



'Flying Scotsman' at Waterworks, 27 August. Photo: David Cable

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

September 2023

IN THIS ISSUE

Earlier this week, *Flying Scotsman* slipped out onto the mainline after a highly successful two week stay on the Railway. By the editor's reckoning, around 11,000 people travelled behind the loco on its trains, not to mention hundreds more who were able to walk through the narrow passage of the locomotives famous corridor tender to emerge onto the footplate. One such person was Kenneth Turner, born in the same year that *Flying Scotsman* had emerged from Doncaster, and who had last been on the loco as a fireman during the war. Even as he approaches his own hundredth birthday, he showed that the deft skills needed to flick coal into the firebox remained as sharp as ever.

For a member of the footplate department, it is sometimes easy to become a bit blasé about proximity to locomotives, famous or otherwise. But acting as Running Foreman on the Friday of the event, there was a certain something about Scotsman that elevated it beyond just being "another loco to get off shed on time", even though that is one of the prime concerns of the RF. Seeing the joy on our visitors' faces, and comments across social media, shows that this loco has a special place in the affections of many. Who knows – perhaps in five years it will visit again to work alongside our own *Beachy Head* to display the striking family lineage that ran through Doncaster via Brighton?

Meanwhile: no rest for the railway – why not come along to the [Beer Festival](#) later this month, or [Giants of Steam](#) next?

Tom James, Editor

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Checking in with the Chair

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

Wow – what an amazing success and thank you to all of you who worked during the Scotsman Event. It was truly amazing and it also met the financial target we had set: this is a great relief and means we can breathe until the Beer Festival!

It was so great to see so many staff around the place, even some that I haven't seen in ages. I even got my mother over to help as a steward! Everyone put on a fantastic event and our visitors loved it. I was there all operating days except the Saturday and Tuesday and saw so many people. I also was told that there had been a contingent from another heritage railway that had said to one of our staff "well the Bluebell really does know how to put on and run a huge event like this!" Yes we do and we are brilliant at it. Despite having the Hall fail at 8am on the Sunday morning, we sorted it and had got back to time by lunchtime, and we managed it so well that none of our visitors were even bothered.

I have been so busy that I haven't done a weekly update lately! Neil Glaskin and I will issue a joint one shortly. Unfortunately, I had to spend some

time on my life outside of Bluebell as Scotsman did consume it for 10 days – as it did with many of us.

We have had a brilliant August, excluding Flying Scotsman and we are trading well ahead of last year.

We have also finally got the accounts ready to file and we actually have a forecast for the end of the year which will see a massive trading improvement on last year, the hard work continues on ensuring we carry this through to 2024 and beyond.

As with all big events, its done and we now have The [Beer Festival](#) to look forward to and then [Giants of Steam](#) and of course [SteamLights](#) and [Santa](#) – we simply don't stop. We can't stop: we have a hobby to enjoy, a heritage to preserve and showcase and frankly we have to keep going at 100mph to keep the money coming in to pay for it all.

Paul

Photo: Dave Bowles



Flying Scotsman - A Big Thankyou!

By Lisa Boyle, Chief Operating Office, Bluebell Railway Plc Photos by James Cummins

As I write this, scores of people are milling around *Flying Scotsman*, that iconic giant of the steam world, while she rests for a few days on static display at Sheffield Park Station before journeying on to the next stop in her centenary programme.

She is in light steam and visitors are enjoying the smells, sights and sounds of the locomotive yard, which is not in general accessible to the public, as they climb up the steps to investigate the footplate and chat to the fireman. A rare treat.

She has just completed seven action-packed days hauling passenger trains, fabulous gala dining services and evening sunset trains the full length of our heritage line. The buzz around the great locomotive has been electric with both staff and visitors getting in the mood and fully enjoying the experience. A far memory from the

disappointment of 2022 when *Flying Scotsman* was unable to visit – all forgotten!

A BIG THANK YOU

Without the dedication and hard work of all employed and volunteer staff, the success of the *Flying Scotsman* event would not have been possible. The long shifts, extra train services and large volume of visitors has put a strain on our resources and on behalf of the railway, I would like to thank you for all that hard work and for the additional duties undertaken over this period. Your tireless enthusiasm, your welcoming smiles to the public, your expert knowledge and your sense of Bluebell community made this event the success it has been. It simply would not have happened without you. My thanks to all.

To you, the visitor, I thank you for coming! The Bluebell Railway hopes that you found the *Flying*



Scotsman event inspiring and enlightening and that you had a full and wonderful day out at the railway. Events like this enable us to fund the important heritage work that we do overhauling and carefully restoring steam locomotives, carriages and wagons and most importantly, running live steam along our 11 miles of track!

We could not operate without our wonderful volunteers. If you would like more information about the wide and varied volunteering opportunities at the Bluebell Railway, please get in touch: volunteer.coordinator@bluebell-railway.com



Photo: Ruth Rowatt

A Special Flying Scotsman Moment

By Ruth Rowatt, Marketing Manager Photos by James Cummins

Stepping on board his old friend, Kenneth Turner said that it felt “marvellous” to be on the footplate of *Flying Scotsman* once again and immediately checked the water gauges to see if there was enough water in the boiler. Old habits die hard! “You have to keep your eye on the water” he said and remarked upon the constant heat. On this day, *Flying Scotsman* is in light steam for the static footplate visits at the Bluebell Railway, Sheffield Park Station. The fire hole door was opened and an inspection and discussion around the state of the fire within ensued.

Before he left, Kenneth picked up the shovel once more and put a round of coal on with the easy style of an old hand. Not bad, considering he finished working on the railway in the 1940s!

Just like *Flying Scotsman*, Kenneth Turner turns 100 this year too! Born in 1923. He was a fireman or “stoker” on the LNER railway throughout most of World War Two, having joined the railway aged 16 in 1939. Later, the railways became a reserved occupation to keep troops and supplies moving, so he was never called up to fight. During his time, he fired *Flying Scotsman* when it was hauling troop trains, so it was quite the reunion.

“Well, we fired for 8 – 10 hours on a shift and it was flat-out with a big train on.” Kenneth talked about being “damned hungry”, not surprising with all that hard work and rationing probably didn’t help either. “We would toast a slice of bread on the shovel, but you had to make sure the driver didn’t open the regulator, or you lost your bread!”

When asked what he enjoyed most about the work he talked about the travelling from station to station and how all the children would flock around the engine and want to get on the footplate. So, it was true back then, as it is now, the locomotive cab and crew are the star



attraction on any railway. He enjoyed the camaraderie on the engine too.

After visiting *Flying Scotsman*, Kenneth was given a tour of the locomotive works to see the progress on current overhauls. Observing the newly fitted spark arrestor in *Sir Archibald Sinclair's* smoke box, Kenneth was asked what happened about line side fires back in his day (a hot topic in heritage circles

with the long, hot summers we have been encountering). “You kept bloody going and left it to someone else to deal with!”

A SHORT BIOGRAPHY OF KENNETH

By Rosalind Turner, Kenneth’s daughter

Kenneth Turner was born in Glossop, Derbyshire, on 18 October 1923, the same year that *Flying Scotsman* was built. Kenneth’s father was a signman on the railway at Dinting Arches, on the Sheffield to Manchester railway line. Kenneth joined the railway team at Glossop in 1939 when he was sixteen, initially working in the engine sheds. Shortly after war broke out and as men were drafted into the army Kenneth, and other young apprentices, were drafted to work on the trains as stokers.

Kenneth worked on the Sheffield, Manchester and Liverpool lines for the London and North Eastern Railway (LNER) throughout the Second World War and it was during this time that he occasionally fired on the iconic *Flying Scotsman* when it was used to haul troop trains.

It was long, hard work keeping the engines fed with coal, working alongside the elderly train drivers who had been brought back into service to replace the men at the front. The railways became a reserved occupation, meaning the railway workers remained on the trains throughout the war to keep this essential service running, carrying goods and troops across the nation.

It was also a dangerous occupation as trains and tracks were targeted by German bombers as they flew over the major industrial cities. Trains were sometimes halted during air raids to prevent the sparks highlighting them as targets, or they waited in tunnels until the raids were over.

Kenneth remembers an incident when the train stopped during a raid very close to by. He and the driver dived for cover under a carriage, only to realise when they emerged that it was carrying diesel fuel. He also remembers taking a train back to the depot in Manchester on Christmas eve and having to walk 15 miles back to Glossop along a dark railway track. He also served in the Home Guard during this time, helping to guard the



famous Snake Pass in the Pennines above Glossop. As a growing young man, he says he was always hungry during these hard years, but he is proud of what he and his colleagues achieved during a time of national crisis.

After the War, Kenneth and his new wife Julie moved to Shrewsbury where they ran a family business of newsagents and raised their children. 12 years ago, they moved to Shoreham-by-Sea to be near their daughter, Rosalind and their son Clive who lives in the New Forest. Sadly, Julie died two years ago, which was a great loss after 72 happy years together. As Kenneth approaches his own centenary, he is still very active and was looking forward to stepping yet again onto the footplate of *Flying Scotsman*.

Kenneth is very independent, despite some short-term memory loss. He enjoys gardening, walking and reading and regularly helps Rosalind by digging and weeding on their allotment. He puts his strength and vigour down to those hard but exhilarating years helping the war effort by keeping the trains moving across Britain.

Railway Cuttings - Flying Scotsman

By Paul Bromley, communications director

The visit of *Flying Scotsman* brought an increase in publicity for the Railway with coverage spanning TV, radio, online and print.

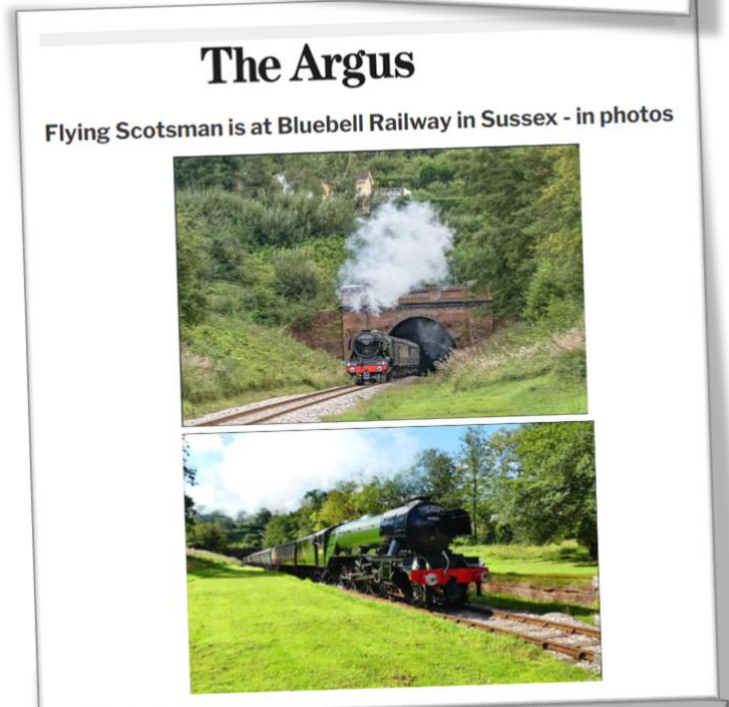
The Times used a picture of the breakfast run from Monday 28 August as one of its [online pictures of the day](#) the following day. The photo of the train on its way to Horsted Keynes station also appeared in the printed newspaper.

The Argus used a set of photographs from various photographers in an [online feature](#) called 'Flying Scotsman in pictures'.

The report highlighted the 100-year-old's visit to the Bluebell Railway including the running days and static display days.

Sussex Live promoted the [arrival of 'Flying Scotsman' at the Railway](#) and said: "The famous locomotive will offer tours along the Bluebell Railway as part of its visit."

Elsewhere, *Great British Life* carried a [feature about the WH Smith empire](#) with a photo of the bookstall at Horsted Keynes.



Beer Festival Helpers

By Jim Taylor, events organiser



Volunteers are requested from to assist with this year's [beer festival](#) at the Bluebell railway.

The dates of the event are 22 – 24 of September. Broadly there are 3 shifts on Friday and Saturday; early afternoon, late afternoon into early evening and late evening.

On Sunday there is only one shift and that is an afternoon stint.

There is a choice of locations, being at Horsted Keynes, Sheffield Park and East Grinstead. However, the emphasis at the moment is on filling spaces at Horsted Keynes and East Grinstead.

If you are able to assist, please e mail me at jim.taylor@bluebell-railway.com and let me know where you can help, on which days you are available and your preferred timings.

Many thanks!

Sheffield Park to Trial New Uniforms!



Thanks to Sheffield Park Senior Station Master Graham Aitken for this photo. Graham notes "The Sheffield Park station staff look pleased when they first see their new-style uniforms modelled by Peppa Pig and her family".

SteamWorking!

By Malcolm Johnson, museum curator [Photos](#) as credited

SteamWorks! has reached a milestone, celebrating its fifth year of operation. The appeal of this attraction remains as strong as ever, drawing visitors in with its wonderful locomotives and interactive exhibits. Each day that services run, a steady flow of visitors are enthralled by the magnificent locomotives and the engaging displays. However, in a world where visitors seek experiences that go beyond a journey on one of the wonderful steam-hauled trains, the importance of enhancing its offerings to provide a fun packed day is paramount. Added value attractions are the key to ensuring that every guest enjoys a complete day of entertainment.

At the heart of SteamWorks! is the star attraction, [Stepney](#), a locomotive that garners fans from across the globe. People travel great distances to stand on her footplate and soak in the allure of this famous locomotive. *Stepney's* popularity even rivals that of music legend Elton John who interestingly also attracts people from across the world to the Railway to witness his connection to the Bluebell Railway "[Tumbleweed Connection](#)".

Recent weeks have witnessed a notable shift in SteamWorks! operational structure. Malcolm Johnson, the museum curator, has taken on the mantle of managing the attraction, supported by John Hutchins, Locomotive Shed Foreman, and Graham Aitkens, Sheffield Park Station Master. The primary focus has been twofold: to optimize all aspects of the attraction and to enhance its appeal to the multitude of SteamWorks! visitors. Excitingly, the near future promises the addition of more historically significant locomotives to the SteamWorks! display. [Sharphorn](#) and the [North London Tank](#) are poised to join the ranks of the other illustrious locomotives on display.

At the heart of the Bluebell Railway's success lies the dedication of its volunteers. The Railway

thrives due to the selfless commitment of individuals who generously contribute their time. Volunteers are the lifeblood of our railway. SteamWorks! is no different and there's an urgent need for more hands to join this committed team. The arrangements for volunteering are very flexible, people can choose the amount of time and what they wish to do when in SteamWorks! Volunteers do not have to spend six hours a day in SteamWorks! and can choose what they do when there. Shifts will be broken into 2 hours a day sections although if volunteers wish to do longer that is alright. Some volunteers might want to split their time between the quieter and warmer Museum and SteamWorks! Please keep that smile on Stepney's face and step forward to help and become a friend of SteamWorks!

The love for the Bluebell Railway often coincides with a passion for model railways. If you are one such enthusiast, the opportunity to care for the immensely popular SteamWorks! model railway awaits. A small contribution of your time can help maintain the appeal of this very popular attraction.



CAN YOU HELP?

If you think you could contribute and be a part of this important work, please contact:

- ➔ Marion Johnson at marioneugeniejohnson@gmail.com or
- ➔ Malcolm Johnson at malcolm.johnson@bluebell-railway.com or on 07593 407802.

Your involvement can make a world of difference as SteamWorks! continues to entertain and inform visitors for years to come.

Previous page: Stepney as currently on display in SteamWorks! Photo: Malcolm Johnson

Right: Sharpthorn Photo: Richard Salmon

Below: The North London Tank Photo: Neil Glaskin



Q Class 541 Overhaul Update

By Steve Pilcher, Treasurer, Maunsell Locomotive Society [Photos by Leaky Finders](#)

Further to the report in August's issue of *The Bluebell Times*, Leaky Finders have been pressing on with the loco's overhaul at their premises in Devon.

The boiler was freed up and lifted out of the frames on Friday 4 August. It was quite an arduous task, removing the concrete 'base' that was in the smokebox to then access and burn out the bolts securing the smokebox to the frames. Once on the ground, the boiler cladding and lagging were removed, and a start made on needle gunning the boiler barrel to enable non-destructive testing of the boiler barrel thickness to take place in due course. All 21 large flue tubes have been 'freed up' and likewise all the smoke tubes. By the time this report appears they should all have been removed from the boiler barrel.

The tender remains at Sheffield Park and will require a new tender tank. Paul Loeber has kindly prepared some CAD drawings of the tender tank (with help from Barbara and Martin Jarvis who oversee the Railway's drawings collection). With the help of these CAD drawings, we will continue discussions with a number of companies/organisations which are experienced in large-scale fabrication work of this nature, with a view to obtaining quotations.

Space in the yard in front of the workshop is at a premium, and we will need to await *Flying Scotsman* to have completed its visit before a 'safe' site can be identified for locating the tender and starting to commence its overhaul.

THE Q NEEDS YOU!

The [Maunsell Locomotive Society](#) has agreed to try and raise £40,000 towards the cost of overhauling the tender and providing a new tender tank. The Q is an ideal size and economical loco for Bluebell operations. It fits in well with the 'Southern' image, and it did actually operate in the vicinity.

Online payments to the appeal can be made by clicking the [DONATE](#) button on the Bluebell website and following the online payment instructions. Select Q Class 541 Overhaul in the drop-down box.

For those who prefer to use cheques, 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, Uckfield TN22 3QL. Please add a note to say it is for the 541 Overhaul Appeal.

As ever, a warm 'thank you' to all concerned who have generously contributed thus far.



Left: The boiler out of the frames ready for needlegunning

Right: Firebox tubeplate, showing the tubes and flues released prior to removal.



Thumper 1305

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

Another month gone by, and a fair bit has been done on 1305 despite losing some time due to the visit of the second most-famous locomotive in the world (*Thomas* being the most famous).

The underframe gang have been hard at it and requested further parts removed from the DTS so they could get to all the framework. So, the DTS has now shed its L1 Brake chest and the AWS (Automatic Warning System) case in its entirety. The former will be given an overhaul, and the latter was found to need some metalwork replacing as it had a few holes and some slight damage. This was thought to have been down to a previous repair needed after 207202 found a car at this end on Forge Farm crossing near Eridge when in mainline traffic.

The solebars on the DTS have been receiving attention too inside and out and are also slowly turning pea green, other areas of the underframe where items have already been removed are having undercoat applied ready for topcoat so the removed parts can be replaced to free up some space. Space is still at a premium for us as the unit itself is currently our only storage.

Elsewhere the AWS receiver brackets have been cleaned up and primed ready for undercoat and topcoat. The centre floor panels in the DMBS have been lifted to expose the underframe from above. The lighting trays should hopefully be back with us soon ready for refitment and metalwork for various repairs has arrived.

We have jointly bought a Plasma Cutter with the Bluebell Railway Goods Division, it can cut anything from 2mm (Thumper bodyside skin thickness) to over ½ inch (wagon solebar thickness).

Sadly, the Single Phase (240v) one we wanted was deemed unsuitable due to the possibility of it upsetting the electricity phases at HK, so we had to get a 3 Phase (415v) one.



This means if we want to use our tool, we must either take 1305 or the metal we want to cut to a 3 Phase Supply, not the most convenient method but I am sure we will cope.



We have also finally taken delivery of some 1305 merch, just in time for the bank holiday weekend of *Flying Scotsman* where we had a stand at HK. We hope to get some sort of online shop going soon so watch this space.

Currently there is no further progress to report on PMV 153 as we are still waiting for space/time in C&W and there is also no news regarding the return of the refurbished lighting trays (but they are imminent) or the oil seals for the fan gearbox



which are proving harder to track down than initially thought.

On the Engine Wagon all but a handful of the welds that are holding the ½ inch thick bed down have been ground out and when the final ones have been done we can hopefully get it lifted off the chassis, remove the wooden bearers and the task of preserving the chassis tops can be carried out before the bed is refitted straight down onto the chassis, making the wagon ready for its load.

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 Oxted Thumper Gang](https://www.facebook.com/1305OxtedThumperGang) 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!



Car 54 Gleams

At Horsted Keynes, [Pullman Parlour Brake Third Car 54](#) – being overhauled to provide disabled access to our Golden Arrow dining train – is gleaming as the final painting continues. Thanks to David Chappell for the photographs.



Horsted Keynes Carriage Shop Donates £2,000 ...

By Chris Wilson, Horsted Keynes Carriage Shop

The Carriage Shop volunteers are pleased to have been able to donate a further £2,000 to projects on the Bluebell Railway.

£1,000 has been donated to the 1305 Oxted 'Thumper' DMU.

Project leader Ben Wetherall said, "For the second time this year we must say a big thank you to the Carriage Shop, as we have again received a generous donation from them.

This will go towards paying for the Plasma Cutter that the 1305 Oxted Thumper Gang have jointly purchased with the Bluebell Goods Division. Giving us both a very useful tool for our restorations.

If you would like to make a donation to 1305 the link is here <https://www.bluebell-railway.com/brps/mu-stock-list/#1305> and if you would like to join the gang restoring 1305 the please contact ben.wetherall@bluebell-railway.com for more information"

A further £1,000 has been provided for the restoration of the [Maunsell Dining Saloon No.7864](#).

Year-to-date the Carriage Shop has now raised and donated £10,000 to Bluebell Railway projects.

The August issue of the Bluebell Times contained important news on our future. The Carriage Shop, as it is now, will close on Sunday 15 October at 5pm and is planned to reopen in a new vehicle and



Left: Andrew Brock and Sam Portnoi accept the donation on behalf of the 1305 Oxted Thumper Gang.



Right: Tony Clements, Maunsell 7864 Group project leader.

location at Horsted Keynes in February next year. So there are only six weekends that we are open in 2023.

The Carriage Shop is currently 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 For all the latest news and other opening times please visit our Facebook page:
facebook.com/BluebellRailwayCarriageShop

... And £500 from The Bulleid Society

By Nigel Currah, Secretary, Bulleid Society

The [Bulleid Society](#) wished to acknowledge the excellent work on the Bluebell-owned [wagon 12058](#) by the [Bluebell Railway Goods Division](#). The wagon is from the era when Oliver Bulleid was Chief Mechanical Engineer and so is of particular interest to the members of the Society.

In recognition of their great work the Bulleid Society donated £500 to the Goods Division.

Pictured are Bulleid Society Secretary Nigel Currah (right) making the presentation to Laurie Anderson of the Bluebell Railway Goods Division on 18 August.



New Additions to the Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

This month we have added another 100 images to the Bluebell Railway Museum website bringing the total now available to 21,529. This update contains photographs taken by the late John Scrace, all Bulleid Pacific locomotives.

This batch includes photographs of West Country class 'Taw Valley' which is scheduled visit the Bluebell Railway this October for the Giants of Steam.

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



Above: West Country class No. 34027 'Taw Valley' passing through St. Johns station with the 9.10 am from Charing Cross to Dover & Ramsgate.

John Scrace [141321].

Left: West Country class No. 34047 'Callington' in store at Nine Elms Shed after being withdrawn two weeks earlier.

Photo: John Scrace [141389]



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, 8 September

By Tony Hillman, Deputy Curator

Three pictures from the Bluebell Photographic Archive taken on 8 September. Thanks to Martin Elms, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and providing the notes.



Photo: Joe Kent [002251]

On Saturday 8 September 1951, West Country class Pacific, 34099 *Lynmouth* is seen crossing Hungerford Bridge with a train from Charing Cross to the Kent Coast. The locomotive, allocated to Ramsgate at the time, had been built at Eastleigh in December 1949.

Also captured to the left of the picture are people visiting the South Bank Exhibition. This was built on cleared bombsites on both sides of the railway viaduct and formed the centrepiece of the 1951 Festival of Britain. In the five months it was open between May and September, it attracted around eight and a half million visitors. Aiming to demonstrate British achievements, particularly in science, technology and design, the exhibition included specially themed pavilions. Interestingly, the photographer has taken the picture from a vantage point afforded by the rear staircase of the Transport Pavilion.

Amongst other rail-related exhibits, brand new Britannia class Pacific, 70004 *William Shakespeare* was on display inside the Pavilion. This locomotive, subsequently allocated

to Stewarts Lane, was mainly used on Boat Trains to Dover and Folkestone, from 1951 to 1958.

Meanwhile, the modern building, which can be seen straight ahead, is the Regatta restaurant, one of several eating establishments within the exhibition grounds. Its design was overseen by architect Sir Misha Black (1910-1977), who was one of the five Festival co-ordinators. Black later worked on a number of railway projects including the external styling of the E5000 (later class 71) electric locomotives, which were introduced in 1959 to replace steam on many services across Kent, including the principal Boat Trains.

After spending time at Salisbury, Brighton and Bournemouth sheds, 34099 was withdrawn in November 1964 and scrapped the following year. With the exception of the Royal Festival Hall, out of sight to the right, the buildings on the exhibition site were all subsequently demolished. The area was redeveloped into the Shell Centre, Jubilee Gardens and the South Bank arts complex.



LSWR O2 Class 0-4-4T W22 *Brading* passes Smallbrook Junction signal box on Saturday 8 September 1956 with possibly the 12.20 pm Ventnor to Ryde Pier Head.

The O2 class were designed by William Adams and W22 was built at Nine Elms Works in June 1892 as No. 215. By the mid-1920s some twenty O2s were made redundant by LSWR suburban electrification and transferred for use on the Isle of Wight. Along with 205, 215 was dismantled at Eastleigh Works in June 1924 and shipped by barge to St. Helen's Quay and re-assembled at Ryde Works by fitters sent from the mainland. Renumbered W22 the locomotive was named *Brading* in January 1929

W22 survived until the end of steam on the Island on 31 December 1966. Taken to Newport on 28 January 1967 it was subsequently scrapped by H.B. Jolliffe & Co.

Smallbrook Junction was situated where the lines from Ryde to Ventnor and Cowes parted. Originally two single lines a junction was created in July 1926. The box, little larger than a garden

shed, contained 20 levers of which 5 were spare. With a scissors crossing between the two single lines, the box and junction were only used in the summer, the lines between the junction and Ryde St. Johns Road being used as conventional double track. In winter the section was worked as two adjacent single lines with the junction at Ryde St. Johns Road.

Despite closure of the Cowes line in February 1966 the box remained open for the duration of the 1966 summer timetable, closing for the last time on the night of 17/18 September that year. It was demolished in January 1967.

Subsequently a station was opened at Smallbrook in 1991 to provide a passenger interchange between the Isle of Wight Steam Railway and what is now branded Island Line Railway. In conjunction with South Western Railway there are plans to rebuild the signal box to house a display of the way it operated.

Photo: John J. Smith[046031]



A1X 0-6-0Ts 32670 & 32678 are pictured south of Crowhurst, on Sunday 8 September 1957, hauling the 4.40pm Empty Coaches from Hastings to Bodiam, consisting of two smart looking 3 Car Sets of corridor coaches. On arrival at Robertsbridge the train will be shunted across to the Kent & East Sussex line and the two engines will then “top and tail” the coaches onward to Bodiam where they will form Hop Pickers Friend’s Special H87 to London Bridge via Tonbridge, Oxted and East Croydon.

Leaving Bodiam at 6.40pm, the Special will return to Robertsbridge, where they will be replaced by a larger engine for the run to London, scheduled to be an L Class 4-4-0 from Tonbridge Shed. The two A1X 0-6-0Ts will then return to St Leonards Shed where they were allocated. At that time St Leonards Shed had an allocation of three A1X 0-6-0Ts, although the only regular work for them was the Monday to Saturday freight from

Robertsbridge to Tenterden and back. The Hop Pickers Friend’s Specials each September were, at this date, the only passenger trains to use the line, they only lasted one more year until 1958, after which just freight ran between Robertsbridge and Tenterden, until closure on 12 June 1961.

The A1X Class was introduced in 1911 as a Marsh rebuild of the Stroudley LBSCR A1 Class of 1872, with a Marsh boiler and extended smokebox. Fourteen A1X Class survived into British Railways Capital Stock, plus one Class A1 and apart from two early withdrawals in 1951, nine of the remaining 12 survived until 1963. They were used on lines where engines with a light axle load were required, probably the most notable being the Hayling Island branch. Many of those remaining in 1963 passed into preservation and today both 32670 and 32678 are based on The Kent & East Sussex Railway.

Photo: John J Smith [0445827]

Job Vacancies

CARRIAGE & WAGON FITTER

This is a rare opportunity to work as part of the team involved in the restoration and maintenance of the Bluebell Railway's rolling stock focussing on the overhaul and manufacture of mechanical parts & brake gear, pipework and fittings.

The applicant will ideally have either completed an engineering apprenticeship, although on-the-job training will be provided to otherwise suitable

applicants. Skills advantageous for this post include machining and fitting mechanical parts, welding and fabricating, pipework, and electrical systems.

All applicants should be self-motivated and self-managing but also team players, and happy to work with both paid and volunteer staff alike.

The Carriage and Wagon Works operates 7 days per week, and some weekend working may be required.

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



*Flying Scotsman arrives
Photo: Roy Watts*

The Bluebell Times

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Members, Staff and
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Tail Lamp

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

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