebell Railway Trust' (and a [Gift Aid Form](#) – if appropriate) to.

The Bluebell Railway Trust

Sheffield Park Station

Near Uckfield

TN22 3QL.

Please add a note to say it is for the 541 overhaul appeal.



‘Beachy Head’ and ‘Manston’ - a tender connection

By David Jones, Bluebell Railway Atlantic Group [Photos](#) Atlantic Group and Fred Bailey

With the good news that 34070 ‘Manston’ is to visit the Bluebell for Giants of Steam this year, one can reflect on the connection between the tender of the Atlantic and that for the Bulleid Pacific. Back in 1989 the Manston Group were restoring their locomotive from Barry condition at Richborough Power Station in Kent where they had been allowed some siding space by the CEGB. As the locomotive, like many others at Barry, didn’t have a tender, they had purchased an old tender frame from St. Leonards that had originally run behind the LBSCR Class B4 locomotive ‘Pretoria’ and had subsequently been converted into test unit ADS 3202, which necessitated the removal of the centre wheelset to make a four wheel vehicle and the addition of a wooden body. A start was made on restoring it back into a usable tender but then the group decided it would be better to construct a new replica tender not least because the wheels were not of the right boxpox pattern.

It was therefore advertised for sale in the summer 1990 ARPS Journal for £800, buyer to collect, and at the same time was offered to the Atlantic Project. It was pure coincident that the number was 424. Eventually our offer of £700 was accepted, and the tender could stay at Richborough until the CEGB wanted it to leave, which eventually took place in 1995. Fred Bailey then took on the task of modifying the chassis as it had the wrong wheel spacing for the Atlantic and he also replaced the drag beams which were heavily corroded. This was all done out in the open and largely prompted the decision to construct a purpose built shed, Atlantic House. It was also necessary to manufacture a new centre axlebox assembly to the same design as the existing two pairs. It was realised that the wheel tyres were very thin, so when the opportunity arose to acquire the three ex-LBSCR C2X wheelsets from the tender previously at the closed Royalty and Railways display at Windsor and Eton Station, we purchased the set with help from Roger Cruse who

had discovered which scrap merchant they had passed to, and these are now under the chassis. In due course, a new tender tank was constructed by a welding firm in Gloucester to Fred’s drawings and delivered on July 24 2019. A large number of fittings had to be made and fitted but it is now complete with all the lining and application of the crests to a superb finish by Tony Funnell.



Above: The tender as acquired while still at Richborough

Below: Approaching completion in Atlantic House, July 2021

Bluebell Railway Wheelsets Help Locomotive 76077

Wheelsets from the Bluebell Railway have been sold to [Toddington Standard Locomotive Limited](#) which is restoring Standard Class 4 2-6-0 No. 76077.

Four of the class, including 76077, were rescued from Woodham's scrapyards in Barry. But 76077 lost its tender while at Barry to classmate 76017 whose tender had been sold to Briton Ferry steelworks for conversion to a steel billet carrier.

The intention was that, since the restoration team didn't have the correct axles and roller-bearing axle-boxes for a BR2A tender, a larger BR1B tender would be constructed instead. This was a type used by the class on the Southern Region. Suitable wheelsets and axle-boxes had been previously sourced from a Class 40 diesel.

However, wheelsets suitable for a BR2A tender were identified on the Bluebell Railway. The wheelsets had originally been bought from Briton Ferry steelworks as potential spares for the BR2 tender behind the Standard Class 4 4-6-0 No. 75027. From stampings on the wheelsets, it seems most likely that they were originally on a tender attached to locomotive No. 78018, whose tender was sold to Briton Ferry steelworks. That loco is now preserved on the Great Central Railway, running with a new tender.

TSLL approached Bluebell Railway with a view to buying the wheelsets which led the Bluebell to confirm that they were unlikely ever to use them and were happy to sell them to TSLL for an undisclosed sum. These are of the correct type for a BR2A tender and would bring a significant cost saving compared with having new BR2A-type axles and axle-boxes manufactured.

Paul Russell, Bluebell Railway Locomotive Engineering Director, said: "I am delighted that these wheelsets, which we acquired many years ago and are now unlikely ever to need, have found a good home and that we have been able to make a positive contribution to the restoration of 76077. I look forward to seeing 76077 enter service and I



Above: Chris Irving (left) and Andrew Meredith of TSLL with the wheelsets as found on the Bluebell Railway.

hope the locomotive will be able to visit the Bluebell one day."

The wheelsets were inspected by TSLL Engineering Director Andrew Meredith and Chairman Chris Irving who found them to be in generally good order despite being stored outside for some 40 years.

Andrew Meredith commented: "The agreement reached with the Bluebell Railway is of clear benefit to both organisations and we collected the wheelsets in early May. The tyres have since been re-profiled and the wheelsets delivered to Locomotive Maintenance Services in Loughborough, where the axle boxes are now being removed for overhaul. The wheels and axles are being shot-blasted and painted ready for when they can be used in a new-build BR2A tender." He added that construction of the tender is likely to start after the locomotive returns to steam.

TSLL's marketing director Ian Crowder said: "The discovery of these wheelsets at the Bluebell was a welcome but unexpected opportunity and immediately made construction of a BR2A tender affordable."

Thumper 1305

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

It's been a slow month workwise for the Gang this time, Members' Day and Bluebell on Parade prevented us from doing much work as we had to have a mega tidy to make 1305 visitable and safe for the public. This involved moving all sorts of stuff around inside the Driving Trailer Second (DTS) and removing some stuff to the PMV, still all the way over in B road.

The two weekends were very worthwhile for 1305 as we picked up some more volunteers and offers of help by people who can assist us externally from the railway.

Sadly 73133 didn't make it into traffic but we were ticking over and occasionally hit the preheat switch bringing the revs up, so a 4SRKT engine could still be heard somewhere on the Bluebell.

The Sunday of Bluebell on Parade, 1305 did decide to spring an oil leak from a flexible hose so was shut down.

Repairs were completed without any fuss later in the week as the oil was go-odd degrees centigrade and the engine room itself was like a sauna at the time of the failure. (The hose had slightly popped off its pipe rather than having split).

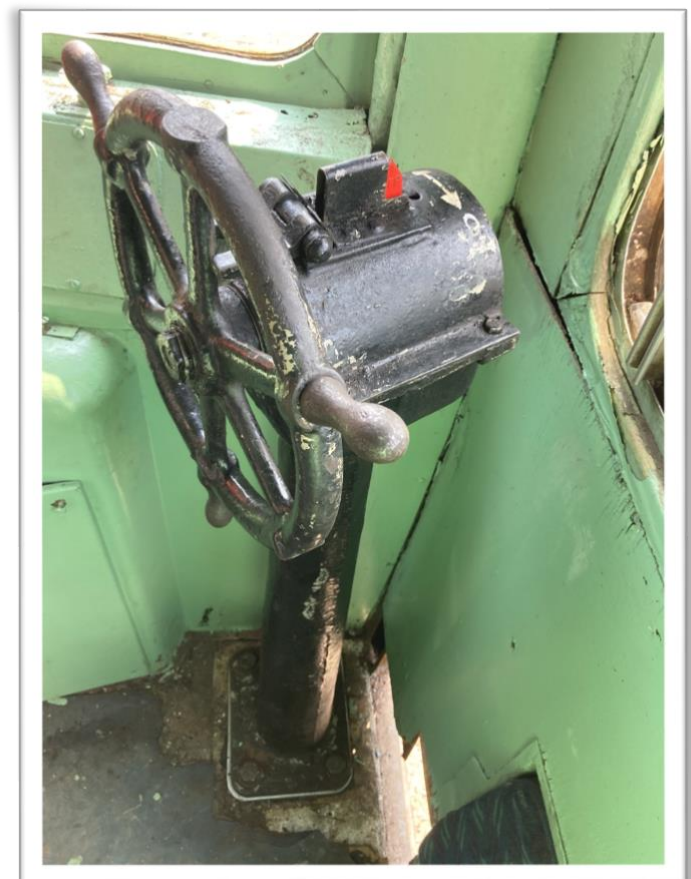
Since Bluebell on Parade, unpacking everything was carried out and we stripped out all the Driving Motor Brake Second (DMBS) seating ready to lift the whole of the floor.

Concern was raised by the Carriage & Wagon Department about the possibility of asbestos around the heaters, so it was arranged for a sample to be removed by an outside company for testing, the company were already in for another sample to be taken from another coach.

Happily, the results came back as negative for asbestos, confirming what was said in the 2013 report we already had from the original owners, so the remaining heaters have now been removed and the flooring is being lifted.

The DTS underframe has been continued with and the clean-up and priming is going well, the picture clearly shows the build-up of Sandite and brake dust compared with the cleaned and primed metalwork. This may look like rust but the large majority is not.

The DTS handbrake is now done and the headlight hole is also in the middle of being repaired, the fibreglass has now cured so a skim of filler over it,



a rub down and jobs-a-good-un, on to the DMBS headlight hole!

By the time you read this we will have had another induction for new members of the gang, (around ten are expected) and will have spent the week at

Sheffield Park giving the engine room and fan cupboard a good jetwashing, removing the radiator bodyside grille to check within and cleaning the radiator. If time allowed, we may have completed an oil change too.

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, follow the gang's progress on Facebook at [1305 Oxsted Thumper Gang](https://www.facebook.com/1305OxstedThumperGang) or on Instagram [@1305s_thumpstagram](https://www.instagram.com/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!



Next Steps for the SR Carriage Group

By Tim Preston, C&W volunteer

In the January edition of *The Bluebell Times* we raised the possibility of setting up a Southern Railway Coach Group, and included a questionnaire to gauge interest in such a proposal.

For those that responded to the questionnaire, we had 92 responses, 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.

During May, the Society supported a recommendation from the Rolling Stock Committee to establish a Southern Railway Coach Group and a number of Carriage and Wagon volunteers are now in the early stages of setting the group up. The group has a Facebook page: facebook.com/SR.coach.group where we have started posting regular updates on progress on current restoration projects.

The first formal meeting of the group will take place between 10.00 am and 1.00 pm on Saturday 5th August in the training room in the Heritage Skills Centre at Horsted Keynes. The meeting will cover:

- ➔ The objectives of the group
- ➔ Governance

- ➔ Immediate work plans
- ➔ A visit to the C&W shed to look at current and planned restorations.

We will be providing tea and coffee.

I appreciate that for many of you the date and time of this meeting may not work, or for very good reasons you do not want to, or are unable to be actively involved in the Group. This is all understood and your interest in the Southern Railway Coach Group is very much appreciated. We will keep you informed of the outcome of the meeting.

However, if you can make the meeting and are interested in being involved in the governance and/or the active restoration and maintenance work of the Group, do let me know as I will need to confirm numbers. I can be contacted by email at tim.preston1520@gmail.com

Ultimately the success of this Group to increase the pace of restoration and maintenance of our more historic carriages, will depend on more volunteers and more fundraising, so if you think you can help it would be great to see you.

Carriage Shop Donates £2,000

By Chris Wilson, Carriage Shop volunteer

The Carriage Shop volunteers are delighted to have been able to donate a further £2,000 towards four Bluebell Railway projects.

- ➔ £500 has been donated to the [1305 Oxted 'Thumper' DMU](#).
- ➔ £500 has been donated to restoration of the [Maunsell Dining Saloon No.7864](#).
- ➔ £500 donated to the [Bluebell Railway Goods Division](#).

- ➔ £500 donated to the Horsted Keynes station fund – this donation has been raised through sales in the Kiosk on platform 4. The Kiosk is a joint venture between the station staff and Carriage Shop and is open everyday trains stop at Horsted Keynes.

Year-to-date the Carriage Shop has donated £7,500 to Bluebell Railway projects – over £1,000 each month on average.

A huge thank you to the customers who have visited the Carriage Shop, all those that have

contributed items to us and the small group of volunteers that keep the Shop open.

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

We are open for the Collectors' Fair on Sunday 30 July. For all the latest news and other opening times please visit our Facebook page:

facebook.com/BluebellRailwayCarriageShop



Above: Matthew Lander and Jack Gregory accepting the donation on behalf of the Bluebell Railway Goods Division team.

Below: Tony Clements, Maunsell 7864 Group project leader.



Above: Horsted Keynes station volunteers David Brett (left) and Nigel Currah accepting the donation in front of the Kiosk on platform.

Below: Andrew Brock accepts the donation on behalf of the 1305 Oxted Thumper Gang.



Awake the Giant

By Andy Taylor and Tom Newble, Awake The Giant group

92240 has been shed-hopping since our last article, moving in and outside of 'SteamWorks!' and was based in the maintenance shed for 'Bluebell on Parade'. Since our last update, 92240 has continued to have work undertaken on the tender primarily. Work has continued on the outside of the tender, with more rubbing down and filler then being applied, these are the mint green patches on the locomotive currently.

Our 9F members, the youngsters of the Bluebell Railway, have recently worked with us. On one of their meetings, recently, they helped to rub down the steps into the cab and tender and help apply filler and primer where necessary. They then joined the team again at Bluebell on Parade, where the current work on 92240 was showcased to the public and a heavy footfall also visited the footplate, which proved very popular indeed.

Other recent work has included loosening the running plate bolts. This is to reduce the amount of work and help have some of the front end prepped for the move into the workshop, more about this will come in future articles. Work has also continued on wire brushing and cleaning the rust within the water tanks.

Under the tender, 92240 had a water scoop, for when 92240 ran on the mainline and would collect water through the water troughs that laid along certain lengths of track. As the Bluebell Railway does not have water troughs, the decision was to have this removed from the locomotive. The aim is to allow 92240 be filled either by the water cranes through the top of the tender or to be filled in the yard via a low-level filler.

WORKING PARTIES

The team's working parties, led by Andy and Martin, will be held on every second Saturday of each month. If you wish to be involved in 92240's overhaul and join the working parties, then please do get in touch.



MERCHANDISE

Ken Upton has been busy behind the scenes ordering and creating new 'Giant' lines of merchandise that is now available to buy from the stand and the Bluebell shop. Our most recent additions to the current merchandise range include rulers and coasters. We have been increasing the number of events that the 'Awake the Giant' team have been attending and promoting 92240.

GIANT GAZETTE

Mark has been working hard behind the scenes to get issue two ready for publication and will be available very soon – be sure to grab your copy. Our new subscription service to the 'Giant Gazette' has proven to be very popular to both guests and working members of the Bluebell Railway and has a number of subscribers. If you are interested in

subscribing to this, then please email:
giantgazette92240@yahoo.co.uk

ARCHIVING 92240

Then finally, Tom Newble has been working behind the scenes to start planning the new publication about 92240 but has also started

building an archive of 92240 at Barry scrapyard, arrival at the Bluebell Railway and working days. If you have any materials and are willing to add them to the archive and publication, please contact Tom Newble at awakethegiant@outlook.com.



GET INVOLVED

If you are interested in joining the team or wanting to show your support to the overhaul and restoration of 92240 then please email Andy at Andy.Taylor@bluebell-railway.co.uk or awakethegiant@outlook.com. If you wish to donate to the fundraising campaign to restore and overhaul 92240, all donations are gratefully received and appreciated by the 'Awake the Giant' Team and donations are able to be made here, <https://www.bluebell-railway.com/trust/make-a-donation/>

Flying Scotsman Event

By Gavin Bennett, on behalf of the BRPS Board

As was the case in 2017, Members should please note that there is no discounted travel or free travel for life members on any trains for the duration of the loco's visit. Nor is there free admission to the platforms during this period. The Railway needs all the revenue it can get from this event. Similarly HRA and National Rail Staff concessions are withdrawn for this period

Bluebell Railway Introduces a New Radio System

By Andrew Fairbank, Signal and Telegraph team

Following a grant from the Department for Culture, Media and Sport we have been able to introduce a new licensed radio network to aid communication across our route.

The system has four hubs with radio masts located at East Grinstead, Kingscote, Horsted Keynes and Sheffield Park which allow standalone conversations to take place together with a network link via the internet allowing conversations across the route.

Whilst Station Masters are responsible for the station radios, a separate set is available to the Driver and Guard for each train in service.

Prior to each journey, Guards will collect two radios and issue one to the Driver. This enables the train crew to speak to others e.g. Running

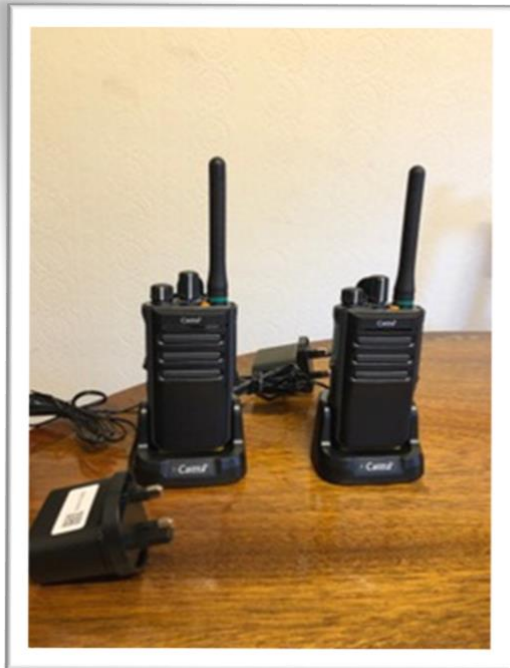
Foreman, Operations Manager should the need arise.

New shunting radios have also being introduced.

Our Signal and Telegraph team have successfully used these radios for some time as have the Permanent Way team during the recent re-laying.

Radio protocol will be followed and the software allows radio handsets to be tracked, together with recording of conversations. A 'lone worker' facility is also available.

Neil Glaskin, our Operations Director, welcomed this new initiative and said "I'm really pleased that we are rolling out this new system which I believe will improve communication across our route. Even during the trial period the additional radio communication has proved its worth".



New Additions to the Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

This month we have added another 375 images to the Bluebell Railway Museum website bringing the total now available to 20,552. This update contains the last set of the late John Scrace's photographs of stations and signal box locations beginning with the letter 'Y', also from John's camera are 100 of his loco images (Q1's and ex-LSWR O2s on the Isle of Wight), and 252 photos from Joe Kent including a number of Pullman Cars at Preston Park Pullman works.



Above: Yalding Station with EMU approaching on 14 August 1970.

Photo: John Scrace [083939].



Left: Locomotive cleaners posing for the camera on top of E4 32487 at Guildford Shed, 17 May 1952.

Photo: Joe Kent [153403].

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

On This Day, 14 July

By Tony Hillman, Deputy Curator

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



It is 1.13pm on Saturday 14 July 1962 as T9 Class 4-4-0 30120 leaves Woking on the Down Through line. Headboard number 439 identifies it as the 12.42pm Waterloo to Basingstoke worked by Nine Elms Duty 11, normally rostered for a Schools Class 4-4-0. Headboard numbers were mainly used on Summer Saturdays to assist signalmen in identifying trains, whereas Duty numbers, used all the time, were often stencilled on the white head code discs, but not in this case. 30120 was built at Nine Elms Works in 1899 and was destined to be the last in service. Nominally allocated to Eastleigh at the time, in March 1962 it was outshopped from Eastleigh Works after a "heavy casual repair" in LSWR green. It was probably at Nine Elms after participating in the Sussex Special Railtour on 24 June 1962. Eventually withdrawn in July 1963 it was preserved by the National Railway Museum.

To the right of 30120 on the Down Local line, departing at 1.14pm, is the 12.29pm Waterloo to Alton with 2-Bil 2131 leading. Generally, Portsmouth Slow and Alton trains ran combined to Woking and divided there, but this was a Summer Saturday and they ran as separate trains. 2-Bil 2131 was built in 1938, one of 152, used on semi-fast and stopping services across the Central and South Western Divisions outside the suburban area.

In the background is the 1937 "Odeon" style signal box, which replaced four earlier signal boxes, with associated colour light signals. In 1997 it was itself replaced by a panel box located elsewhere. Later, there was an abortive scheme to preserve the box as a museum, but it still remains in situ today.



On 14 July 1956, H2 Atlantic 32424 "Beachy Head" makes a magnificent sight as it powers a southbound Leicester to Hastings train, formed of ex-LMS coaches, through South Croydon on a damp summer afternoon. This Saturdays-only service, running between late June and early September, provided a link between the East Midlands and the South Coast resorts and was a regular feature of the 1950s summer schedule. The train left Leicester (London Road) at 12:35pm and was routed via the now-closed Market Harborough to Northampton line, thence up the West Coast Main Line as far as Willesden, and on to Mitre Bridge where the locomotive would have been changed. The service was due into Brighton at around 4:55pm, and after reversal it continued to Eastbourne and Hastings, arriving there at 6:25pm. In 1956, the equivalent northbound service left Hastings at 10:51am and was due back in Leicester at 4:23pm. 32424, introduced to traffic by the LBSCR in September 1911, was one of 6 H2s designed by Marsh and built at Brighton Works. After being displaced from hauling premier expresses in the 1920s, the class still found work

on secondary lines, as well as Newhaven boat trains and inter-regional services such as the one depicted here. Allocated to Brighton (75A) by July 1956, the locomotive is seen here is on Duty 734 (usually rostered for a West Country class). This also included that morning's northbound service as far as Mitre Bridge with the engine being turned at Willesden shed.

Withdrawals of the H2s accelerated in 1956 and by the end of the year 32424 was the only remaining example, becoming something of a celebrity before being the last Atlantic to go in April 1958. A replica of the locomotive is, of course, now nearing completion at Sheffield Park.

Photo: Colin Hogg [048395]



On a gloomy Saturday 14 July 1956, an unidentified BR Standard 4 2-6-4T enters the isolated station of Verney Junction with a train from Bletchley to Banbury Merton Street. The locomotive is one of ten Standard 4 tanks allocated at that time to Bletchley shed (1E).

There were only three weekday trains in each direction between Verney Junction and Banbury but that was soon to change. From 13 August 1956 the service was taken over by British Railways' first single diesel railcars with an increase to six weekday trains with an additional three shuttles between Bletchley and Buckingham.

Verney Junction station was located on the Bletchley to Banbury line (opened in 1850), a branch to Oxford following in 1851. The station only opened in September 1868 at the same time as the line from Aylesbury via Quainton Road. Later the Metropolitan Railway and, subsequently, London Transport (LT) operated this route. The Metropolitan used the right hand platform face in the photograph and, until about the mid-1920s, even ran a Pullman Car service to Baker Street and

the City. LT ceased running passenger services from 6 July 1936 but the line remained open for freight. By 1957 it had been lifted except for some track, which was retained for condemned rolling stock.

The section between Banbury and Buckingham closed to passengers from 2 January 1961 with the southern section from Verney Junction to Buckingham closing from 7 September 1964. On 1 January 1968 the passenger service was withdrawn between Bletchley and Oxford and Verney Junction station closed. The route remained open for freight but by 1994 was mainly out of use except for waste traffic to Calvert. In 1987 a passenger service was restored between Oxford and Bicester Town. Work is currently taking place to reopen the line from Bicester to Bletchley and eventually on to Cambridge, the old Varsity Line. However there will be no re-opening for the remote Verney Junction!

Photo: John J Smith [047372]

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

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



Photo: Nick Gilliam

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 11 August 2023 from
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

Tail Lamp

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

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

Contributors to this issue

- ➔ Fred Bailey
- ➔ Vernon Blackburn
- ➔ Jon Bowers
- ➔ Paul Bromley
- ➔ Paul Churchman
- ➔ Bob Darvill
- ➔ Martin Elms
- ➔ Andrew Fairbank
- ➔ Nick Gilliam
- ➔ Owen Hayward
- ➔ Tony Hillman
- ➔ Tom James
- ➔ David Jones
- ➔ Roger Merry-Price
- ➔ Tom Newble
- ➔ Mark Padgham
- ➔ Richard Peirce
- ➔ Steve Pilcher
- ➔ Tim Preston
- ➔ Chris Sutton
- ➔ Andy Taylor
- ➔ Ben Wetherall
- ➔ Chris Wilson